



## STAFF REPORT

DATE: MARCH 5, 2013  
 TO: HONORABLE MAYOR AND CITY COUNCIL  
 FROM: ROD FOSTER, CITY MANAGER  
 SUBJECT: 2013 LEGISLATIVE PROGRAM

A handwritten signature in blue ink, appearing to read "Rod Foster".

### RECOMMENDED ACTION

It is recommended that the City Council, acting as the Council and Board of Directors for all subsidiary bodies, adopt the 2013 Colton Legislative Program.

### GOAL STATEMENT

The proposed action supports the Council's goal of promoting Colton's legislative agenda, as well as pursuing federal and state funding for major public projects.

### BACKGROUND

As a means to be active in legislative advocacy, a formal legislative program has been developed to promote the specific interests of the City of Colton. As such, staff is advancing a comprehensive program to guide the legislative process in calendar year 2013.

The attached Legislative Program document details the overall program including, but not limited to, legislative positions, appropriation goals, City Council/staff duties and use of advocates/lobbyists. As stated in the Legislative Program's Purpose Statement, "the purpose of the City of Colton's Legislative Year 2013 Program is to provide a vehicle for the City Council and staff to pursue legislative objectives in the most efficient and effective way." Practically speaking, many legislative issues are brought to the City by way of letters requesting support or opposition from lobbyist organizations, other cities sponsoring legislation or special interest groups. Due to the time sensitive nature of these requests, staff needs to be able to prepare the necessary letters without special action of the Council. Having a program that outlines the City's position on routine issues that impact cities enables staff to prepare the necessary letters for the Mayor's signature, or respond to inquiries with a firm City position, without individual Council action.

Matters that are not clearly defined in the City's Legislative Program can and should continue to be brought to the full City Council on a case-by-case basis. The general philosophy of the Program is to protect local or home rule; oppose unfunded State and County mandates; oppose government interference in the private sector; oppose legislation that the City deems as "job-killer" or "anti-business" and, to protect and stabilize current City revenue sources.

The City of Colton Legislative Year 2013 Program has been reviewed by the City's legislative advocates, as well as the City's executive staff team and the City Attorney.

## **ISSUES/ANALYSIS**

The Legislative Program document provides a myriad of legislative positions for Council consideration. As it would be voluminous to describe the reasoning behind each legislative position within this staff report, staff will be ready to discuss any legislative position, if needed, during Council consideration of this item.

Of special note to the Council is the "Immediate Funding Gaps" Section of the Legislative Program. Within this section are the major projects identified by the Council for staff to focus on during the Legislative Year. Many times, federal and state officials and staff members ask the City to identify the #1 project – in this case staff has identified a variety of projects and will pare down the list as needed in subsequent documents/submissions.

The Legislative Program document remains substantially the same as compared to last year's document. The following modifications are included in the attached program document:

### County/Regional

- Pursue funding for the cleanup of blighted properties. Currently there is no budget for the cleanup of private properties where action has been taken by the Code Enforcement and Housing Advisory Appeals Board (CEHAAB) and a warrant issued, including large projects or those where hazardous material exists, such as asbestos.

### State

- Support elimination of the statewide Regional Housing Needs Allocation (RHNA) process which places mandates on local governments to accommodate increased housing numbers and densities in their general plans and zoning ordinances.
- Support continued funding for the California Specialized Training Institute (CSTI) to remain the premier training venue in the State of California for the training of firefighters, police officers, and emergency management personnel.

### Federal

- Support continued funding for the U.S. Department of Justice Community Oriented Policing Services (COPS) program.
- Support continued funding for the U.S. Department of Homeland Security's Staffing for Adequate Fire and Emergency Response (SAFER) Grant.
- Support continued funding for the U.S. Fire Administration, the National Fire Academy, and the Emergency Management Institute.

### Immediate Funding Gaps

- Combined the Multiple Mt. Vernon Bridge Project Requests into One Project
- Added a Reche Canyon Water Booster Station No. 2 Project
- Deleted the Infiltration Basin Project
- Added Fire Department Equipment
- Added Habitat and Land Acquisition and Management

### **FISCAL IMPACT**

The City's Legislative Program will be coordinated by the City Manager's Office. As such, the major impact will be on staff time needed to manage this effort. Costs for legislative advocates, as well as necessary travel and expenses by Council Members/staff, will be discussed during the City's budget processes or on a case-by-case basis.

To that end, there have been requests made recently by Council Members to plan/fund for future Washington, DC legislative advocacy trips. During mid-year budget review also on tonight's agenda, the Council can either add funding for a Washington, DC trip in the current fiscal year or consider funding for future trips in FY 2013-14. For budgeting purposes, if three Council Members and two staff members travel to Washington, DC for three days, staff estimates that approximately \$6,500 will need to be budgeted for each potential trip. Also, Jamie Jones from David Turch & Associates has provided suggested dates for the City to consider if it decides to visit Washington, DC. The proposed dates are attached to this report.

### **ALTERNATIVES**

- Amend the proposed program as desired.
- Provide alternative direction to staff.

### **ATTACHMENTS**

- Potential Dates for Washington, DC Trips
- Legislative Year 2013 Program

Potential Dates for Washington, DC Trip  
Jamie Jones, from David Turch & Associates, has provided the following  
dates for a advocacy trip:

April 10, 11, 12

April 24, 25, 26

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May 7, 8, 9

May 15, 16, 17

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June 4, 5, 6,

June 12, 13, 14

June 18, 19, 20

June 26, 27, 28

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July 9, 10, 11

July 17, 18, 19

July 23, 24, 25

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September 10, 11, 12

September 18, 19, 20

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October 1, 2, 3

October 9, 10, 11

October 23, 24

October 29, 30



## **City of Colton Legislative Year 2013 Program**

Sarah S. Zamora, Mayor  
David Toro, Mayor Pro Tempore  
Deirdre Bennett, Council Member  
Frank Gonzales, Council Member  
Frank Navarro, Council Member  
Susan Oliva, Council Member  
Isaac Suchil, Council Member

Rod Foster, City Manager

## **City of Colton Legislative Year 2013 Program Purpose Statement**

The purpose of the City of Colton's Legislative Year 2013 Program is to provide a vehicle for the City Council and staff to pursue legislative objectives in the most efficient and effective way.

### **Program Goals and Objectives**

The primary goal of the legislative program is for the City Council to adopt official City positions on clearly stated legislative issues prior to the start of the legislative session. By doing this, the legislative approval process is streamlined and eliminates the need for repetitive concurrence and direction from the City Council on previously approved issues.

A secondary objective is to implement a process that ensures that the City Council provides input and direction on legislative issues that have not been previously reviewed by the City Council. This objective will ensure that staff will seek the Council's guidance on issues not contained within the City's adopted legislative positions.

## **City of Colton Legislative Year 2013 Program Process Outline**

Adopted annually by the City Council, the City's Legislative Program consists of a framework and reference guide for legislative positions and objectives that provide direction for the City Council and staff. The following five steps outline the process.

### **I. Development of Legislative Issues**

1. The City Council annually approves the legislative positions cooperatively developed for the upcoming legislative session for the City Council, staff and Legislative Advocates to advance on behalf of the City.
2. The City Council understands that Legislative Advocates provide a useful service in the success of the City's goals and objectives. Therefore, the dedication of budget dollars for Legislative Advocates will be considered by the Council either annually during the budget process; at mid-year budget review; or, on a case-by-case basis for specific legislative needs.

### **II. Development of Recommended Positions for Issues Not Considered in the Legislative Positions Document**

The second step formalizes a process for developing positions on legislation that falls outside this adopted document.

1. Preliminary staff research and analysis on legislation impacting the City that falls outside this policy document.
2. Consultation and coordination with the City's Legislative Advocates.
3. Recommendations on legislative positions are brought to the City Council for action. Any legislative action will require not less than four affirmative votes of the legislative body, regardless of the number of Council Members in attendance, to be pursued by the City.

### **III. City Council Responsibilities in the Legislative Process**

The third step outlines the participation and activities by the City Council, collectively and individually, in overseeing items of interest to the City during the legislative year. These activities include:

1. Seek support/opposition from other interested entities.
2. Participation in meetings with legislators and staff, as well as other local public officials/staff.
3. Preparing/reviewing/presenting testimony on behalf of the City before the county, state and federal government.
4. Receive copies of all correspondence transmitted on legislative positions.
5. Provide City Council approval on all proposed actions that impact the legislative program as requested by staff.

#### **IV. Staff Responsibilities in the Legislative Process**

The fourth step outlines the responsibilities of City staff in overseeing the City's Legislative Program during the legislative year. These activities include:

1. Preparing support/opposition analyses and correspondence.
2. Send letters of support/opposition (staff is authorized to send letters on adopted legislative positions without further Council interaction as described in the "signature" section below).
3. Seek support/opposition from other interested entities.
4. Participation in meetings with legislators and staff, as well as other local public officials/staff.
5. Preparing/reviewing/presenting testimony on behalf of the City before the county, state and federal government.
6. Receive copies of all correspondence transmitted on legislative positions.
7. Inform the City Council on the progress of legislation on which the City has taken a position, including any substantive amendments that would impact the spirit of the City's adopted position.
8. Preparation of a program status report as described in the following section.

#### **V. Legislative Program Communication**

The fifth step describes the legislative tracking and other communication issues regarding legislative items.

1. Staff regularly tracks the status of various bills throughout the legislative year. As warranted, staff will prepare a status report and inform the Council on the progress of certain legislation.
2. The Mayor or City Manager, on behalf of the City and its subsidiary agencies, shall sign letters on City adopted legislative positions unless certain circumstances dictate otherwise. Written correspondence, by individual Council Members on legislative items not adopted by the City Council, may be transmitted if the correspondence identifies that it is a position as an individual citizen as opposed to an official position of the City of Colton. All adopted legislative positions are either included in this policy document or in the official City Council Minutes for special legislative efforts.
3. By adoption of this legislative policy, each Member of the City Council agrees and affirms that hereafter the City Council prohibits any of its members from lobbying, advocating, or taking a position contrary to the Council's adopted position on any legislative item. Council Members may, as allowed for in law, take positions as an individual citizen; however, said communication is discouraged and considered antithetical to the success of the City and this legislative program specifically. Any individual communication must be on personal stationery that is free of any City of Colton identifying information, including logos, official position titles, addresses, phone numbers, etc.

## **City of Colton Legislative Year 2013 Program City Council Legislative Positions**

Pursuant to City Council adoption of the following positions, the City Council and staff, in conjunction with our Legislative Advocates, will actively pursue these directives.

### **County/Regional**

- Ensure local City input on all regional land use and planning issues. Coordinate with County Land Use Services and Economic Development on joint development projects that will be of benefit to both the City and County.
- Support joint efforts to develop mutual development standards for unincorporated areas that are binding upon the County and the City.
- Support efforts to increase the amount of transportation funds allocated to local jurisdictions for discretionary projects.
- Support efforts for funding and the completion of the Colton Crossing project, including the establishment of Quiet Zones throughout the City.
- Pursue funding for projects that improve the quality of life in Colton.
- Support regional economic development policies that provide for planned economic growth in the City and neighboring communities.
- Pursue funds from economic development programs administered by the County of San Bernardino on behalf of federal and state agencies.
- Support the expansion and development of the former Norton Air Force Base; as long as no quality of life issues are impacted in Colton, e.g. air traffic noise and pollution.
- Oppose unfunded mandates to the City for any new or continuing program/service.
- Support local control over the administration of local programs.
- Ensure that the County's responsibilities for mandated programs are not passed on to the City in the form of undue burdens/financial mandates.
- Support efforts to promote clean air programs in cooperation with the South Coast Air Quality Management District (SCAQMD).
- Support efforts to bring regional facilities and family-orientated programs to the community.
- Support efforts to work with neighboring local governments to establish joint programs/services in order to provide an efficient and effective service level.

- Pursue funding for the cleanup of blighted properties. Currently there is no budget for the cleanup of private properties where action has been taken by Code Enforcement and Housing Advisory Appeals Board (CEHAAB) and a warrant issued, including large projects or those where hazardous material exists, such as asbestos,

## **City of Colton Legislative Year 2013 Program City Council Legislative Positions**

Pursuant to City Council adoption of the following positions, the City Council and staff, in conjunction with our Legislative Advocates, will actively pursue these directives.

### **State**

- Oppose all legislation and administration actions that authorizes the state to borrow/take/eliminate/reduce any source of local government funding in order to finance budgetary deficits.
- Oppose all legislation and administration actions that reduces or eliminates funding, programming or services provided by enterprise zones.
- Support legislation/initiatives that establishes a new local "redevelopment" and/or "economic development" program(s) with identified on-going sources of funding, including on-going funding for affordable housing initiatives.
- Support a comprehensive state performance review and audit system and long-range financial planning and performance budgeting to enhance accountability, efficiency and responsiveness at all levels of government.
- Oppose all legislation that lessens local control.
- Oppose all legislation that seeks to reduce or eliminate the ability of local agencies to choose alternative forms of providing service to its community.
- Support legislation/initiatives that provide local government with protected and predictable revenue sources.
- Support legislation that provides incentives or grant opportunities for community improvements.
- Support legislation that strengthens the concept of local control/local home rule for local decision making and land use. Oppose any legislation that weakens local home rule.
- Support legislation that preserves municipal authority over the public right-of-way including fair and reasonable compensation for use of the right-of-way, as well as local franchising. Oppose efforts by any regulatory commission from promulgating rules and regulations that infringe on local land use decisions and management of the public right-of-way.
- Support legislation or policy that provides funding to local governments for new/improved railroad grade crossings, including funding for the construction of grade separations to replace at-grade crossings, as well as the establishment of Quiet Zones. Advocate for new processes to expedite the review and approval of such projects.

- Support legislation that would lift the minimum requirement of payment of prevailing wages on municipal Public Works projects to amounts greater than \$100,000.
- Oppose legislative efforts to impose binding arbitration that would remove local government authority on matters of local interest. Specifically, support all legislative and legal efforts to overturn any legislation that implements binding arbitration or a similar non-judicial dispute resolution system on local government.
- Support legislation that revises the State's distribution of sales tax to a per capita formula.
- Support full cost reimbursement to the City for all federal, state and county-mandated programs.
- Oppose new or continuing unfunded mandates to the City.
- Support local control over administration of local programs.
- Oppose legislation that seeks to lessen the City's ability to enforce contractual language agreed to and contained within existing franchise documents.
- Oppose taxes or fees on local refuse programs to fund statewide programs.
- Support cooperation between the state and local jurisdictions on source reduction and recycling in order to meet current solid waste reduction goals (AB939).
- Support reasonable legislation that balances the need for workable and effective redevelopment law while ensuring the ethical and judicious use of eminent domain by governmental agencies. Oppose any legislation that outright bans the use of eminent domain by governmental agencies.
- Support statewide efforts to coordinate disaster preparedness programs in local jurisdictions and support guidelines to identify the strengths and weaknesses of local preparedness efforts.
- Support a statewide action plan for addressing water-related issues including availability, quality, import, export and reclamation.
- Support financial incentives for water reuse and legislation that encourages the treatment of municipal wastewater for non-potable reuse and promote the development of reasonable regulations to encourage and maximize the responsible use of reclaimed water as an alternative to California's fresh water supply.
- Support legislation that broadens operational control and authority of municipally-owned utilities.
- Support legislation that promotes and provides funding for green sources of electric energy production for local electric utilities.

- Support legislation that promotes greenhouse gas emission reduction with mechanisms in place to ensure that overall energy costs do not rise too high or too quickly for customers.
- Support requiring local government participation on the governing bodies of air quality management districts in California.
- Support adequate financing of jails and criminal justice facilities. Address the need to devote equal time and energy to develop effective alternatives to incarceration, including early intervention of at-risk youth and counseling and rehabilitation programs.
- Support efforts to promote and finance programs to educate citizens concerning responsible pet ownership and adoption.
- Support programs and efforts aimed at assisting with the cleanup of abandoned/inoperative vehicles.
- Support adequate funding of an ongoing State Fire Training Program similar to the existing, reimbursable system Peace Officers Standards & Training (POST) utilized by law enforcement agencies.
- Support and promote programs that enhance the benefits of mutual aid agreements between local governments.
- Support legislation that controls the costs of elections as long as the elections process is not adversely affected (e.g., purge voter rolls, limit costs for candidate statements, prevent abuse of absentee ballot process). Support legislation that continues the state reimbursement of absentee ballot costs.
- Support legislation that would increase voter turnout in local elections (e.g., mail ballots, touch screen capabilities, more information to voters for judicial elections).
- Support efforts to require the State Legislature, public commissions, boards, councils, and other public agencies of the state to conduct deliberations and meetings in strict accordance with the Brown Act.
- Oppose the taxability of employee benefits.
- Limit tort liability and provide enhanced and expanded tort immunities for public entities including, but not limited to, claims arising from the unauthorized use of public property.
- Support comprehensive tort reform, including limiting the joint and several liability of governmental agencies to a liability equal to their percentage of their wrongdoing.
- Support legislation that requires the California Public Utilities Commission (PUC), Federal PUC and railroad operators to adopt and fund programs to construct and maintain grade separations necessary for public safety and welfare.

- Support elimination of the statewide Regional Housing Needs Allocation (RHNA) process which places mandates on local governments to accommodate increased housing numbers and densities in their general plans and zoning ordinances.
- Oppose affordable housing production mandates without necessary funding to support said housing mandate, including density increases in established neighborhoods.
- Oppose the expansion of the State listing of endangered or threatened species without economic impact analyses and valid scientific data.
- Support the delisting of endangered species that have thrived and recovered through effective resource management.
- Support legislation that would reform the State's Worker's Compensation System in order to draw a balance between reasonable claimant benefits versus the increasing costs/corruption that has plagued the System to date.
- Oppose legislation that is deemed by the City to be "anti-business" and/or "job killer."
- Support legislation that promotes the expansion of public libraries, including funding for such expansion. Additionally, support legislation that promotes literacy and local programs for community libraries. Oppose legislation that seeks to reduce or eliminate funding for community libraries, including literacy programs.
- Support legislation that promotes the expansion of public parks, including funding for such expansion. Additionally, support legislation that provides for public-private partnerships for the provision of park/recreation activities, including the construction of community buildings by non-government organizations, e.g. the YMCA, local service clubs, etc.
- Support legislation that advances the mission of clean air goals and objectives, including legislative efforts that provide funding for air quality programs.
- Support legislation in which the State continues to fund the booking fees for prisoners. Oppose legislation that would require local agencies to pay "jail access fees."
- Support legislation that promotes increased enforcement and prosecution of criminals associated with recycling thefts, including enhanced identification standards of customers by recycling centers.
- Support legislation that provides funding for and expands the DNA data base utilized for the prosecution of criminals by local law enforcement agencies.
- Support legislation that requires mortgage lenders to establish a uniform tracking method of mortgage instruments to assist local governments in indentifying current property owners in order to proactively prevent blight caused by the increase in foreclosures.

- Support funding for afterschool programming for youth from elementary school through high school, and oppose legislation that seeks to reduce funding for these programs.
- Support funding for human services programs which seek to provide aid to local family's in-need of assistance, including feeding programs for youth in-need.
- Support legislation to establish or increase funding for early childhood education programs, and oppose legislation that seeks to reduce funding for such programs.
- Support efforts to increase health and wellness awareness within communities.
- Support continued funding for the California Specialized Training Institute (CSTI) to remain the premier training venue in the State of California for the training of firefighters, police officers, and emergency management personnel.

## **City of Colton Legislative Year 2013 Program City Council Legislative Positions**

Pursuant to City Council adoption of the following positions, the City Council and staff, in conjunction with our Legislative Advocates, will actively pursue these directives.

### **Federal**

- Pursue funding that specifically benefits the City of Colton's transportation and public works projects. Specifically, support the passage of local transportation related legislative efforts, as well as support efforts to ensure funding in order to provide a permanent, direct percentage of unrestricted federal transportation funds to local government transportation departments for priority work.
- Oppose cuts to Community Development Block Grant (CDBG), HOME program and Section 8 Housing funds. Advocate for a more streamlined application process and for greater flexibility of local appropriation and use of monies.
- Oppose any legislation that mandates a Social Security tax for public employers and employees.
- Support collecting and remitting state and local sales taxes to the state in which the purchaser is residing (e.g., purchases made over the internet; by mail order; by catalog, etc.)
- Support legislation to include consideration of the economic impacts of proposed species listings, as well as support the delisting of species no longer threatened or endangered.
- Support legislation that eliminates local government liability under Superfund for the disposal of the municipal waste stream.
- Support continued efforts for the Superfund clean-up of perchlorate contamination in ground water sources.
- Support direct federal funding to cities, without matching requirements, to use in drug prevention, intervention and enforcement efforts.
- Support efforts to ensure protection of sufficient radio spectrum to meet public safety's current and future needs. Public safety needs should have priority over private or for-profit communication systems.
- Oppose legislation and the promulgation of rules and regulations that allow any regulatory agency to encroach on or supersede local authority, including, but not limited to, the City's right to franchise for the right to operate in the public right-of-way.
- Support direct federal funding from the Economic Development Administration for local economic development and public works projects.

- Support legislation that directs Homeland Security funds to local police and fire departments and provides for streamlined access to federal funds without State or County involvement.
- Support legislation that enhances and continues the Healthy Forests Initiative – especially as such program protects public safety and welfare by caring for forest areas and ensuring that losses from wildfires are kept to a minimum.
- Support streamlined environmental processing for federal regulatory permits issued by the US Army Corp of Engineers, US Fish & Wildlife Service, Federal Highway Administration and various other federal agencies for the purpose of expediting private and public development initiatives.
- Encourage local/regional control and administration of federal programs and strategic placement of federal personnel to ensure expedited decision-making.
- Support funding for projects authorized under the Water Resources Development Act of 2007 (WRDA), as well as other authorization and appropriation bills for Colton projects.
- Support funding and expedited processing for the development of “Quiet Zones” along railway corridors.
- Support funding for afterschool programming for youth from elementary school through high school, and oppose legislation that seeks to reduce funding for these programs.
- Support funding for new parks and recreational developments for local communities. Support the continuation of the Land & Water Conservation Funce (LWCF) and associated federal grant programs. Oppose funding reductions to this program.
- Support legislation to establish or increase funding for early childhood education programs, and oppose legislation that seeks to reduce funding for such programs.
- Support legislation that promotes greenhouse gas emission reduction while permanently preempting states from enacting cap-and-trade greenhouse gas regulation programs and allowing states to continue implementing complementary measures such as renewable energy and energy efficiency requirements.
- Support legislation and programs that provide funding for new and expanded public libraries. Additionally, support legislation that promotes literacy and local programs for community libraries. Oppose legislation that seeks to reduce or eliminate funding for community libraries, including literacy programs.
- Support efforts to increase health and wellness within communities, including feeding programs for youth in-need.
- Oppose attempts to increase the scope of FERC/NERC/WECC compliance standards on utilities that are interconnected to the grid at voltages below 100 KV.

- Support continued funding for the U.S. Department of Justice Community Oriented Policing Services (COPS) program.
- Support continued funding for the U.S. Department of Homeland Security's Staffing for Adequate Fire and Emergency Response (SAFER) Grant.
- Support continued funding for the U.S. Fire Administration, the National Fire Academy, and the Emergency Management Institute.

## **City of Colton Legislative Year 2013 Program City Council Appropriation Goals**

Pursuant to City Council adoption of the following appropriation goals, the City Council and staff, in conjunction with our Legislative Advocates, will actively pursue these directives.

### **Colton Regional Park / Sports Complex**

The Colton Regional Park/Sports Complex will consist of 5-10 Soccer/Football fields, on a site of at least 25 acres. These fields will serve as home to Colton's extensive youth soccer and youth football programs, which combined, serve almost 2,000 Colton youth annually. Currently, neither of these leagues has a City park to call home. Both leagues utilize school facilities, as well as facilities outside of the City of Colton. School facilities are overcrowded and overused, creating poor & unsafe field conditions, and after-hours impact to the surrounding community, as well as compacted, late-night programming for school-aged youth on school nights. This complex will allow for the efficient scheduling of adequate field space for Colton's youth within city boundaries, keeping our youth near home, during after-school hours, and positively impact school performance.

The City of Colton does not currently have City sports fields dedicated to soccer or football. The Colton Recreation & Parks Commission has designated the creation of such as their top priority for park development in Colton. The Colton City Council has also identified the creation of a regional park/sports complex as a priority for future park development. Staff has worked to identify a preliminary design for such a complex, which will include multiple lighted ball fields, a culminating championship field with a fitness track and permanent seating, restrooms & concession building, children's play area, and adequate parking for all fields. The complex will be prioritized for youth programming, and will serve thousands of Colton youth on a yearly basis.

**The Colton Regional Park/Sports Complex is estimated to cost a total of \$35 million, including land acquisition and construction.**

### **Low to Moderate Income Senior Housing**

Colton is a community with a very special heart and soul. The citizens of our community have for the most part lived in the same home for multiple generations. As such, Colton is a working class community of people of diverse backgrounds and lower family incomes. Demographers estimate that San Bernardino County will be faced with a continual increase in senior citizens over the next several years as the population ages. Without financial resources the City's aging population is left with few choices for living arrangements. A large number of Colton's senior citizens are living on a fixed income, below poverty level and without financial assistance from family. The City's priority is to construct at least one low to moderate income housing facility that will provide housing for seniors in close proximity to social services and with other senior citizens.

**The City has site control and is now searching for financial resources to construct the project. It is estimated the total project would cost approximately \$15 million.**

## **Central Zone 4 MG Water Storage Tank**

The project entails the construction of a domestic water supply storage tank to serve the Central Pressure Zone for the City. The Central Zone serves the majority of citizens in the community and is deficient in storage capacity. This tank will allow for off-peak pumping resulting in energy savings. This tank also provides water supply for a future booster station that will provide a redundant water supply to the Reche Canyon area. The Reche Canyon area of the community is prone to wildfires that threaten homes in the urban-wildland interface areas. The canyon is also located in close proximity to the San Jacinto Fault, an adjunct fault to the San Andreas. Earthquakes on the San Jacinto Fault have historically created the most damage in the region. The area is currently served by a single 12-inch pipeline and booster station placing it at risk in the event of an earthquake or other event.

**The total estimated project cost for the storage tank is \$4,800,000.**

## **Reche Canyon 11 Water Booster Station**

In concert with the Central Zone 4 MG Storage Tank project, the Reche Canyon II Water Booster Station consists of several vertical turbine pumps, backup generator, and the associated transmission pipeline to move water from the Central Zone 4MG tank to the Reche Canyon 11 pressure zone. This booster will provide the necessary infrastructure to meet the reliability and redundancy needs of the Reche Canyon area.

**The estimated cost to construct the booster station and associated piping is \$2,900,000.**

## **Reche Canyon Booster Station No. 2**

In concert with the Central Zone 4 MG Storage Tank project, the Reche Canyon Booster Station No. 2 consists of several vertical turbine pumps, backup generator, and the associated transmission pipeline to move water from the Central Zone 4MG tank to the Reche Canyon pressure zone. This booster will provide the necessary infrastructure to meet the reliability and redundancy needs of the Reche Canyon area.

**The estimated cost to construct the booster station and associated piping is \$2,900,000.**

## **Bordwell Avenue Water Transmission Main**

This project will construct an 11,000 foot replacement water line in Bordwell Avenue to provide a critical backbone for the City of Colton's water supply. The current lines in the system are decades old and undersized, creating hydraulic constructions and discolored water problems that impact 70% of the City.

**The cost of the pipeline project is estimated to be \$3,900,000.**

## Western Pressure Zone Gravity Storage Tank and Transmission Line

The Western Pressure Zone serves about one-third of the population of the City of Colton, including the Arrowhead Regional Medical Center. Currently the area is served by an elevated tank with limited capacity. This project provides much needed gravity storage to the area, enhancing fire flow and energy efficiency.

By constructing a 4 million gallon storage tank and associated transmission lines crossing the Santa Ana River in the La Loma Hills area of the City, the probability of an extended water system outage following a major earthquake or other event is reduced.

**The total estimated project cost for the storage tank and associated water transmission lines is \$9,400,000.**

## Valley Boulevard Business District Preservation

A majority of the City of Colton is bisected by major transportation corridors, including freeway, rail and surface transportation. Working alone as opposed to in harmony with one another, the transportation system, in whole, has contributed to the degradation of the business district located along Valley Boulevard and the 1-10 freeway. Further detracting from the community, the 1-10 is elevated, causing motorists to "overlook" the business district. In an attempt to take advantage of the benefits typically afforded to businesses located along a major freeway, businesses have had to resort to large freeway oriented signs, which detracts from the visual aesthetics of the citizens within the community.

Colton looks for financial support in an attempt to recreate a downtown for its citizens. Proposed programs include facade programs, landscape beautification, signage rehabilitation and funding for economic revitalization. Transit oriented development, affordable housing and pedestrian linkages are other elements that would be incorporated into a master design.

**The City estimates that this project will cost upwards of \$200 million with local match potentially available from the City of Colton.** This project encompasses historic preservation coupled with economic development and revitalization. The City projects that thousands of permanent new jobs will be created as the result of this project. **The City will eventually be applying for assistance from the Economic Development Administration (EDA) division of the Department of Commerce and later be seeking report language to support the project for EDA funding.**

## Downtown Revitalization

Colton continues to look for financial support in an attempt to recreate a downtown for its citizens. To that end, the city is applying for planning grants that are specifically targeted to encourage transit oriented development and future sustainability. If the City is successful in its application for the grants, an overall plan for the downtown area will be created, taking full advantage of the City's assets and creating programs to further the revitalization efforts. The proposed programs include facade programs, landscape beautification, signage rehabilitation and funding for economic revitalization. Transit oriented development, affordable housing and pedestrian linkages are other elements that would be incorporated into a master design.

**The City estimates that this project will cost upwards of \$200 million with a search for grant opportunities as a match to implement these programs.**

Downtown Revitalization encompasses historic preservation coupled with economic development and revitalization of existing businesses. The City projects that thousands of permanent new jobs will be created as the result of this project. **The City will eventually be applying for assistance from the Economic Development Administration (EDA) division of the Department of Commerce and later be seeking report language to support the project for EDA funding.**

### **3-5 Comprehensive Storm Drain Project**

The City of Colton's western quadrant is in need of absent storm drain infrastructure. This infrastructure has been designed and identified as the 3-5 Comprehensive Storm Drain Project (3-5 CSDP). This project will address the deficiency of storm drain infrastructure in the project areas defined by the San Bernardino County Flood Control District as 3-5 and 3-8. These project areas lack the necessary storm drain infrastructure to channel the surface flow coming from the north, City of San Bernardino, to the Santa Ana River. Currently, these flows are blocked from reaching the Santa Ana River by the Interstate 10. The proposed storm drain infrastructure would take these flows under the freeway to the Santa Ana River. The lack of storm drain infrastructure in this region of the City remains a hindrance to Colton's ability to develop its prime Interstate 10 frontage.

The needed storm drain infrastructure has been designed into five phases. An additional \$20 million is required to complete the storm drain infrastructure in the West Valley Project area and provide the region with flooding protection from a 100-year-event. At this time the existing infrastructure is capable of redirecting rainfalls categorized as 5-year-events. The City has completed the construction of one of five phases, Phase III. The construction of the next phase, Phase II, will complete improvements under the I-10 freeway and the UPRR rights-of-way. Once construction of Phase I and Phase II are completed Valley Boulevard will experience relief from 25-year storm events. Phases I and II are shelf ready, design and environmental documents are available to move these phases into construction.

This area is the home to the Arrowhead Regional Medical Center, and also earmarked as the City of Colton's future Specific Planned Community. Development of this area is stunted by the current flooding experienced due to the pending storm drain improvements, which are currently unfunded. Annual flooding along Valley Boulevard: 1) presents public safety concerns 2) restricts emergency vehicle access to the regional hospital (Arrowhead Regional Medical Center), 3) provides a hardship to businesses in the area 4) restrains the sale of undeveloped parcels along Valley Boulevard and 5) inhibits travel of commuter traffic.

Construction of the 3-5 CSDP will increase the economic vitality of this community, improve road infrastructure, and improve public safety. In April 2007, an auto driven by two medical center employees fell into a sink hole that gave way as they were accessing the entrance way to the Arrowhead Regional Medical Center, located within the City of Colton. While the medical center lies within the City of Colton, the incident occurred along an access road on the medical center property and not a City of Colton street. The cause of this catastrophic incident was the absence of adequate regional storm drainage infrastructure. The City of Colton has shown its active commitment to constructing the absent storm drainage infrastructure for this region by the advancement of the 3-5 Comprehensive Storm Drain Project.

**The City is now seeking a \$20 million appropriation for this project. The 3-5 storm drain flood control improvement is included in the 2007 Water Resources Development Act (HR 1495); however, appropriations have not been approved for these improvements.**

## **Agua Mansa Widening Project**

The City of Colton is enthusiastic about the potential to develop Agua Mansa Road as a major industrial corridor. This roadway segment requires improvements to allow Colton to effectively market this corridor for industrial uses. The improvements will foster development along this industrial corridor by relieving congestion, and providing a safer and more fluid roadway alignment.

Development along this corridor is necessary to allow the City to complete the sewer infrastructure to service the southwest region of its City limits. Development of this corridor will provide both the City and the County millions of dollars in sales and property taxes annually. Segment of Agua Mansa Road west of Rialto Channel (approximately 0.65 miles) is within County of San Bernardino jurisdiction.

The completed roadway will require right of way acquisition, realigning and widening of Agua Mansa Road from Rancho Avenue to Riverside Avenue. Delivery of this project has been phased into three phases. The first phase of this project from Riverside Ave. to Rialto Channel was completed in 2010. Phase II will complete roadway improvement along Agua Mansa Road between the Rialto Channel and Rancho Avenue. Phase III will complete bridge widening/replacement over Rialto Channel to accommodate four lane traffic.

Project improvements will include: installation of 6" thick aggregate base, 4" thick asphalt (2" thick rubberized over 2" thick conventional asphalt), curb, gutter, stripping, signage and installation of a fourteen-foot median to provide a better control traffic left turn movements.

These improvements will also serve to improve the City's ability to respond to public safety concerns. The realignment component of this project will eliminate the current design curve of the roadway to improve safety conditions for vehicular and pedestrian traffic. By widening the roadway from two to four lanes the project will accommodate current and future traffic volumes, which affect the ability of our safety departments to ensure adequate response times to our community and neighboring communities. The roadway improvements will eliminate bottlenecks and congestion along Agua Mansa Road, thereby decreasing engine emissions into the air, especially during peak hours. As a truck route, alternate east-west/west-east corridor to the Interstate 10 and local connector road between the City of Colton and City of Rialto, these improvements will allow for improved circulation between the neighboring cities.

**The estimated total project cost of the remaining phases for the Agua Mansa Widening Project is \$5.0 million. The steps necessary to complete a project of this magnitude will include Environmental Review, Surveying, Right-of-Way Acquisition, Design and Engineering, and Construction.**

## Safe Routes to Colton Schools

Colton has delivered a number of neighborhood improvement projects that include sidewalks, school drop-off zones, and necessary safety improvements throughout the community and an additional wave of improvements are ready for construction. As our community's population grows Colton's local schools have experienced increased enrollment numbers. These increased student population numbers reciprocate an increase in the pedestrian and vehicular traffic surrounding school sites. The Safe Routes to Colton Schools Project would provide for improvements to facilitate safe, defined pedestrian and bicycle paths of travel. These improvements will also improve the bottleneck congestion at before school and after school hours due to student drop-off and pickup traffic.

**Each individual project is estimated to cost approximately \$750,000. There are a number of schools in need of such a safe route/drop-off zone.**

## Washington Street Extension

This project would extend Washington Street from its current western end-point, near Mariposa Street, to La Cadena Drive, 2560 linear feet away. This project's scope of work will provide one grade separation where the proposed road extension will cross BNSF railroad track near La Cadena Drive.

This critical arterial is needed to allow for west-east/east-west travel in the southern portion of Colton. There is no direct route connecting these two branches of the City. Segments of the extended street will be in the City of Grand Terrace and will serve as an alternate route for traffic between the two neighboring cities. This critical roadway section will allow for an alternate to I-215, between I-10 and State Route 60. Finally, extension of this roadway will become essential to Colton's circulation as the Pellissier Ranch area develops. This area will include retail and will provide for approximately 2700 additional Colton families. Without this roadway segment our community will exist with a bifurcated circulation element, which will physically separate the southeastern portion of town from the southwestern portion of town. This will significantly impact our public safety departments' response times to these quadrants of the community.

**The City has obtained \$400,000 federal funds to project approval and environmental efforts on this project. The estimated total project cost for of the Washington Street Extension Project is \$11.7 million. The steps necessary to complete a project of this magnitude will include Environmental Review, Surveying, Right-of-Way Acquisition, Design and Engineering, Advertisement, and Construction.**

## Fire Department Equipment

The Fire Department needs to replace its oldest fire engine, a 27 year old 1986 Van Pelt. Presently the oldest front-line engine is 18 year old and newest is 6 years old.

**The estimated cost for a new fire engine is around \$450,000 with an annual five year lease payment of approximately \$90,000. Once approved, it will take nearly one year to design, order, build and receive a new fire engine.**

## Fire Station and EOC Replacement Project

Fire Station 213 was built in 1983 to serve the southern areas of Colton, as well as to provide fire protection services in this same area in the event of a natural disaster, which could isolate this part of the City from emergency resources due to transportation barriers. During the planning stages of construction, cost was a major factor so city owned property at La Cadena and Fogg Street was selected as the site for Fire Station 213. The original plan was to house one Engine Company and provide a multipurpose room which would be used for training and community meetings. In the late 1980s, the City's EOC was co-located to the multipurpose room primarily because there was no other city facility that could be used as an EOC.

Since construction and co-location of the City's EOC to Fire Station 213, several issues have been identified with this site and the station itself. The site is in a liquefaction zone as well as a flood plain. (1% chance for annual flood zone). The station was not built to current critical infrastructure specifications and isn't earthquake resistant which would likely prohibit its use as a fire station or EOC after a serious earthquake. Since the multipurpose room was not designed with disaster operations in mind, it does not provide enough space for emergency operations, and does not have other EOC supporting facilities or infrastructure.

The Fire Station and EOC Replacement Project would provide for the acquisition of property and construction of a Fire Station/EOC. The new location would be centrally located in the Southern part of the city and will be at a secure site. The fire Station/EOC will be earth quake resistant and meet critical infrastructure specifications so as to make it more survivable in the event of a major earthquake or other disaster.

**The Fire Station and EOC Replacement Project cost is estimated at \$400,000 for property acquisition and construction cost at \$6 million for a total of \$6.4 million.**

## Police Department Needs

The Colton Police Department is in need of vital equipment in order to provide for a safer community, as well as to ensure police officer safety. The department is in critical need of new police units.

**Collectively, these operational and services upgrades are estimated to cost \$350,000.**

<b>10 police cars – 8 marked units and 2 unmarked units</b>	<b>\$ 250,000</b>
<b>2 animal control trucks fully equipped</b>	<b>\$ 100,000</b>

## Library Resources

The City of Colton is fortunate to have its own operational public library with multiple branches. The City's library has become not only a community resource, but also a regional resource for neighboring cities and the unincorporated areas of Colton. Due to various budgetary reductions, the operating hours of the library system were reduced. The City is in great need of financial resources to re-establish its library service hours, as well as replace books and library resources on an annual basis.

**The total cost to provide new books and resources in the library is estimated to cost \$100,000. The annual cost to re-establish full library operations is estimated to cost \$250,000.**

## Teen Skate Park

The Colton Teen Community has worked with City staff to design a low-cost, modular skate park, to be located in Cesar Chavez Park, alongside Colton's Teen Center. This would be the first such park in the City of Colton. By providing this amenity for Colton's teen population, opportunity is made available to this at-risk population for after-school socialization, exercise to combat youth obesity & diabetes, and positive activity during unsupervised hours. This amenity will also significantly reduce costs associated with damage to business and park property done by skateboarders with no designated location to engage in this activity.

**The approximate cost of this project is estimated at \$50,000.**

## Mt. Vernon Avenue Bridge over the Santa Ana River

Built in 1967, the Mt. Vernon Avenue Bridge over the Santa Ana River is located just south of the 1-10 Freeway in the City of Colton. It is a twelve (12) span - 980 feet long bridge with one (1) lane on each direction. In the 2011 Caltrans Bridge Report, this bridge is classified as structurally deficient with sufficiency rating of 39.9. For the Highway Bridge Program (HBP) funding, any bridge with sufficiency rating between 50 and 80 is eligible for rehabilitation and anything below 50 is eligible for replacement.

The City has available funding to seismic retrofit this bridge. Since this bridge is over Santa Ana River, even a seismic retrofit project requires significant environmental work. Staff proposes to combine seismic retrofit and bridge widening into one project. The bridge widening/seismic retrofit project will cost approximately \$15 million while a bridge replacement will cost around \$25 to \$30 million.

Since Mt. Vernon Avenue is classified as Urban Principal Arterial in FHWA/Caltrans road classification map, it needs to be widened to a four (4) Lane Bridge to accommodate peak hour traffic volume. The proposed project will construct and add two lanes to the existing bridge. This project will also include a 5 foot wide sidewalk, Class II bikelane, bridge approach widening/improvements, utility relocation, right of way acquisition, and rehabilitation and seismic retrofit of the existing bridge. The proposed project will resolve the structural deficiencies of the existing bridge and will also improve traffic safety and circulation.

**The approximate cost of this project is approximately \$15 million. Staff will prepare a Highway Bridge Program (HBP) funding application for this project. The steps necessary to complete a project of this magnitude will include Environmental Review, Surveying, Right-of-Way Acquisition, Utility Relocation, Design and Engineering, and Construction.**

## Mt. Vernon Bridge over 1-10 Freeway

Built in 1967, the Mt. Vernon Avenue Bridge over 1-10 Freeway is located one mile west of 1-10/1-215 Freeway Junction in the City of Colton. It is a three (3) span - 320 feet long bridge with two (2) lanes on each direction. This bridge functions as a freeway interchange with significant amount of daily traffic.

The proposed project will replace the existing bridge with a new 4-lane bridge with an additional left turn lane for westbound on-ramp freeway traffic. This will also include

possible re-configuration of Mt. Vernon Avenue/Valley Boulevard/I-10 on-ramp intersection for more efficient traffic flow. The project will also resolve the vertical height deficiency that requires oversize loads to exit at Sperry and get back to the freeway at Mt. Vernon on-ramp.

**The estimated total project cost is \$30 million. The steps necessary to complete a project of this magnitude will include Environmental Review, Surveying, Utility Relocation, Design and Engineering, and Construction.**

## **Recycled Water Infrastructure**

The California Water Code defines recycled water as "water, which as a result of treatment of waste, is suitable for a direct beneficial use or a controlled use that would not otherwise occur and is therefore considered a valuable resource." The use of recycled water in lieu of potable water adds greatly to our ability to manage our existing and future water resources. Using recycled water for approved non-potable purposes, such as irrigation and construction purposes, preserves valuable potable water resources for other future uses. Recycled water is colorless and odorless, and is suitable for many uses including human contact, but not human consumption.

Recycled water is very safe for the uses for which it is intended. It can be used for landscape irrigation, fire protection, construction water (soil compaction, dust control and landscaping), and numerous other applications. To ensure a consistent level of safety, recycled water is continually monitored and tested for compliance with regulations. The use of recycled water will be allowed only in accordance with federal, state, and local regulations, and the condition of the permits.

La Cadena Drive corridor is a very good pilot area for recycled water use due to its proximity to Colton Wastewater treatment plant. Although there are only few customers along La Cadena, these services can easily be extended to 1-215 Freeway (Caltrans), existing and newly built housing tract and future development (Pellissier Ranch). Additionally Agua Mansa Road is also a likely candidate for recycled water infrastructure due to potential industrial development in this area. Aside from non-potable use, recycled water is also a good source of water supply for groundwater recharge basin projects.

**The cost of this project is estimated at \$25 million and requires regional support and investment from various local, state and federal sources.**

## **Reche Canyon Road Re-alignment to Hunts Lane**

Reche Canyon Road is a principal arterial highway that terminates at Washington Street, 300 feet west of Hunts Lane. This arterial is extensively use by commuters within the Reche Canyon area and the neighboring cities of Loma Linda, Grand Terrace and Moreno Valley, and County of Riverside. The proposed project will re-align Reche Canyon Road from Hunts Lane/Washington Street to the City limit with County of San Bernardino. The project is approximately 0.3 miles and will consist of new 4 lane asphalt paved road. The right of way for this project has already been acquired.

**The estimated total project cost is \$2.0 million. The steps necessary to complete the project will include Environmental Review, Surveying, Utility Relocation, Design and Engineering, and Construction.**

## Habitat Land Acquisition and Management

The West Valley Habitat Conservation Plan for the Delhi Sands Flower-loving Fly proposes to set-aside 55.5 acres of fly habitat for long-term conservation. Approximately 40 acres of the habitat land is privately owned and will need to be acquired incrementally as development proceeds within the Plan area. In addition, the City will need to contract with a non-profit entity to manage and restore the habitat lands. This will include long-term funding commitments. The City is currently working on an Implementing Agreement with the U.S. Fish & Wildlife Service that will further define mechanisms for land acquisition and management.

**The total cost of the land acquisition and long-term management is currently being developed. The City will seek state and federal grants, and consider an impact fee for development projects that may benefit from the rights granted by the Habitat Management Plan.**