



**Brawley City Council &
Successor Agency to
Brawley Community Redevelopment Agency
Agenda
Adjourned Regular Meeting
Tuesday, April 9, 2013 @ 5:30 PM
Brawley Del Rio Branch Library
1501 I Street
Brawley, California 92227**

Sam A. Couchman, Mayor
Miguel C. Miranda, Mayor Pro-Tempore
Don C. Campbell, Council Member
George A. Nava, Council Member
Donald L. Wharton, Council Member

Alma Benavides, City Clerk
Jim Hamilton, City Treasurer
Dennis H. Morita, City Attorney
Rosanna Bayon Moore, City Manager/
Executive Director

CALL TO ORDER

ROLL CALL

INVOCATION

PLEDGE OF ALLEGIANCE

1. APPROVAL OF AGENDA

- 2. PUBLIC APPEARANCES/COMMENTS** (Not to exceed 4 minutes) *this is the time for the public to address the Council on any item not appearing on the agenda that is within the subject matter jurisdiction of the City Council. The Mayor will recognize you and when you come to the microphone, please state your name for the record. You are not allowed to make personal attacks on individuals or make comments which are slanderous or which may invade an individual's personal privacy. Please direct your questions and comments to the City Council.*

3. PUBLIC HEARING

- a. Submittal of an Application in Response to the 2013 State Community Development Block Grant (CDBG) Notice of Funding Availability (NOFA) and to Solicit Citizen Input
- b. Adopt Resolution No. 2013: Resolution Approving an Application for Funding & the Execution of a Grant Agreement & Any Amendments Thereto From the 2013 Allocation of the State Community Development Block Grant (CDBG) Program

ADJOURNMENT

Adjourn to Monday, April 15, 2013, 6:00 PM, City Council Chambers, 383 Main Street, Brawley, California

Next Regular Meeting, *Tuesday, April 16, 2013 @ 6:00 PM*, City Council Chambers, 383 Main Street, Brawley, California. Supporting Documents are available for public review in the Office of the City Clerk, 383 Main Street, Brawley, California 92227 - Monday through Friday during Regular Business Hours; Individuals who require special accommodations are requested to give 48 hours prior notice. Contact: Office of the City Clerk @ 760-351-3080

Janet P. Smith, Deputy City Clerk

COUNCIL AGENDA REPORT
City of Brawley

Meeting Date:

April 9, 2013

City Manager:



FROM: Francisco Soto, Building Official

SUBJECT: CDBG Grant Application for 2013 Notice of Funding Availability

RECOMMENDATION: Convene a public hearing regarding the City's application for CDBG funds for Public Improvements Activities and for Public Facilities Activities. After the public hearing, approve a resolution allowing the application for CDBG funds.

DISCUSSION: On January 7, 2013, the State of California Housing & Community Development announced the 2013 Community Development Block Grant Notice of Funding Availability (CDBG NOFA). City staff has reviewed the funding parameters and City needs.

As presented to the City Council in February of 2013, the City's Wastewater Master Plan identifies sewer manhole rehabilitation as a critical infrastructure project. As such, it is staff's recommendation to apply for \$1.5 million (\$1,500,000) in CDBG funds for sanitary sewer manhole rehabilitation and reconstruction in the public improvements portion of funding availability.

The Brawley Fire Department currently utilizes a 1995 Central States fire engine. The engine has mileage of approximately 35,700. In its service time, two transmission replacements have occurred. Per published industry standards, the typical life of such an apparatus is typically 10-12 years on the front line and 3 years in reserve status. It is staff's recommendation to pursue five hundred thousand dollars (\$500,000) for a fire apparatus in the Public Facilities portion of funding availability.

FISCAL IMPACT: \$500,000 in revenue for the Fire Department's Capital Budget; \$1,500,000 M in revenue for the Wastewater Enterprise Capital Budget.

ATTACHMENTS:

1. Resolution No. 2013- :
2. Notice of Public Hearing
3. Government Fleet, December 2006: "Replace vs. Refurbish Fire Apparatus"
4. City of Brawley Wastewater Master Plan Excerpt from February 19, 2013

RESOLUTION NO. 2013-

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BRAWLEY,
CALIFORNIA, APPROVING AN APPLICATION FOR FUNDING AND THE
EXECUTION OF A GRANT AGREEMENT AND ANY AMENDMENTS THERETO
FROM THE 2013 ALLOCATION OF THE STATE CDBG PROGRAM**

BE IT RESOLVED by the City Council of the City of Brawley as follows:

SECTION 1:

The City Council has reviewed and hereby approves an application for up to \$2,000,000.00 for the following activities:

Public Facilities – Fire Apparatus	\$ 500,000.00
Public Improvements-Water/Sewer Improvements	\$1,500,000.00

SECTION 2:

The City has determined that federal Citizen Participation requirements were met during the development of this application.

SECTION 3:

The City hereby authorizes and directs the City Manager, or designee, to sign this application and act on the City's behalf in all matters pertaining to this application.

SECTION 5:

If the application is approved, the City Manager, or designee, is authorized to enter into and sign the grant agreement and any subsequent amendments with the State of California for the purposes of this grant.

SECTION 6:

If the application is approved, the City Manager and/or the Finance Director, or designee, is authorized to sign Funds Requests and other required reporting forms.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Brawley held on April 9, 2013.

CITY OF BRAWLEY, CALIFORNIA

Sam A. Couchman, Mayor

ATTEST:

Janet P. Smith, Deputy City Clerk

**STATE OF CALIFORNIA
COUNTY OF IMPERIAL
CITY OF BRAWLEY**

I, **JANET P. SMITH**, Deputy City Clerk of the City of Brawley, California, **DO HEREBY CERTIFY** that the foregoing Resolution No. 2013- was passed and adopted by the City Council of the City of Brawley, California, at a regular meeting held on the day of , 2013, and that it was so adopted by the following roll call vote: m/s/c

**AYES:
NAYES:
ABSTAIN:
ABSENT:**

Dated:

Janet P. Smith, Deputy City Clerk

Notice of Public Hearing for Submittal of State CDBG Application

NOTICE IS HEREBY GIVEN that the City of Brawley will conduct a public hearing on April 9, 2013 at 5:30 p.m. or soon thereafter at the Brawley Del Rio Branch Library located at 1501 I Street, Brawley, California 92227. The public hearing is being convened to discuss the submittal of an application in response to the 2013 State Community Development Block Grant (CDBG) Notice of Funding Availability (NOFA), and to solicit citizen input.

On behalf of the City of Brawley, the Community Development Services, Public Works Department and Fire Department propose to apply for a 2013 NOFA CDBG grant of up to \$2,000,000.00 under the following eligible activities:

- A Public Improvements grant of \$1.5 million to rehabilitate/reconstruct aged and failing of sanitary sewer manholes throughout the City.
- A Public Facilities grant of \$500,000.00 for purchase of a replacement fire apparatus.

The purpose of the public hearing is to give the public an opportunity to make their comments known on the proposed activities/application.

If you require special accommodations to participate in the public hearing, please contact the City Clerk's office at (760) 351-3059.

If you are unable to attend the public hearing, you may direct written comments to the City of Brawley, 383 Main Street, Brawley, CA 92227, or you may call the City Clerk's office at (760) 351-3059. In addition, information is available for review at the above address between the hours of 8:30 a.m. – 5:30 p.m. (closed for lunch) Monday thru Friday.

The City of Brawley promotes fair housing and makes all of its programs available to low and moderate income families regardless of age, race, color, religion, sex, national origin, sexual preference, marital status or handicap.

Aviso de Audiencia Pública para Presentación de Solicitud de CDBG al Estado

POR LA PRESENTE SE NOTIFICA que la Ciudad de Brawley llevará a cabo una audiencia pública el 9 de abril de 2013 a las 5:30 p.m. o al poco tiempo después en la Brawley Del Rio Branch Library ubicada en 1501 I Street, Brawley, California 92227. La audiencia pública ha sido convocada para discutir la presentación de una solicitud en respuesta al Aviso de Disponibilidad de Fondos (NOFA) de 2013 State Community Development Block Grant (CDBG) [Subvención Conjunta de Desarrollo Comunitario del Estado de 2013], y para solicitar la aportación ciudadana.

En nombre de la Ciudad de Brawley, Servicios de Desarrollo Comunitario, el Departamento de Obras Públicas y el Departamento de Bomberos proponen solicitar una subvención NOFA CDBG 2013 de hasta por \$2,000,000.00 bajo las siguientes actividades subvencionables:

- Una subvención de Mejoras Públicas de \$1.5 millones para rehabilitar/reconstruir alcantarillas de drenaje sanitario antiguas y que fallan a través de la ciudad.
- Una subvención de \$500,000.00 para la compra de un aparato contra incendios de reemplazo.

El propósito de la audiencia pública es dar al público la oportunidad de hacer sus observaciones conocidas sobre las actividades/solicitud propuestas.

Si usted requiere adaptaciones especiales para participar en la audiencia pública, por favor comuníquese con la oficina de la Secretaria Municipal al (760) 351-3059.

Si usted no puede asistir a la audiencia pública, puede dirigir sus comentarios por escrito a la Ciudad de Brawley, 383 Main Street, Brawley, CA 92227, o puede llamar a la oficina de la Secretaria de la Ciudad al (760) 351-3059. Además, la información está disponible para su consulta en la dirección antes mencionada durante el horario de 8:30 a.m. - 5:30 p.m. (cerrado para el almuerzo) de lunes a viernes.

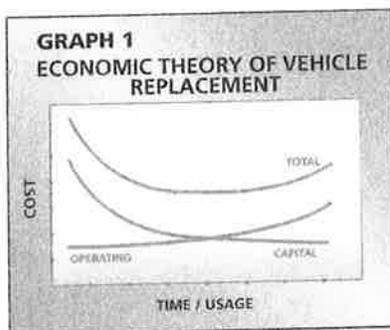
La ciudad de Brawley promueve la vivienda justa y pone todos sus programas a la disponibilidad de familias de ingresos bajos y moderados sin importar la edad, raza, color, religión, sexo, origen nacional, orientación sexual, estado civil o discapacidad.

Replace vs. Refurbish FIRE APPARATUS

The fleet manager's challenge is to provide compelling justification for replacement-unit funding. Refurbishing can be costly, while purchasing cooperatives can alleviate the time-consuming process of purchasing.

By Dave Robertson

The economic theory of vehicle replacement is a concept that remains a standard for vehicle replacement considerations. The theory states that as a vehicle ages, the cost of capital diminishes and its operating cost increases. The combination of these two costs produces a total cost curve and suggests the optimal time to replace any piece of apparatus is when the operating cost begins to exceed the capital costs. This optimal time is usually not a specific fixed point, but a range over time. Graph 1 illustrates a flat spot at the bottom of the total cost curve that represents the "replacement window."



Deferring replacement purchases to accommodate temporary budget constraints may not increase total fleet costs immediately. If an agency has not done a good job of routinely replacing equipment in a timely manner, a temporary reduction in replacement spending can result in quickly increasing fleet maintenance and repair expenditures.

Those officials who assume that deferring replacement purchases is a good tactic to help

balance the budget need to understand that two events may occur:

1. Costs are transferred from the capital budget to the operating budget.
2. Such deferral may increase overall fleet costs.

Regardless of its net effect on current fleet costs, the deferral of replacement purchases unquestionably increases future replacement spending needs, often resulting in growing and increasingly unmanageable equipment-replacement backlogs. There is also the tempting practice to retain more units than required to supply substitute or short-term replacements due to increasing downtime with frontline apparatus.

Consider Direct & Indirect Costs

Many fleet managers tend to focus on replacement planning based on budgeted costs because these costs are more visible and easier to quantify; for example: parts, labor, fuel, tires, etc. Indirect asset costs are more elusive in quantifying, but should carry significant consideration, such as safety, availability, functionality, and reliability.

Keep in mind when dealing with fire apparatus, life safety issues are involved, and not simply vehicles used to transport people. Therefore, when considering replacements, remember that the fire service has steadily improved over the years and with improvements comes the need to stay current with the appropriate tools to perform that mission.

For most public fleets, replacing fire apparatus remains tentative at best for the obvious reason — funding. Pumpers today may easily approach the \$350,000 level; aerials may cost more than \$750,000. No matter the size of the agency, apparatus this expensive always



AT A GLANCE

Criteria-based replacement plans include the following elements:

- Mileage.
- Hours of operation.
- Age.
- New technology.
- Safety.
- Fuel usage.
- Quality of the preventive maintenance program.
- Number of "runs."
- Manufacturer quality.
- Driver skills.
- Components used.
- Parts availability.
- Current condition of the unit.

comes under scrutiny when replacement time approaches.

Therefore, the fleet manager's challenge is to provide compelling justification as he or she competes for funding with other departments or agencies. A fleet manager's worst nightmare is lack of a predictable replacement plan, as the fleet manager has little wiggle room in managing apparatus maintenance. A convincing replacement plan, in which replacements are automatic and easy, would be the ideal condition.

Criteria-based replacement plans generate the timing of replacement discussions. Some of these criteria are mileage, hours of operation, age, new technology, safety, fuel usage, quality of the preventive maintenance program, number of "runs," manufacturer quality, driver skills (or lack of), components used, parts availability, and current condition. Mileage, hours of operation, and age are easy to quantify; however, new technology, safety, fuel, and maintenance efficiencies are more difficult to quantify because these criteria suggest future improvements.

Expectations play a part in these criteria. Expectations are like insurance — you do not know if you will need it. You are in the position of having to convince

your financial people that improvements in the future model have significant benefits that either will improve safety and operation or reduce expenditures. There is general agreement the apparatus' day-to-day care and the quality of maintenance and repair are the most significant factors in determining how well the apparatus performs and ages.

Many agencies typically rely on age, mileage, hours of operation, condition, or a combination of two or more. In most cases, however, the fleet manager is requested to provide additional justification to replace the apparatus rather than relying on the "old standbys." From an administrative point of view, most fire fleets use age as the first "cut" in setting a replacement target. Table 1 illustrates typical age criteria for a pumper and an aerial.

Once an apparatus approaches the target age, some or all of the other criteria come into play. Table 2 contains a replacement matrix with quantifiable cri-

teria that can be used to develop a justification standard. This latter case is where new technology, safety, and fuel consumption are the criteria that must be "pushed" and justified to finance administrators and elected officials. For example, not too many years ago, a 500-gallon per minute (gpm) pump was the norm on most pumper units; today, however, 1,000 to 1,500 gpm is more common.

Regrettably, the fire service standard does not include objective replacement criteria accepted universally among the fire service, government financial officers, and elected officials. Such criteria would make replacements easier to defend. The easiest way to begin establishing replacement criteria is to survey similar agencies in size, geography, and number of runs. However, survey candidates should have credibility with your organization's financial officers and elected officials. An agency may meet your survey criteria, but a senior official may not have con-

Table 1: Typical Pumper & Aerial Age Criteria

Type of Apparatus	Age (Years) Front Line	Age (Years) Reserve	Total Years
Pumper	10-12	3	13-15
Aerial	12	3	15

Pumper and aerial units should typically be replaced after 13-15 years.

teria that can be used to develop a justification standard.

In reality, any fire apparatus replacement represents two replacements. The apparatus that goes out of service is the older reserve. However, the new unit is really replacing the front-line apparatus

confidence in your selection due to a particular bias.

Refurbishing Presents Obstacles

Some agencies may consider refurbishment over replacement when capital funds are in short supply. The Na-

Table 2: Fire Apparatus Replacement Criteria

Type of Apparatus	Mileage	Hours of Operation	Avg. # Runs	Downtime	Condition
Pumper					
Aerial					
Heavy Rescue					

The quantifiable criteria in the first row of this replacement matrix can be completed for each fleet unit and used to develop a justification standard to replace apparatus.



tional Fire Protection Agency (NFPA) does provide NFPA 1912, a guideline specifically covering refurbishment in considerable detail. Use caution when evaluating the cost/benefit of refurbishment or updating an apparatus relative to the cost of a new unit. Depending on its scope, refurbishment may easily run more than the cost of a new unit. NFPA 1912 does not recommend refurbishing a unit more than 20 years old.

Refurbishment raises a number of obstacles. First, refurbishment specification is complex if the intent is to bring a piece of apparatus to a new performance standard. Additionally, the complexity of installing new or improved functionality requires an engineering review. The OEM is best prepared to handle this situation to ensure your specification can actually work.

Second, a major refurbishment — everything except a paint job — must be performed by the OEM. This process entails developing the specification and transport to the manufacturer's location for the work required, leading to a third obstacle. In many cases, the time delay in refurbishment is longer than building a new apparatus. One obvious reason for this delay is the teardown of the older equipment. It is not unusual for a vendor to take a minimum of 12 months in actual refurbishment. Adding a minimum of six months for specification development, and the purchasing function will total 18-24 months before the apparatus returns to service. This means a re-

serve apparatus must be pressed into operation for that period.

Another consideration is satisfaction with the apparatus manufacturer for possible refurbishment. Why go through the specification and bid processes to consider awarding to a less-than-satisfactory vendor? Obviously, rational and

Table 3: Pros & Cons of a Cooperative Purchasing Agreement

Pros	Cons
<ul style="list-style-type: none"> • Specification developed. • Bids obtained, low-bid established. 	<ul style="list-style-type: none"> • May have administrative fees. • Must work with another bureaucracy.
<ul style="list-style-type: none"> • Shortened purchasing cycle. • May have lower price. 	

Unless the functionality required is specialized, smaller agencies may find it more cost-effective to acquire units from a purchasing cooperative.

quantifiable reasons for rejecting a specific vendor must be outlined.

Purchasing Process Takes Time

The purchasing function at best is tedious and time-consuming. Dealing with purchasing practices in a large city bureaucracy often requires a minimum of six months to develop specifications, go through the purchasing review process, verify funding, advertise, conduct pre-bid meetings, submit change orders, awards, and obtain final approvals.

Some of this purchasing process can be short-circuited if the specification and bid are already in place. In many areas of the country, cooperative pur-

chasing arrangements are administered by quasi-government purchasing entities that follow competitive bid guidelines. Unless the functionality required is specialized, smaller agencies, or those agencies purchasing limited quantities may find it more cost-effective to acquire units from a purchasing cooperative. Federal GSA bids many types of fire apparatus; if your agency allows the purchase and the specifications meet your requirements, the timetable may become shorter. Table 3 lists some pros and cons of this type of purchasing arrangement.

Often, a cooperative purchasing agency will charge administrative fees that cover the cost of developing the specification and bidding. These fees may approach 1-2 percent of the bid amount, so a \$350,000 pumper may carry an additional fee of \$3,500-\$7,000. These fees may be negotiable.

Another possible disadvantage to a cooperative purchasing agency is working with another bureaucracy.

Even though the cooperative has already prepared a specification, received bids, and awarded to a vendor, the agency purchasing the new apparatus must go through a specification review, approval, and issue a purchase order to the cooperative. If the specification does not meet your requirements, you will have to conduct the purchase directly. **GF**



ABOUT THE AUTHOR: Dave Robertson, a past president of the National Association of Fleet Administrators and retired director of the city of Houston Fire Department, is a senior associate with Mercury Associates, Inc. He can be reached at drobertson@mercuryassoc.com.



City of Brawley

Integrated Water, Sewer, Stormdrain Master Plan Update
February 19, 2013

P S O M A S

Master Plan Objectives

- System Design Criteria
- Water Demand/Sewer Flow Projections
- System Computer Modeling
- Raw Water Capacity Analysis
- Water/Sewer Treatment Plant Capacity
- Capital Improvement Project Recommendations

Sewer System

- 77 Miles of Gravity Pipelines
- 1,440 Manholes
- 3 Pump Stations with 2 miles of forcemains
- New Wastewater Treatment Plant
- ½ the City is Served by Combined Sewers (Stormdrain and Sewage)
- Conducted Hundreds of Manhole Inspections and Surveys, Only 20% covered.

Manholes (Sample Table)

MH ID #	MH Inspection #	Atlas Map & Grid #	Location Description	Overall Condition	Recommended Improvements
WC044.00	25	G8	Jones St.	Good	
CC018.01	26	H11	G St.	Poor	Replace
CB004.00	27	I 9	North Eastern Ave./Jones St.	Poor	Rehab
WE007.31	30	E13	Julia Dr./Orita Dr.	Good	
WE007.30	31	F13	Julia Dr./State HWY 86	Fair	
ED020.00	32	G13	South Imperial Ave.	Good	
ED006.00	33	G13	South Imperial Ave.	Good	
ED007.00	34	G13	South Imperial Ave.	Good	
ED008.00	35	G13	2 nd St./Julia Dr.	Good	
ED009.04	36	G12	Santilian Ave./2 nd St.	Good	
CE011.00	37	G12	Malan St.	Very Poor	Replace
CE009.00	38	G12	South Imperial Ave./Alley	Very Poor	Replace
CE008.01	39	G12	K St.	Very Poor	Replace
CE007.00	40	G12	K St./Alley	Very Poor	Replace
CF013.00	41	G12	K st/Alley	Poor	Replace
CF012.01	42	G12	South 5 th St.	Poor	Replace
CC023.16	43	G12	Malan St./South 5 th St.	Poor	Replace
CD029.01	44	G10	North 3 rd St.	Fair	
CD028.00	45	G10	A St.	Poor	Replace
CD031.00	46	G10	West C St./Alley	Very Poor	Replace
CD033.00	47	G10	North 2 nd St.	Poor	Replace
CD033.01	48	G10	North 2 nd St.	Poor	Replace
CD029.03	49	F10	B St./Alley	Poor	Replace
CD010.20	50	G10	E St./Alley	Poor	Replace
CD010.11	51	G10	D St./Alley	Poor	Replace
CE003.00	52	G11	West K St./Alley	Good	
CE005.00	53	G11	H St./Alley	Good	

- APPROXIMATELY 1,440 MANHOLES
- INSPECTED OVER 100
- MOSTLY IN FAIR TO BAD CONDITION
- CONCRETE DETERIORATION, SOLIDS BUILDUP, OFFSET JOINTS
- MOST NEED REHABILITATION OR REPLACEMENT

General Recommendations

- **UPDATING CITY'S GIS:**
 - Psomas will provide updated GIS
 - Although much improved, many assumptions still made
 - City should require staff to keep field notes and update GIS weekly.
 - Assign one person responsible for maintaining GIS.
 - As SS confirmed, attribute fields updated in GIS to keep track of areas field verified vs. areas not verified.
- **ONGOING MANHOLE REHABILITATION:**
 - Rehabilitated/replaced per Section 2.5 of SSMP
 - Systematic approach. When work done in area, include MH rehab.
 - As MH's upgraded, GIS files to be updated.