

**CITY COUNCIL AGENDA
CITY HALL, 291 N. MAIN STREET
PORTERVILLE, CALIFORNIA
NOVEMBER 4, 2014, 5:30 P.M.**

Call to Order
Roll Call

ORAL COMMUNICATIONS

This is the opportunity to address the City Council on any matter scheduled for Closed Session. Unless additional time is authorized by the Council, all commentary shall be limited to three minutes.

CITY COUNCIL CLOSED SESSION:

- A. Closed Session Pursuant to:
- 1- Government Code Section 54956.8 – Conference with Real Property Negotiators/Property: APN 261-020-010. Agency Negotiator: John Lollis. Negotiating Parties: City of Porterville and Linda Mourton. Under Negotiation: Terms and Price.
 - 2- Government Code Section 54956.8 – Conference with Real Property Negotiators/Property: APN 253-192-007. Agency Negotiator: John Lollis. Negotiating Parties: City of Porterville and Steve Fealey. Under Negotiation: Terms and Price.
 - 3- Government Code Section 54956.8 – Conference with Real Property Negotiators/Property: APN 253-192-009. Agency Negotiator: John Lollis. Negotiating Parties: City of Porterville and Colliers International. Under Negotiation: Terms and Price.
 - 4- Government Code Section 54957.6 – Conference with Labor Negotiator. Agency Negotiator: John Lollis, Steve Kabot, and Patrice Hildreth. Employee Organizations: Porterville City Employees Association; Management and Confidential Series; Porterville Police Officers Association; Fire Officer Series; Porterville City Firefighters Association; Public Safety Support Unit; and all Unrepresented Management Employees.
 - 5- Government Code Section 54956.9(d)(1) – Conference with Legal Counsel – Existing Litigation: John Duran v. City of Porterville, et al., United States District Court, Eastern District of California, Case No. 12:-CV-01239-LJO-BAM.
 - 6- Government Code Section 54956.9(d)(1) – Conference with Legal Counsel – Existing Litigation: City of Porterville v. Corridor Group LLC, Tulare Superior Court No. PCU255344
 - 7- Government Code Section 54956.9(d)(3) – Conference with Legal Counsel – Anticipated Litigation – Significant Exposure to Litigation: One case in which facts are not known to potential plaintiff.
 - 8- Government Code Section 54956.9(d)(4) – Conference with Legal Counsel – Anticipated Litigation – Initiation of Litigation: Two cases.

6:30 P.M. RECONVENE OPEN SESSION

Pledge of Allegiance Led by Council Member Ward
Invocation

PRESENTATIONS

Employee of the Month – Jason Ridenour

PROCLAMATIONS

Porterville College Veterans Resource Center Day – November 7, 2014

AB 1234 REPORTS

This is the time for all AB 1234 reports required pursuant to Government Code § 53232.3.

1. Tulare County Economic Development Corporation (TCEDC) – October 22, 2014

REPORTS

This is the time for all committee/commission/board reports; subcommittee reports; and staff informational items.

- I. City Commission and Committee Meetings:
 1. Parks & Leisure Services Commission
 2. Library & Literacy Commission
 3. Arts Commission
 4. Animal Control Commission
 5. Youth Commission
 6. Transactions and Use Tax Oversight Committee (TUTOC) – October 22, 2014
- II. Staff Informational Reports
 1. Street Performance Measure – 1st Quarterly Report
 2. Code Enforcement Report, First Quarter of FY 2014-2015
 3. Attendance Records for Commissions, Boards and Committees – 1st Quarter Report – FY 2014/15
 4. Report on Charitable Car Washes
 5. Quarterly Porterville Golf Course Report
 6. Assembly Bill 1147 Legislation Summary
 7. Attorney General's Opinion Regarding Conflicts-Of-Interest (Health & Safety Code Section 33130 and 33130.5) in Regard to the Former Redevelopment Agency and City Council Acting as Successor Agency to the Porterville Redevelopment Agency
 8. Update on Alternatives for Upgrades to the Council Chambers

ORAL COMMUNICATIONS

This is the opportunity to address the Council on any matter of interest, whether on the agenda or not. Please address all items not scheduled for public hearing at this time. Unless additional time is authorized by the Council, all commentary shall be limited to three minutes.

CONSENT CALENDAR

All Consent Calendar Items are considered routine and will be enacted in one motion. There will be no separate discussion of these matters unless a request is made, in which event the item will be removed from the Consent Calendar. All items removed from the Consent Calendar for further discussion will be heard at the end of Scheduled Matters.

1. **City Council Minutes of March 4, 2014**

2. **Authorization to Advertise for Bids – Transit Maintenance & CNG Fueling Facility Expansion Project**
Re: Considering approval of staff’s Plans and Project Manual for the project consisting of the construction of a minimum of twenty (20) new “time fill” CNG dispenser locations at the City’s CNG fueling facility.
3. **Authorization to Negotiate and Execute a Contract – Transit Website Development**
Re: Considering authorization to negotiate a contract with Infinite Computing Systems for an anticipated fee “not to exceed” \$20,000 for transit website design services, and authorization to negotiate with the two second ranked firms if needed.
4. **Award Contract for Fiber Installation**
Re: Considering approval to award a “not to exceed” \$11,282.87 contract to GA Technical Services, Inc. for the installation of 2-inch underground conduit, pull boxes and related appurtenances from the City’s main data center to the Transit Center.
5. **Acceptance of Project – Chase Park Improvements Project**
Re: Considering acceptance of project from Forcum/Mackey Construction, and authorizing the filing of the Notice of Completion for the project consisting of the installation of park elements on a 2.33 acre parcel located on the north side of East Chase Avenue, west of South Plano Street, also known as Fallen Heroes Park.
6. **Acceptance of Project – Micro-Surfacing Project (Date Avenue, Henderson Avenue, Indiana Street, Jaye Street and Main Street)**
Re: Considering acceptance of project from VSS International, Inc., and authorizing the filing of the Notice of Completion for the project consisting of micro-surfacing of several streets within the City.
7. **Ratification of Expenditure – SCE Street Lights for the West North Grand Reconstruction Project**
Re: Considering approval of payment in the amount of \$59,936.62 to SCE for the installation of sixteen (16) new street lights on W. North Grand between 500 feet west of Newcomb Street to Prospect Street.
8. **Authorization To Apply For Public Benefit Grants Program Funding**
Re: Considering approval of a resolution authorizing staff to act on behalf of the City to apply for PBGP funding for the purchase of two (2) 40-foot battery-electric transit buses and one (1) 500kW quick charger to be installed at the Transit Center.
9. **Program Supplement to the Local Agency-State Master Agreement – Oak Avenue (Main Street to Rails to Trails) Transportation Enhancement (TE) Project**
Re: Considering approval of a resolution approving the execution of Program Supplement Agreement No. N051.
10. **Consolidated Waste Management Authority (CWMA) Membership 2015-2016**
Re: Considering approval of payment in the amount of \$31,757 for the City’s CWMA membership for Fiscal Year 2015/2016.

11. Interim Financial Status Reports

Re: Considering acceptance of interim financial status reports for the 1st Fiscal Quarter ended September 30, 2014.

12. Quarterly Portfolio Summary

Re: Considering acceptance of the City's quarterly investment portfolio summary for the period ended September 30, 2014.

A Council Meeting Recess Will Occur at 8:30 p.m., or as Close to That Time as Possible

PUBLIC HEARINGS

13. Conditional Use Permit (PRC 2014-024-C) For Sale of Alcohol Under a Type 41 Beer and Wine License in Conjunction with a Restaurant for Me-N-Ed's Pizzeria Located at 1331 W. Henderson Avenue, Suite #101

Re: Consideration of a resolution approving a conditional use permit to allow for the sale of beer and wine at the restaurant currently under construction in the Porterville Marketplace Shopping Center.

14. Solid Waste Transfer Facility Project Environmental Review

Re: Consideration of a resolution approving the Mitigated Negative Declaration for the expansion of the City's existing direct transfer facility at 555 N. Prospect Street.

SCHEDULED MATTERS

15. Consider Modifications to the Consolidated Waste Management Authority (CWMA) Joint Powers Authority Agreement

Re: Consideration of modifications to the agreement pertaining to extent of powers, voting requirements, and the formula used to determine the allocation of financial responsibility among the members.

16. Governor's Executive Order for California Disaster Assistance Act Funding, and the Provision of Water to East Porterville Residents

Re: Consideration of the planning effort toward the provision of water service connections to East Porterville county residents, the continuation of water delivery service by Mutual Aid Agreement with the County, and letter of support for Federal Drought Relief Legislation.

17. Consideration of City Council Procedural Handbook

Re: Consideration of the Council's handbook.

Adjourn to a meeting of the Porterville Public Improvement Corporation.

PORTERVILLE PUBLIC IMPROVEMENT CORPORATION AGENDA
291 N. MAIN STREET, PORTERVILLE, CA 93257

Roll Call: Directors/President

WRITTEN COMMUNICATIONS

ORAL COMMUNICATIONS

SCHEDULED MATTERS

PIC-01. Annual Meeting of the Porterville Public Improvement Corporation

Re: Consideration of the election of officers; and approval of the 2014 Status Report for Certificates of Participation Projects.

Adjourn to a meeting of the Porterville City Council.

ORAL COMMUNICATIONS

OTHER MATTERS

CLOSED SESSION

Any Closed Session Items not completed prior to 6:30 p.m. will be considered at this time.

ADJOURNMENT - to the meeting of November 18, 2014.

In compliance with the Americans with Disabilities Act and the California Ralph M. Brown Act, if you need special assistance to participate in this meeting, or to be able to access this agenda and documents in the agenda packet, please contact the Office of City Clerk at (559) 782-7464. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting and/or provision of an appropriate alternative format of the agenda and documents in the agenda packet.

Materials related to an item on this Agenda submitted to the City Council after distribution of the Agenda packet are available for public inspection during normal business hours at the Office of City Clerk, 291 North Main Street, Porterville, CA 93257, and on the City's website at www.ci.porterville.ca.us.

COUNCIL AGENDA: NOVEMBER 4, 2014

SUBJECT: STREET PERFORMANCE MEASURE – 1ST QUARTER REPORT

SOURCE: Public Works Department - Engineering Division

COMMENT: The purpose of this staff report is to provide Council with an update on the progress made on street reconstruction, overlay, micro-surfacing and pothole repair efforts for the 1st quarter (7/01/2014 through 9/30/2014) in FY 2014/2015.

For Council's information, the light blue bar represents staff's estimated quantity of "work" for each category. The black overlaid bar represents the quantity of work accomplished to date.

The attached chart illustrates no activity in the reconstruction category for this the first quarter of FY 14/15. W. North Grand Avenue is the major project slated for this fiscal year and the project is currently in the bidding stage.

RECOMMENDATION: Information Only

ATTACHMENT: 1st Quarter Street Performance Chart

P:\pubworks\General\Council\Street Performance Measure - 1st Quarter Update - 2014-11-04.doc

Dir AKL Appropriated/Funded MS CM J
AKL

Report No. II.1

Task	1000 SF	2000 SF	3000 SF	4000 SF	5000 SF	6000 SF	7000 SF	8000 SF	9000 SF	10000 SF	11000 SF	12000 SF
1. Street Reconstruction Progress Each square represents 250 LF of street reconstruction. (Length represents street lanes)	1000 LF	3000 LF	5000 LF	7000 LF	9000 LF	13,000	15000 LF	17000 LF	19000 LF	21000 LF	23000 LF	25000 LF
2. Overlay Progress Each square represents 500 LF of Overlayed Streets (Length represents street lanes)	2000 LF	6000 LF	10000 LF	14000 LF	18000 LF	22000 LF	26000 LF	30000 LF	34000 LF	38000 LF	42000 LF	46000 LF
3. Micro Surfacing Progress Each square represents 1000 LF of Micro-Surfaced Streets (Length represents street lanes)	4000 LF	12000 LF	20000 LF	28000 LF	36000 LF	44000 LF	52000 LF	60000 LF	68000 LF	76000 LF	84000 LF	92000 LF
4. Pothole Repair Progress Each Square Represents 125 SF of Potholes Repaired (Each Square Represents Approx. 125 Potholes Repaired)												
Total annual effort in lineal feet or square footage Completed as of September 30, 2014												

SUBJECT: CODE ENFORCEMENT REPORT, FIRST QUARTER OF FY
2014-2015

SOURCE: FIRE DEPARTMENT

COMMENT: This informational report utilizes data from the "myPorterville" application for tracking code enforcement activity between July 1 and September 30, 2014.

During this quarter, City departments recorded 165 code enforcement issues. One hundred twenty-one (121) were corrected, including 117 through voluntary compliance and 4 through the Administrative Citation process. An overall completion rate of 73% was achieved.

The Police/Fire "Joint Illegal Fireworks Enforcement" detail "JIFE," resulted in confiscation of 504 illegal fireworks and the issuance of 17 Administrative Citations.

Administrative Citations were issued during the quarter for the following violations:


1. Weed Abatement
2. Business License
3. Unlawful Dumping
4. Burning Trash
5. Illegal Fireworks

RECOMMENDATION: Information Only

ATTACHMENT: Code Enforcement Statistics, July 1 – September 30, 2014

Dir 

Approp./ Funded 

CM 

Report No. II-2.

Code Enforcement Category	# Requests	# Completed	% Closed	Administrative Citations	\$100	\$200	\$500	\$1,000	\$1,500
Report Water Leak	24	21	87.5%						
Weed Abatement	24	22	91.7%	Weed Abatement	1				
Garbage Collection/ Illegal Dumping	10	10	100%						
Animals- too many or unauthorized species	8	4	50%	Business License	1				
Vehicles- inoperable vehicles	8	0	0%						
Water Waste	8	8	100%	Unlawful Dumping	1				
Community Development, General	6	3	50%						
Vehicles- RVs/boats/etc	6	2	33.3%	Burning Trash	1				
Abandoned Vehicle (Street)	5	5	100%						
CEO, Improper Vehicle Storage	5	4	80%	Illegal Fireworks					17
CEO, Property Use	5	3	60%						
Health Hazard	5	3	60%	Quantity	4				17
Parks/ Trees	5	5	100%						
CEO, Commercial Sign	4	4	100%	Assessment	\$400				\$25,500
Code Enforcement, General	4	4	100%						
Engineering	4	1	25%	Q1 Total Assesment	\$25,900				
Fire Hazard	4	4	100%						
Neglected property/trash & debris	3	2	66.7%	YTD Total Assesment	\$25,900				
Yard Sales, Frequent	3	3	100%						
Animals- agricultural animals	2	1	50%						
Animals- barking dogs	2	2	100%						
CEO, Recreational Vehicle	2	2	100%						
CEO, Vacant/Unsecured Building	2	0	0%						
Fences and freestanding walls	2	0	0%						
Graffiti	2	2	100%						
Housing Issue (Structure Related)	2	1	50%						
Outdoor Storage	2	0	0%						
Animals- roosters	1	1	100%						
CEO, Animal Keeping	1	1	100%						
Landscaping/trees- private property	1	1	100%						
Noise Complaint	1	0	0%						
Political Signage	1	1	100%						
Signs- other	1	0	0%						
Signs- temporary subdivision signs	1	0	0%						
Yard Sale Signage	1	1	100%						
	Q1 Total	165	121	73.33%					
	YTD Total	165	121	73.33%					

INFORMATIONAL REPORT

SUBJECT: ATTENDANCE REPORT FOR CITY COMMISSIONS AND COMMITTEES – 1ST QUARTER REPORT – FY 2014/15

SOURCE: ADMINISTRATIVE SERVICES DEPARTMENT

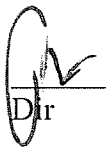
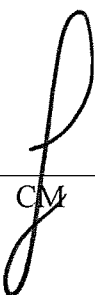
COMMENT: At the Council’s request, staff is herein providing for informational purposes the attendance records as of the First Quarter FY 2014/15 for the following City Commissions and Committees:

- Parks & Leisure Services Commission;
- Library and Literacy Commission;
- Arts Commission;
- CDBG Advisory and Housing Opportunity Committee; and
- Transactions and Use Tax Oversight Committee (TUTOC)

Because the Animal Control Commission did not begin meeting until October 2014, it will not be included in this report until the 2nd quarter reporting.

RECOMMENDATION: Informational report only.

ATTACHMENTS: Attendance Reports

 Dir	<u>N/A</u> Approp./ Funded	 CM
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Report No. II-3

Parks & Leisure Services Commissioner's Record of Attendance

	2014	2014	2014	2014	2014	2014	2015	2015	2015	2015	2015	2015	
	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
	**	7	4	2	6	4							
Rocco Calantone		P	P										FT Exp 10/15
Monte Moore		P	P										FT Exp 10/13
Leticia Lupio		P	E										FT Exp 10/13
Rick Vafeades		P	P										FT Exp 10/13
Richard Rankin		P	A										PUSD Rep.
Carroll Land		P	P										FT Exp 10/15
Shannon Bennett		P	P										FT Exp 10/13
Eric Mendoza		P	P	Resigned									
Totals	N/A	8	6										

**No meeting held.

P = Present; E = Excused Absence; A = Absent; T = Tardy

Parks & Leisure Services Commissioner's Record of Attendance

	2013	2013	2013	2013	2013	2013	2014	2014	2014	2014	2014	2014	
	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
	3	1	5	3	7	5	2	6	6	1	5	**	
Rocco Calantone	P	P	P	P	P	P	P	E	P	E	P		FT Exp 10/15
Monte Moore	E	P	P	P	P	P	P	P	P	P	P		FT Exp 10/13
Leticia Lupio	P	P	P	P	P	P	P	P	P	P	P		FT Exp 10/13
Rick Vafeades	P	E	P	P	P	P	P	P	P	E	P		FT Exp 10/13
Richard Rankin	P	P	P	P	P	P	P	P	P	P	E		PUSD Rep.
Carroll Land	P	P	P	P	P	P	E	T	T	T	T		FT Exp 10/15
Shannon Bennett	P	P	E	A	P	P	P	P	P	P	P		FT Exp 10/13
Eric Mendoza	P	P	E	P	E	P	E	P	P	A	E		
Totals	7	7	6	7	7	8	6	7	8	5	6	N/A	

** No meeting held.

P = Present; E = Excused Absence; A = Absent; T = Tardy

LIBRARY & LITERACY COMMISSION - Attendance Record

As of: September 30, 2014

P = Present; A = Absent; E = Excused absence; T = Tardy
 ☼ = Summer Hiatus

	2014 Mar 19	2014 April 8	2014 May 13	2014 June	2014 July	2014 Aug	2014 Sept	2014 Oct	2014 Nov	2014 Dec	
Catherine May	P	P	P			P	P				Re-appt. 10/10
Allan Bailey	E	P	P			P	P				Appt. 9/11
Esther Figueroa	P	P	P			P	P				Appt. 4/12
Tamara Bishop	E	P	P			P	P				Appt. 11/12
Carol Wilkins	E	P	P			<i>Resigned</i>					Appt. 11/12
Edith La Vonne	P	P	P			P	P				Appt. 11/12
Jennifer Biagio	P	P	P			P	E				Appt. 10/13

	2013 June	2013 July	2013 Aug 13	2013 Sept 10	2013 Oct 8	2013 Nov 12	2013 Dec 10	2014 Jan 14	2014 Feb 11	2014 Mar 11	
Catherine May			P	P	P	P	A	T	E	P	Re-appt. 10/10
Rebecca Ybarra			T	P	A	<i>Term Expired</i>					Appt. 10/10
Allan Bailey			P	P	P	P	T	P	P	P	Appt. 9/11
Esther Figueroa			P	P	P	P	P	P	P	P	Appt. 4/12
Tamara Bishop			P	P	P	P	P	P	P	P	Appt. 11/12
Carol Wilkins			E	P	P	P	P	P	P	P	Appt. 11/12
Edith La Vonne			P	P	P	P	T	P	P	P	Appt. 11/12
Jennifer Biagio			<i>Appt. 10/13</i>			E	P	P	P	P	Appt. 10/13

	2012 Oct *29	2012 Nov *7	2012 Nov 13	2012 Dec 11	2013 Jan 8	2013 Feb 12	2013 Mar 12	2013 Apr 9	2013 May 14	2013 May 18**	
Joe Moreno	P	<i>Term Expired</i>									
Ellen Nichols	T	<i>Term Expired</i>									
Catherine May	P	P	P	P	T	P	P	T	T	P	Re-appt. 10/10
Rebecca Ybarra	P	P	P	A	P	T	A	P	A	A	Appt. 10/10
Allan Bailey	P	P	T	P	P	P	T	P	P	P	Appt. 9/11
Esther Figueroa	P	P	P	P	P	P	P	P	P	P	Appt. 4/12
Tamara Bishop		P	P	P	P	P	P	P	P	P	Appt. 11/12
Carol Wilkins		P	T	E	T	P	A	P	A	T	Appt. 11/12
Edith La Vonne		E	P	P	P	P	P	P	P	P	Appt. 11/12

* Special Meeting with Arts Commission

** Special Meeting - Board Effectiveness Training.

**Arts Commission
Attendance Records**

As of: September 30, 2014

	2014 23-Jul	2014* 24-Sep	2014 22-Oct	2014 26-Nov	2014 Dec	2015 Jan	2015 Feb	
Deana Worthington	P	P						
<i>Vacant</i>								
<i>Vacant</i>								
Joan Givan	P	P						
Judith Halloway	P	A						
Mel Gosage	P	A						
Brenda Carrasco	P	<i>Resigned 8/2014</i>						

* No meeting due to lack of quorum.

	2013 18-Dec	2014 22-Jan	2014 26-Feb	2014 26-Mar	2014* 23-Apr	2014* 28-May	2014* 25-Jun
Deana Worthington	P	P	P	P	P		A
Monte Reyes	P	P	P	P	P		P
Alex Schooler	A	<i>Resigned 1/2014</i>					
Joan Givan	P	P	E	P	E		P
Judith Halloway	A	P	P	A	E		A
Mel Gosage	P	A	P	P	P		E
Brenda Carrasco	P	P	P	P	E		P

*Notes:

1. No quorum for meetings of April 23 and June 25;
2. Meeting of May 28 cancelled.

	2013 17-Apr	2013 15-May	2013 19-Jun	2013 17-Jul	2013 25-Sep	2013 23-Oct*	2013 13-Nov
Deana Worthington	P	A	P	P	P		A
Rebecca Ybarra	P	P	P	A	<i>Term Expired</i>		
Monte Reyes	P	P	P	A	P		P
Alex Schooler	P	P	P	P	A		A
Joan Givan	P	P	P	P	P		P
Roger Merryman	A	P	P	P	<i>Term Expired</i>		
Sandra Romero	P	A	P	P	<i>Term Expired</i>		
Judith Halloway	<i>Appointed 9/2013</i>				P		P
Mel Gosage	<i>Appointed 9/2013</i>				P		P
Brenda Carrasco	<i>Appointed 9/2013</i>				P		P

*Meeting cancelled.

	2012 17-Oct	2012 29-Oct*	2012 7-Nov	2012 14-Nov	2013 16-Jan	2013 20-Feb	2013 20-Mar
Deana Worthington	P	A	P	P	A	P	P
Rebecca Ybarra	P	P	P	P	P	P	P
Monte Reyes	P	P	P	A	P	P	P
Alex Schooler	A	P	P	A	A	P	P
Joan Givan	P	P	P	P	P	P	P
Roger Merryman	P	P	P	P	A	P	P
Sandra Romero	P	A	P	P	P	A	A

*Joint Meeting with Library & Literacy Commission

**CDBG Citizens' Advisory and Housing Opportunity Committee
Attendance Report as of September 30, 2014**

Committee Member	Year Originally Appointed	Reg. Mtg 3/14/2011	Reg. Mtg 3/12/2012	Reg. Mtg 3/11/2013	Reg. Mtg 3/10/2014
Pat Contreras	1988	P	P	P	P
Linda Olmedo	1997	P	P	P	P
Grace Munoz-Rios	1992	P	P	P	A
Doug Heusdens	2012	N/A	P	P	P
John Dennis	1998	P	P	A	P
Rebecca Vigil	2008	P	P	A	P
Kelle Jo Lowe	2009	P	P	P	P

This Committee meets on an annual basis in March.

Transactions and Use Tax Oversight Committee
Attendance Records

As of: September 30, 2014

	2011 21-Jul	2011 18-Aug	2012 4-Jun	2012 18-Jul	2012 22-Aug	2012 12-Dec	2013 13-Mar		
Gary Mekeel	P	A	A	A	A	A	A	Apptd 04/2010 thru 05/2014	
Michael Pavone	A	P	P	P	A	A	Resigned	Apptd 04/2010 thru 05/2014	
Adrian Monte Reyes	P	P	<i>Term ended</i>						Term expired 5/2012.
Khris Saleh	P	P	T	P	A	P	A	Apptd 04/2010 thru 05/2012	
Charles Webber	P	P	P	P	P	P	P	Apptd 04/2010 thru 05/2014	
John Simonich	P	P	P	P	P	P	P	Apptd. 01/2011 thru 05/2014.	
Michael MacDonald	A	P	P	P	P	P	P	Apptd 01/2011 thru 05/2014.	
Gail Lemmen	P	P	A	A	P	P	P	Apptd 09/2010 thru 05/2012.	
John Dennis	P	P	P	P	P	P	P	Apptd 09/2010 thru 05/2012.	
Kent D. Hopper	A	A	<i>Term ended</i>						Resigned 2/2012.
Margaret Stinson	<i>Appt. 5/12</i>		P	P	P	P	P	Apptd 05/2012.	
Janet Meister	N/A	N/A	N/A	N/A	A	P	P	Apptd 08/2012.	
Bill Nebeker	<i>Appt. 2/12 to fill unexpired term of M. Pavone</i>								Apptd. 02/12.

	2013** 23-May	2013** 30-May	2013 13-Jun	2013 8-Aug	2013 7-Nov	2014 13-Mar	2014 1-May	
Gary Mekeel	-	-	A	A	<i>Resigned effective 8/13/13</i>			
Khris Saleh	-	-	A	P	P	A	P	Apptd 04/2010 thru 05/2012
Charles Webber	-	-	P	<i>Resigned effective 6/30/13</i>				
John Simonich	-	-	A	P	P	P	P	Apptd. 01/2011 thru 05/2014.
Michael MacDonald	-	-	P	P	P	P	P	Apptd 01/2011 thru 05/2014.
Gail Lemmen	-	-	P	P	P	P	A	Apptd 09/2010 thru 05/2012.
John Dennis	-	-	P	P	P	P		Resigned 3/2014.
Margaret Stinson	-	-	P	A	P	P	A	Apptd 05/2012.
Janet Meister	-	-	P	P	P	P	P	Apptd 08/2012.
Bill Nebeker	-	-	A	P	P	P	A	Apptd. 02/12.
Kathleen "Kat" Harris	<i>Appt. 6/30/13</i>			P	P	P	A	
Russell "Buck" Fletcher	<i>Appt. 8/2013</i>				P	P	P	

** No meeting held due to lack of quorum.

	2014 7-Aug	2014 22-Oct					
Khris Saleh	A						Re-apptd thru 05/2016
John Simonich	P						Apptd. 01/2011 thru 05/2014.
Raheel Mann	P						Apptd 2014
Gail Lemmen	P						Re-apptd thru 05/2016.
Margaret Stinson	P						Apptd 05/2012.
Janet Meister	P						Apptd 08/2012.
Bill Nebeker	A						Apptd. 02/12.
Kathleen "Kat" Harris	P						Apptd. 06/13.
Russell "Buck" Fletcher	P						Apptd. 08/13.
Salvador Estrada, Jr.	A						Apptd. 07/14.



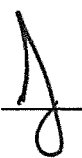
COUNCIL AGENDA: November 4, 2014

SUBJECT: REPORT ON CHARITABLE CAR WASHES

SOURCE: Finance Department

COMMENT: In accordance with City Council direction, staff is providing an updated report on charitable car wash permits issued during the year. Article VI, Section 15-130 of the City Code allows up to four car washes at any commercial property per calendar year and up to four car washes by a charitable organization in a calendar year. For the period January 1 to September 30, 2014, the following car washes occurred within the City.

Event Date	Name of Organization	Location of Car Wash
January 11, 2014	Agape Mission	BR's Food Store – 284 W Olive Ave
February 1, 2014	La Mision De Jesus	La Mision De Jesus – 765 W Henderson Ave
February 15, 2014	Burton Pathways Charter Academy	Burton Pathways Charter Academy – 1414 W Olive
February 22, 2014	Burton Middle School CJSF	Burton Middle School – 1155 N Elderwood St
February 23, 2014	El Granito Foundation	Pacific Tires – 28 W Henderson Ave
March 8, 2014	Porterville High School Band	Tule River Indian Education Dept – 568 W. Olive
April 5, 2014	Victory Outreach Porterville	Victory Outreach Porterville - 129 N D St
April 12, 2014	Burton Pathways Charter Academy	Burton Pathways – 1414 W Olive Ave
April 19, 2014	*Adriana Zamora	Al's Mini Mart – 943 W Westfield Ave
April 26, 2014	Porterville Youth Soccer League	Friendly Liquor – 814 W Olive Ave
May 10, 2014	New Life Center	New Life Center – 2012 W Morton Ave
May 31, 2014	First Christian Church of Porterville	First Christian Church – 1020 N Prospect St
June 21, 2014	Church of God Prophecy	Church of God Prophecy – 88 E Putnam Ave
July 12, 2014	Imagine Community Arts Center	PetSmart – 1265 W Henderson Ave

D.D.  Appropriated/Funded  C.M. 

Report No. II-4

Event Date	Name of Organization	Location of Car Wash
July 19, 2014	First Missionary Baptist Church	First Missionary Baptist Church – 165 E Putnam
July 19, 2014	Trinity Lutheran Church	Trinity Lutheran Church - 764 W Henderson Ave
August 2, 2014	Living Word Fellowship	Living Word Fellowship - 1150 Pioneer Ave
August 16, 2014	Monache High School	Monache High School – 960 N Newcomb St
September 6, 2014	Monache High School	Monache High School – 960 N Newcomb St
September 13, 2014	Harmony Magnet Academy	Roscoe Melton's Discount Tires – 921 W Olive Ave

*No application for car wash was received. Individual was cited at the event by the Code Enforcement Officer. Individual came in to pay for the permit fee after the event.

RECOMMENDATION: For information only.

COUNCIL AGENDA: NOVEMBER 4, 2014

SUBJECT: QUARTERLY PORTERVILLE GOLF COURSE REPORT

SOURCE: PARKS AND LEISURE SERVICES DEPARTMENT

COMMENT: At the request of the City Council, staff is providing a report for informational purposes on participation numbers at the Porterville Golf Course. The report reflects the First Quarter FY 2014/15.

In an effort to generate more revenue and turn the facility into multi-use, a new FootGolf course was added to the course on October 19.

RECOMMENDATION: Information only

ATTACHMENT: Golf Course Statistics for July 1-September 30, 2014

 Director  Appropriated/Funded

 City Manager

REPORT NO.: II-5

PORTERVILLE GOLF COURSE STATISTICS

	Jul-13	Jul-14		Aug-13	Aug-14		Sep-13	Sep-14
9-hole	315	244		411	316		338	271
18-hole	51	41		52	77		50	57
repeat 9	431	371		560	486		398	386
monthly tickets	58	59		65	46		58	52
9 hole cart	195	194		225	202		174	183
18 hole cart	47	61		53	73		51	65
repeat cart	180	148		210	221		174	157
Golfers	797	656		1023	879		786	714
Total	\$16,511.00	\$14,767.00		\$19,674.00	\$15,495.00		\$16,511.00	\$15,941.00

CITY COUNCIL AGENDA: NOVEMBER 4, 2014

STAFF INFORMATIONAL REPORT

SUBJECT: ASSEMBLY BILL 1147 LEGISLATION SUMMARY

SOURCE: COMMUNITY DEVELOPMENT DEPARTMENT - PLANNING DIVISION

COMMENT: On September 18, 2014, Governor Brown signed Assembly Bill 1147 ("AB 1147") into law. AB 1147 changes numerous provisions of the Massage Therapy Act, effective January 1, 2015. Current law restricts local control over massage therapy businesses that employ therapists and practitioners that have been certified by the California Massage Therapy Council ("CAMTC"). AB 1147 restores local regulatory authority over these businesses.

In 2009, Senate Bill 731 ("SB 731") reduced the ability of cities and counties to regulate massage businesses and therapists. It also created the CAMTC to oversee the voluntary certification of massage therapists. Under current law, local governments are prohibited from requiring certified massage therapists to obtain further permits, licenses, or authorization to practice or open an establishment. Moreover, local governments cannot regulate massage businesses differently from other professional services businesses unless the regulation relates to health and safety requirements, requiring proof of state certification, or charging a business license fee. Since SB 731's enactment, some local jurisdictions have seen a significant increase in massage establishments and illicit activity in conjunction with those establishments. According to the Police Department, Porterville has not necessarily seen a significant increase in massage establishments, nor is illicit activity associated with massage establishments a major issue for the city.

Assembly Bill 1147 reinstates local government regulatory control over certain aspects of massage businesses, most importantly, its land use authority. This bill also expands the authority of counties and cities to regulate massage businesses through operating standards, and permit, licensing, and certification requirements. Further, the bill specifies the membership of the CAMTC Board. It should be noted, however, that AB 1147 includes a sunset date of January 1, 2017, and the bill invites future legislation to be written and adopted prior to that date. The League of California Cities presented a webinar on October 9, which offered an interpretation of this sunset clause. The parties involved, particularly CAMTC, want to have a mechanism to monitor new ordinances relative to the massage industry, and avoid excessive or unreasonable regulation. It is expected that after the sunset date, some consistent conditions and expectations can be set that fairly and evenly regulate the massage industry while protecting the public safety.

Statewide, many jurisdictions are preparing new ordinances in anticipation of the effective date of AB 1147. Staff is staying informed of new ordinances and other jurisdiction's efforts to manage massage establishments, and will keep the Council

DD JB Appropriated/Funded N/A CM J

Report No. 6

informed as new information becomes available. Similarly, if issues arrive locally that might result in urgency to develop a local ordinance, staff will request direction from the Council at that time.

RECOMMENDATION: Informational only

ATTACHMENTS: 1. Assembly Bill No. 1147, Massage therapy
2. League of California Cities webinar presentation

Assembly Bill No. 1147

CHAPTER 406

An act to amend Section 460 of, and to add and repeal Chapter 10.5 (commencing with Section 4600) of Division 2 of, the Business and Professions Code, and to amend Section 51034 of the Government Code, relating to healing arts.

[Approved by Governor September 18, 2014. Filed with Secretary of State September 18, 2014.]

LEGISLATIVE COUNSEL'S DIGEST

AB 1147, Bonilla. Massage therapy.

Existing law, until January 1, 2015, provides for the voluntary certification of massage practitioners and massage therapists by the California Massage Therapy Council. Existing law specifies the requirements for the council to issue to an applicant a certificate as a massage practitioner or massage therapist. Existing law authorizes a city, county, or city and county to impose certain requirements on massage establishments or businesses that are the sole proprietorship of an individual certified pursuant to existing state law or that employ or use only persons who are so certified. Existing law authorizes a city, county, or city and county to, among other things, adopt reasonable health and safety requirements, as specified, pertaining to those massage establishments or businesses, and to require an applicant for a business license to operate a massage business or establishment to fill out an application that requests relevant information, as specified.

This bill would reenact, revise, and recast these provisions to, among other things, establish an interim board of directors to govern the council until September 15, 2015, and provide for the appointment of a new board of directors consisting of 13 members, as specified, whose 4-year terms would begin on that date. The bill would authorize the board to establish fees reasonably related to the costs of providing services and performing its duties, not to exceed \$300. The bill would require the board to provide at least 90 days' advance notice prior to holding a meeting to vote upon a proposal to increase the certification fees, as specified, except as provided. The bill would also require the board to notify certificate holders of a board action that increases those fees.

The bill would discontinue the issuance of new massage practitioner certificates after January 1, 2015, except as provided, but would authorize the renewal of massage practitioner certificates issued prior to January 1, 2015. The bill would require that all certificates issued pursuant to these provisions be subject to renewal every 2 years, except as provided. The bill would require the council to develop policies, procedures, rules, or bylaws

governing the approval and unapproval of schools that provide education required for certification, as specified.

The bill would authorize the council to deny an application for a certificate, or to discipline a certificate holder for a violation of these provisions, as specified. The bill would require the board to exercise its denial or discipline authority by means of fair and reasonable procedures that, among other things, provide the applicant or certificate holder with notice and an opportunity to be heard, as specified. The bill would provide that unprofessional conduct in violation of these provisions includes, among other things, engaging in sexually suggestive advertising related to massage services and engaging in sexual activity while providing massage services for compensation.

The bill would, notwithstanding any other law, prohibit a city, county, or city and county from enacting or enforcing an ordinance that conflicts with these provisions or other corresponding specified provisions. However, the bill would authorize a city, county, or city and county to adopt or enforce local ordinances that govern zoning, business licensing, or reasonable health and safety requirements for establishments or businesses of a licensed or certified healing arts professional, including a certified massage therapist. The bill would also make clarifying and conforming changes regarding local regulation of massage establishments or businesses.

The bill would authorize a court to issue an injunction or to provide any other relief it deems appropriate for violations of these provisions, as specified. The bill would provide that the powers and duties of the council are subject to review by the appropriate committees of the Legislature and would require the council to provide a specified report to these committees on or before June 1, 2016.

The bill would provide that these provisions are issues of statewide concern, and therefore applicable statewide. The bill would also provide that its provisions are severable.

The bill would repeal these provisions on January 1, 2017.

The people of the State of California do enact as follows:

SECTION 1. Section 460 of the Business and Professions Code is amended to read:

460. (a) No city, county, or city and county shall prohibit a person or group of persons, authorized by one of the agencies in the Department of Consumer Affairs or an entity established pursuant to this code by a license, certificate, or other means to engage in a particular business, from engaging in that business, occupation, or profession or any portion of that business, occupation, or profession.

(b) (1) No city, county, or city and county shall prohibit a healing arts professional licensed with the state under Division 2 (commencing with Section 500) or licensed or certified by an entity established pursuant to

this code from engaging in any act or performing any procedure that falls within the professionally recognized scope of practice of that licensee.

(2) This subdivision shall not be construed to prohibit the enforcement of a local ordinance in effect prior to January 1, 2010, related to any act or procedure that falls within the professionally recognized scope of practice of a healing arts professional licensed under Division 2 (commencing with Section 500).

(c) This section shall not be construed to prevent a city, county, or city and county from adopting or enforcing any local ordinance governing zoning, business licensing, or reasonable health and safety requirements for establishments or businesses of a healing arts professional licensed under Division 2 (commencing with Section 500) or licensed or certified by an entity established under this code or a person or group of persons described in subdivision (a).

(d) Nothing in this section shall prohibit any city, county, or city and county from levying a business license tax solely for revenue purposes, nor any city or county from levying a license tax solely for the purpose of covering the cost of regulation.

SEC. 2. Chapter 10.5 (commencing with Section 4600) is added to Division 2 of the Business and Professions Code, to read:

CHAPTER 10.5. MASSAGE THERAPY ACT

4600. This chapter shall be known and may be cited as the Massage Therapy Act. Whenever a reference is made to the Massage Therapy Act by any statute, it shall be construed to refer to this chapter.

4600.5. (a) It is the intent of the Legislature that this act enable consumers and local governments to more easily identify certified massage professionals, provide for consistent statewide certification and oversight of massage professionals, ensure that schools approved by the council that are teaching massage provide a high level of training, assist local governments and law enforcement in meeting their duty to maintain the highest standards of conduct in massage establishments by vetting and disciplining certificate holders, provide for a self-funded nonprofit oversight body to certify massage professionals, and ensure full compliance with, and execution of, the requirements of this act.

(b) It is the intent of the Legislature that broad control over land use in regulating massage establishments be vested in local governments so that they may manage those establishments in the best interests of the individual community, and that the requirements and practice of the profession of massage therapy remain a matter of statewide concern, regulation, and oversight.

(c) It is the intent of the Legislature that local governments impose and enforce only reasonable and necessary fees and regulations, in keeping with the requirements of existing law and being mindful of the need to protect legitimate business owners and massage professionals, particularly sole

providers, during the transition period after this act becomes law and thereafter for the sake of developing a healthy and vibrant local economy.

(d) It is the intent of the Legislature that local governments, law enforcement, nonprofit stakeholders, the massage industry, and massage professionals work together going forward to improve communication and share information to further increase the value of statewide certification, to collaborate in the implementation of this act, and to develop a model ordinance reflecting best practices in massage regulation for cities and counties to adopt that will respect local control, patient privacy, and the dignity of the profession of massage therapy.

4601. As used in this chapter, the following terms shall have the following meanings:

(a) “Approved school” or “approved massage school” means a school approved by the council that meets minimum standards for training and curriculum in massage and related subjects, that meets any of the following requirements, and that has not been otherwise unapproved by the council:

(1) Is approved by the Bureau for Private Postsecondary Education.

(2) Is approved by the Department of Consumer Affairs.

(3) Is an institution accredited by the Accrediting Commission for Senior Colleges and Universities or the Accrediting Commission for Community and Junior Colleges of the Western Association of Schools and Colleges and that is one of the following:

(A) A public institution.

(B) An institution incorporated and lawfully operating as a nonprofit public benefit corporation pursuant to Part 2 (commencing with Section 5110) of Division 2 of Title 1 of the Corporations Code, and that is not managed by any entity for profit.

(C) A for-profit institution.

(D) An institution that does not meet all of the criteria in subparagraph (B) that is incorporated and lawfully operating as a nonprofit public benefit corporation pursuant to Part 2 (commencing with Section 5110) of Division 2 of Title 1 of the Corporations Code, that has been in continuous operation since April 15, 1997, and that is not managed by any entity for profit.

(4) Is a college or university of the state higher education system, as defined in Section 100850 of the Education Code.

(5) Is a school requiring equal or greater training than what is required pursuant to this chapter and is recognized by the corresponding agency in another state or accredited by an agency recognized by the United States Department of Education.

(b) “Certificate” means a valid certificate issued by the council pursuant to this chapter.

(c) “Compensation” means a payment, loan, advance, donation, contribution, deposit, or gift of money, or anything of value.

(d) “Council” means the California Massage Therapy Council created pursuant to this chapter, which shall be a nonprofit organization exempt from taxation under Section 501(c)(3) of Title 26 of the United States Code.

(e) “Massage” means the scientific manipulation of the soft tissues. For purposes of this chapter, the terms “massage” and “bodywork” shall have the same meaning.

(f) “Massage establishment” or “establishment” means a fixed location where massage is performed for compensation, excluding those locations where massage is only provided on an out-call basis.

(g) “Massage practitioner” means a person who is certified by the council pursuant to Section 4604.2 and who administers massage for compensation.

(h) “Massage therapist” means a person who is certified by the council under Section 4604 and who administers massage for compensation.

(i) “Sole provider” means a massage business where the owner owns 100 percent of the business, is the only person who provides massage services for compensation for that business pursuant to a valid and active certificate issued in accordance with this chapter, and has no other employees or independent contractors.

4602. (a) The California Massage Therapy Council, as defined in subdivision (d) of Section 4601, is hereby established and shall carry out the responsibilities and duties set forth in this chapter.

(b) The council may take any reasonable actions necessary to carry out the responsibilities and duties set forth in this chapter, including, but not limited to, hiring staff, entering into contracts, and developing policies, procedures, rules, and bylaws to implement this chapter.

(c) The council may require background checks for all employees, contractors, volunteers, and board members as a condition of their employment, formation of a contractual relationship, or participation in council activities.

(d) The council shall issue a certificate to an individual applicant who satisfies the requirements of this chapter for that certificate.

(e) The council is authorized to determine whether the information provided to the council in relation to the certification of an applicant is true and correct and meets the requirements of this chapter. If the council has any reason to question whether the information provided is true or correct or meets the requirements of this chapter, the council is authorized to make any investigation it deems necessary to establish that the information received is accurate and satisfies any criteria established by this chapter. The applicant has the burden to prove that he or she is entitled to certification.

(f) Until September 15, 2015, the council shall be governed by a board of directors comprised of two representatives selected by each professional society, association, or other entity, which membership is comprised of massage therapists and that chooses to participate in the council. To qualify, a professional society, association, or other entity shall have a dues-paying membership in California of at least 1,000 individuals for the last three years and shall have bylaws that require its members to comply with a code of ethics. The board of directors shall also include each of the following persons:

(1) One member selected by each statewide association of private postsecondary schools incorporated on or before January 1, 2010, which member schools have together had at least 1,000 graduates in each of the previous three years from massage therapy programs that meet the approval standards set forth in subdivision (a) of Section 4601, unless a qualifying association chooses not to exercise this right of selection.

(2) One member selected by the League of California Cities, unless that entity chooses not to exercise this right of selection.

(3) One member selected by the California State Association of Counties, unless that entity chooses not to exercise this right of selection.

(4) One member selected by the Director of Consumer Affairs, unless that entity chooses not to exercise this right of selection.

(5) One member appointed by the Office of the Chancellor of the California Community Colleges, unless that entity chooses not to exercise this right of selection. The person appointed, if any, shall not be part of any massage therapy certificate or degree program.

(6) The council's bylaws shall establish a process for appointing other professional directors to the council who have knowledge of the massage industry or can bring needed expertise to the operation of the council for purposes of complying with Section 4603.

(g) At 12 p.m. Pacific standard time on September 15, 2015, the term of each member of the board of directors established pursuant to subdivision (f) shall terminate, and the terms of 13 new members of the board of directors who shall be chosen in the following manner, shall begin:

(1) One member shall be a representative of the League of California Cities, unless that entity chooses not to exercise this right to appoint.

(2) One member shall be a representative of the California Police Chiefs Association, unless that entity chooses not to exercise this right to appoint.

(3) One member shall be a representative of the California State Association of Counties, unless that entity chooses not to exercise this right to appoint.

(4) One member shall be a representative of an "anti-human trafficking" organization to be determined by the council. This organization shall appoint one member, unless the organization chooses not to exercise this right to appoint.

(5) One member shall be appointed by the Office of the Chancellor of the California Community Colleges, unless that office chooses not to exercise this right to appoint.

(6) One member shall be a member of the public appointed by the Director of the Department of Consumer Affairs, unless the director chooses not to exercise this right to appoint.

(7) One member shall be appointed by the California Association of Private Postsecondary Schools, unless that entity chooses not to exercise this right to appoint.

(8) One member shall be appointed by the American Massage Therapy Association, California Chapter, who shall be a California-certified massage therapist or massage practitioner who is a California resident and who has

been practicing massage for at least three years, unless that entity chooses not to exercise this right to appoint.

(9) One member shall be a public health official representing a city, county, city and county, or state health department, to be determined by the council. The city, county, city and county, or state health department chosen, shall appoint one member unless that entity chooses not to exercise this right to appoint.

(10) (A) One member shall be a certified massage therapist or a certified massage practitioner who is a California resident who has practiced massage for at least three years prior to the appointment, selected by a professional society, association, or other entity which membership is comprised of massage therapist professionals, and that chooses to participate in the council. To qualify, a professional society, association, or other entity shall have a dues-paying membership in California of at least 1,000 individuals, have been established since 2000, and shall have bylaws that require its members to comply with a code of ethics.

(B) If there is more than one professional society, association, or other entity that meets the requirements of subparagraph (A), the appointment shall rotate based on a four-year term between each of the qualifying entities. The qualifying entity shall maintain its appointment authority during the entirety of the four-year term during which it holds the appointment authority. The order in which a qualifying professional society, association, or other entity has the authority to appoint shall be determined by alphabetical order based on the full legal name of the entity as of January 1, 2014.

(11) The members appointed to the board in accordance with paragraphs (1) to (10), inclusive, shall appoint three additional members, at a duly held board meeting in accordance with the board's bylaws. One of those appointees shall be an attorney licensed by the State Bar of California, who has been practicing law for at least three years and who at the time of appointment represents a city in the state. One of those appointees shall represent a massage business entity that has been operating in the state for at least three years. The council shall establish in its bylaws a process for appointing an additional member, provided that the member has knowledge of the massage industry or can bring needed expertise to the operation of the council for purposes of complying with Section 4603.

(h) Board member terms shall be for four years.

(i) The board of directors shall establish fees reasonably related to the cost of providing services and carrying out its ongoing responsibilities and duties. Initial and renewal fees for certificates shall be in an amount sufficient to support the functions of the council in the administration of this chapter, but in no event shall exceed three hundred dollars (\$300). The renewal fee shall be reassessed biennially by the board.

(j) The meetings of the council shall be subject to the rules of the Bagley-Keene Open Meeting Act (Article 9 (commencing with Section 11120) of Chapter 1 of Part 1 of Division 3 of Title 2 of the Government Code). The board may adopt additional policies and procedures that provide

greater transparency to certificate holders and the public than required by the Bagley-Keene Open Meeting Act.

(k) Prior to holding a meeting to vote upon a proposal to increase the certification fees, the board shall provide at least 90 days' notice of the meeting, including posting a notice on the council's Internet Web site unless at least two-thirds of the board members concur that there is an active threat to public safety and that voting at a meeting without prior notice is necessary. However, the board shall not waive the requirements of subdivision (j).

(l) If the board approves an increase in the certification fees, the council shall update all relevant areas of its Internet Web site and notify all certificate holders and affected applicants by email within 14 days of the board's action.

4603. Protection of the public shall be the highest priority for the council in exercising its certification and disciplinary authority, and any other functions. Whenever the protection of the public is inconsistent with other interests sought to be promoted, the protection of the public shall be paramount.

4604. (a) In order to obtain certification as a massage therapist, an applicant shall submit a written application and provide the council with satisfactory evidence that he or she meets all of the following requirements:

(1) The applicant is 18 years of age or older.

(2) The applicant has successfully completed the curricula in massage and related subjects totaling a minimum of 500 hours, or the credit unit equivalent, that incorporates appropriate school assessment of student knowledge and skills.

(A) Of the 500 hours, a minimum of 100 hours of instruction shall address anatomy and physiology, contraindications, health and hygiene, and business and ethics.

(B) All of the 500 hours shall be from schools approved by the council.

(3) The applicant has passed a massage and bodywork competency assessment examination that meets generally recognized psychometric principles and standards and that is approved by the council. The successful completion of this examination may have been accomplished before the date the council is authorized by this chapter to begin issuing certificates.

(4) The applicant has successfully passed a background investigation pursuant to Section 4606, and has not violated any of the provisions of this chapter.

(5) All fees required by the council have been paid.

(6) The council may issue a certificate to an applicant who meets the qualifications of this chapter if he or she holds a current and valid registration, certification, or license from any other state whose licensure requirements meet or exceed those defined within this chapter. If an applicant has received education at a school that is not approved by the council, the council shall have the discretion to give credit for comparable academic work completed by an applicant in a program outside of California.

(b) A certificate issued pursuant to this chapter and any identification card issued by the council shall be surrendered to the council by any certificate holder whose certificate is suspended or revoked.

4604.1. (a) The council shall not accept applications to issue any new certificates to practice as a certified massage practitioner on or after January 1, 2015.

(b) Certificates to practice as a certified massage practitioner for applications accepted prior to January 1, 2015, may be renewed without any additional educational requirements.

(c) A massage practitioner certificate and any identification card issued by the council, shall be surrendered to the council by any certificate holder whose certificate is suspended or revoked.

4604.2. (a) A person who was issued a conditional certificate to practice as a massage practitioner shall, within five years of being issued the conditional certificate by the council, complete and report to the council the completion of, at least 30 hours of additional education per year from approved schools or from continuing education providers approved by the council, until he or she has completed a total of at least 250 hours of education.

(b) A conditional certificate issued to any person pursuant to this section shall immediately be nullified, without need for further action by the council, if proof of completion of the requirements specified in subdivision (a) is not filed with the council within the time period specified in subdivision (a).

(c) Notwithstanding subdivision (a) of Section 4604.1, the council shall issue a new certificate to practice as a massage practitioner to a person that successfully completes the requirements described in subdivision (a).

4605. Except as otherwise provided, a certification issued pursuant to this chapter shall be subject to renewal every two years in the manner prescribed by the council. A certificate issued by the council shall expire after two years unless renewed as prescribed. The council may provide for the late renewal of a certificate.

4606. (a) Prior to issuing a certificate to an applicant, or designating a custodian of records, the council shall require the applicant or the custodian of records candidate to submit fingerprint images as directed by the council and in a form consistent with the requirements of this section.

(b) The council shall submit the fingerprint images and related information to the Department of Justice for the purpose of obtaining information as to the existence and nature of a record of state and federal level convictions and of state and federal level arrests for which the Department of Justice establishes that the applicant or candidate was released on bail or on his or her own recognizance pending trial.

(c) Requests for federal level criminal offender record information received by the Department of Justice pursuant to this section shall be forwarded to the Federal Bureau of Investigation by the Department of Justice. The Department of Justice shall review the information returned from the Federal Bureau of Investigation, and shall compile and disseminate a fitness determination regarding the applicant or candidate to the council. The Department of Justice shall provide information to the council pursuant to subdivision (p) of Section 11105 of the Penal Code.

(d) The Department of Justice and the council shall charge a fee sufficient to cover the cost of processing the request for state and federal level criminal offender record information.

(e) The council shall request subsequent arrest notification service from the Department of Justice, as provided under Section 11105.2 of the Penal Code, for all applicants for certification or custodian of records candidates for whom fingerprint images and related information are submitted to conduct a search for state and federal level criminal offender record information.

(f) The council is authorized to receive arrest notifications and other background materials about applicants and certificate holders from a city, county, or city and county.

4607. The council may discipline an owner or operator of a massage business or establishment who is certified pursuant to this chapter for the conduct of all individuals providing massage for compensation on the business premises.

4608. In addition to the other requirements of this chapter, a certificate holder shall:

(a) Display his or her original certificate wherever he or she provides massage for compensation. A certificate holder shall have his or her identification card in his or her possession while providing massage services for compensation.

(b) Provide his or her full name and certificate number upon the request of a member of the public, the council, or a member of law enforcement, or a local government agency charged with regulating massage or massage establishments, at the location where he or she is providing massage services for compensation.

(c) Include the name under which he or she is certified and his or her certificate number in any and all advertising of massage for compensation.

(d) Notify the council within 30 days of any changes in the certificate holder's home address or the address of any massage establishment or other location where he or she provides massage for compensation, excluding those locations where massage is only provided on an out-call basis. A certificate holder also shall notify the council of his or her primary email address, if any, and notify the council within 30 days of a change of the primary email address.

4609. (a) It is a violation of this chapter for an applicant or a certificate holder to commit any of the following acts, the commission of which is grounds for the council to deny an application for a certificate or to impose discipline on a certificate holder:

(1) Unprofessional conduct, including, but not limited to, any of the following:

(A) Engaging in sexually suggestive advertising related to massage services.

(B) Engaging in any form of sexual activity on the premises of a massage establishment where massage is provided for compensation, excluding a residence.

(C) Engaging in sexual activity while providing massage services for compensation.

(D) Practicing massage on a suspended certificate or practicing outside of the conditions of a restricted certificate.

(E) Providing massage of the genitals or anal region.

(F) Providing massage of female breasts without the written consent of the person receiving the massage and a referral from a licensed California health care provider.

(2) Procuring or attempting to procure a certificate by fraud, misrepresentation, or mistake.

(3) Failing to fully disclose all information requested on the application.

(4) Impersonating an applicant or acting as a proxy for an applicant in any examination referred to in this chapter for the issuance of a certificate.

(5) Impersonating a certificate holder, or permitting or allowing a noncertified person to use a certificate.

(6) Violating or attempting to violate, directly or indirectly, or assisting in or abetting the violation of, or conspiring to violate, any provision of this chapter or any rule or bylaw adopted by the council.

(7) Committing any fraudulent, dishonest, or corrupt act that is substantially related to the qualifications or duties of a certificate holder.

(8) Denial of licensure, revocation, suspension, restriction, citation, or any other disciplinary action against an applicant or certificate holder by another state or territory of the United States, by any other government agency, or by another California health care professional licensing board. A certified copy of the decision, order, judgment, or citation shall be conclusive evidence of these actions.

(9) Being convicted of any felony, misdemeanor, infraction, or municipal code violation, or being held liable in an administrative or civil action for an act, that is substantially related to the qualifications, functions, or duties of a certificate holder. A record of the conviction or other judgment or liability shall be conclusive evidence of the crime or liability.

(10) Dressing while engaged in the practice of massage for compensation, or while visible to clients in a massage establishment, in any of the following:

(A) Attire that is transparent, see-through, or substantially exposes the certificate holder's undergarments.

(B) Swim attire, if not providing a water-based massage modality approved by the council.

(C) A manner that exposes the certificate holder's breasts, buttocks, or genitals.

(D) A manner that constitutes a violation of Section 314 of the Penal Code.

(E) A manner that is otherwise deemed by the council to constitute unprofessional attire based on the custom and practice of the profession in California.

(11) Committing any act punishable as a sexually related crime or being required to register pursuant to the Sex Offender Registration Act (Chapter

5.5 (commencing with Section 290) of Title 9 of Part 1 of the Penal Code), or being required to register as a sex offender in another state.

(b) The council may deny an application for a certificate for the commission of any of the acts described in subdivision (a). The council may also discipline a certificate holder, in any manner permitted by this chapter, for the commission of any of those acts by a certificate holder.

(c) The council shall deny an application for a certificate, or revoke the certificate of a certificate holder, if the applicant or certificate holder is required to register pursuant to the Sex Offender Registration Act (Chapter 5.5 (commencing with Section 290) of Title 9 of Part 1 of the Penal Code), or is required to register as a sex offender in another state.

4610. (a) An applicant for a certificate shall not be denied a certificate, and a certificate holder shall not be disciplined pursuant to this chapter except according to procedures that satisfy the requirements of this section. Denial or discipline that is not in accord with this section shall be void and without effect.

(b) The council may discipline a certificate holder by any, or a combination, of the following methods:

(1) Placing the certificate holder on probation, which may include limitations or conditions on practice.

(2) Suspending the certificate and the rights conferred by this chapter on a certificate holder for a period not to exceed one year.

(3) Suspending or staying the disciplinary order, or portions of it, with or without conditions.

(4) Revoking the certificate.

(5) Taking other action as the council deems proper, as authorized by this chapter or policies, procedures, rules, or bylaws adopted by the board.

(c) The council may issue an initial certificate on probation, with specific terms and conditions, to any applicant.

(d) Any denial or discipline shall be decided upon and imposed in good faith and in a fair and reasonable manner. Any procedure that conforms to the requirements of subdivision (f) is fair and reasonable, but a court may also find other procedures to be fair and reasonable when the full circumstances of the denial or discipline are considered.

(e) A procedure is fair and reasonable if the procedures specified in subdivision (f) or (g) are followed or if all of the following apply:

(1) Denial or discipline shall be based on a preponderance of the evidence. In determining the basis for the denial or discipline, the council may consider all written documents or statements as evidence, but shall weigh the reliability of those documents or statements.

(2) The provisions of the procedure are publicly available on the council's Internet Web site.

(3) The council provides 15 calendar days prior notice of the denial or discipline and the reasons for the denial or discipline.

(4) The council provides an opportunity for the applicant or certificate holder, to be heard, orally or in writing, not less than five days before the

effective date of the denial or discipline, by a person or body authorized to decide whether the proposed denial or discipline should go into effect.

(f) (1) Notwithstanding any other law, if the council receives notice that a certificate holder has been arrested and charges have been filed by the appropriate prosecuting agency against the certificate holder alleging a violation of subdivision (b) of Section 647 of the Penal Code or any other offense described in paragraph (11) of subdivision (a) of Section 4609, the council shall immediately suspend, on an interim basis, the certificate of that certificate holder, and take all of the following additional actions:

(A) Notify the certificate holder at the address last filed with the council that the certificate has been suspended and the reason for the suspension within 10 business days.

(B) Provide notification of the suspension by email to the clerk or other designated contact of the city, county, or city and county in which the certificate holder lives or works, pursuant to the council's records, within 10 business days.

(C) Provide notification of the suspension by email to any establishment or employer, whether public or private, that the council has in its records as employing the certificate holder, within 10 business days.

(2) Upon notice to the council that the charges described in paragraph (1) have resulted in a conviction, the council shall permanently revoke the suspended certificate. The council shall provide notice to the certificate holder, at the address last filed with the council by a method providing delivery confirmation, within 10 business days that it has evidence of a valid record of conviction and that the certificate will be revoked unless the certificate holder provides evidence within 15 days from the date of the council's mailing of the notice that the conviction is either invalid or that the information is otherwise erroneous.

(3) Upon notice that the charges described in paragraph (1) have resulted in an acquittal or have been otherwise dismissed prior to conviction, the certificate shall be immediately reinstated and the certificate holder and any establishment or employer that received notice pursuant to this section shall be notified of the reinstatement within 10 business days.

(g) (1) Notwithstanding any other law, if the council determines that a certificate holder has committed an act punishable as a sexually related crime or a felony that is substantially related to the qualifications, functions, or duties of a certificate holder, the council may immediately suspend the certificate of that certificate holder. A determination to immediately suspend a certificate pursuant to this subdivision shall be based upon a preponderance of the evidence and the council shall also consider any available credible mitigating evidence before making a decision. Written statements by any person shall not be considered by the council when determining whether to immediately suspend a certificate unless made under penalty of perjury. If the council suspends a certificate in accordance with this subdivision, the council shall take all of the following additional actions:

(A) Notify the certificate holder within 10 business days, at the address last filed with the council, by a method providing delivery confirmation,

that the certificate has been suspended, the reason for the suspension, and that the certificate holder has the right to request a hearing pursuant to paragraph (2).

(B) Notify by email or any other means consistent with the notice requirements of this chapter, any business or employer, whether public or private, that the council has in its records as employing or contracting with the certificate holder for massage services, and the California city, county, or city and county that has jurisdiction over that establishment or employer, that the certificate has been suspended within 10 business days.

(2) A certificate holder whose certificate is suspended pursuant to this subdivision shall have the right to request, in writing, a hearing to challenge the factual basis for the suspension. If the holder of the suspended certificate requests a hearing on the suspension, the hearing shall be held within 30 calendar days after receipt of the request. A holder whose certificate is suspended based on paragraph (1) shall be subject to revocation or other discipline in accordance with subdivision (a).

(3) If the council determines, after a hearing conducted pursuant to this subdivision, to lift the suspension, the certificate shall be immediately reinstated and the certificate holder, any establishment or employer, and the city, county, or city and county that has jurisdiction over that establishment or employer, that received notice pursuant to this section shall be notified of the reinstatement within 10 business days.

(h) Any notice required under this section may be given by any method reasonably calculated to provide actual notice. Any notice given by mail shall be given by first-class or certified mail sent to the last address of the applicant or certificate holder shown on the council's records.

(i) An applicant or certificate holder may challenge a denial or discipline decision issued pursuant to this section in a court of competent jurisdiction. Any action challenging a denial or discipline, including any claim alleging defective notice, shall be commenced within one year after the effective date of the denial or discipline. If the action is successful, the court may order any relief, including reinstatement, that it finds equitable under the circumstances.

(j) This section governs only the procedures for denial or discipline decision and not the substantive grounds for the denial or discipline. Denial or discipline based upon substantive grounds that violates contractual or other rights of the applicant or certificate holder, or is otherwise unlawful, is not made valid by compliance with this section.

4611. (a) It is an unfair business practice for a person to do any of the following:

(1) To hold himself or herself out or to use the title of "certified massage therapist" or "certified massage practitioner," or any other term, such as "licensed," "certified," "CMT," or "CMP," in any manner whatsoever that implies or suggests that the person is certified as a massage therapist or massage practitioner, unless that person currently holds an active and valid certificate issued by the council pursuant to this chapter.

(2) To falsely state or advertise or put out any sign or card or other device, or to falsely represent to the public through any print or electronic media, that he or she or any other individual is licensed, certified, or registered by a governmental agency as a massage therapist or massage practitioner.

(b) In addition to any other available remedies, engaging in any of the prohibited behaviors described in subdivision (a) constitutes unfair competition under Section 17200.

4612. (a) Notwithstanding any other law, a city, county, or city and county shall not enact or enforce an ordinance that conflicts with this chapter or Section 51034 of the Government Code.

(b) Nothing in this chapter shall prevent a city, county, or city and county from licensing, regulating, prohibiting, or permitting an individual who provides massage for compensation without a valid certificate.

4614. (a) Upon the request of any law enforcement agency or any other representative of a local government agency with responsibility for regulating or administering a local ordinance relating to massage or massage establishments, the council shall provide information concerning an applicant or a certificate holder, including, but not limited to, any of the following:

(1) The current status of an application or certificate.

(2) Any history of disciplinary actions.

(3) The home and work addresses of the applicant or certificate holder.

(4) The name and home and work addresses of any person whose certificate has been suspended and the length of the suspension, if the work address is located within the jurisdiction of agency making the request.

(5) Any other information in the council's possession that is necessary to verify facts relevant to administering the local ordinance.

(b) Upon the request of the council, any law enforcement agency or any other representative of a local government agency with responsibility for regulating or administering a local ordinance relating to massage or massage establishments is authorized to provide information to the council concerning an applicant or certificate holder, including, but not limited to, any of the following:

(1) The current status of any local application or permit.

(2) Any history of legal or administrative action taken against the applicant or certificate holder.

(3) Any information related to criminal activity or unprofessional conduct allegedly engaged in by a certificate applicant or certificate holder, including, but not limited to, police reports and declarations of conduct.

(4) The home and work addresses of the applicant or certificate holder.

(5) Any other information in the possession of the law enforcement agency or other local government agency that is necessary to verify information or otherwise implement this chapter.

(c) The council shall accept information provided by any law enforcement agency or any other representative of a local government agency with responsibility for regulating or administering a local ordinance relating to massage and review that information in a timely manner. The council shall have the responsibility to review any information received pursuant to this

subdivision and to take any actions authorized by this chapter that are warranted by that information.

4615. (a) The council shall have the responsibility to determine whether the school from which an applicant has obtained the education required by this chapter meets the requirements of this chapter.

(1) If the council has any reason to question whether or not the applicant received the education that is required by this chapter from the school or schools that the applicant is claiming, the council shall investigate the facts to determine that the applicant received the required education prior to issuing a certificate.

(2) For purposes of this section and any other provision of this chapter that authorizes the council to receive factual information as a condition of taking any action, the council may conduct oral interviews of the applicant and others or conduct any investigation deemed necessary to establish that the information received is accurate and satisfies the criteria established by this chapter.

(b) The council shall develop policies, procedures, rules, or bylaws governing the requirements and process for the approval and unapproval of schools consistent with Section 4601, including any corrective action required to return a school to approved status. These policies, procedures, rules, or bylaws shall address topics including, but not limited to, what constitutes an acceptable curriculum, facility requirements, student-teacher ratios, clinical practice requirements, and provisions for the acceptance of accreditation from a recognized accreditation body or other form of acceptance. The council shall exercise its authority to approve and unapprove schools and specify corrective action in keeping with the purposes set forth in Section 4603.

(c) The council may charge a reasonable fee for the inspection or approval of schools, provided the fees do not exceed the reasonable cost of the inspection or approval process.

4616. The council shall be sued only in the county of its principal office, which shall be in Sacramento, unless otherwise designated by the council.

4617. The superior court of a county of competent jurisdiction may, upon a petition by any person, issue an injunction or any other relief the court deems appropriate for a violation of this chapter by any person or establishment operating in that county subject to the provisions of this chapter. An injunction proceeding under this section shall be governed by Chapter 3 (commencing with Section 525) of Title 7 of Part 2 of the Code of Civil Procedure.

4618. The Legislature finds and declares that due to important health, safety, and welfare concerns that affect the entire state, establishing a uniform standard of certification for massage practitioners and massage therapists upon which consumers may rely to identify individuals who have achieved specified levels of education, training, and skill is a matter of statewide concern and not a municipal affair, as that term is used in Section 5 of Article XI of the California Constitution. Therefore, this chapter shall apply to all

cities, counties, and cities and counties, including charter cities and charter counties.

4619. (a) This chapter shall be liberally construed to effectuate its purposes.

(b) The provisions of this chapter are severable. If any provision of this chapter or its application is held invalid, that invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.

(c) If any provision of this chapter or the application of these provisions to any person or circumstance is held to be invalid, the invalidity shall not affect other provisions or applications of the chapter that can be given effect without the invalid provision or application, and to this end the provisions of this chapter are severable.

4620. (a) On or before June 1, 2016, for the time period beginning on January 1, 2015, the council shall provide a report to the appropriate policy committees of the Legislature that includes all of the following:

(1) A feasibility study of licensure for the massage profession, including a proposed scope of practice, legitimate techniques of massage, and related statutory recommendations.

(2) The council's compensation guidelines and current salary levels.

(3) The status of the council's progress towards revising the school approval process.

(4) Performance metrics, including, but not limited to:

(A) The annual number of denied certificate applications, and a brief description of the grounds for each decision.

(B) The annual number of suspended, revoked, or otherwise disciplined certificates, and a brief description of the grounds for each decision.

(C) The number of certificates taken off suspension, and a brief description of the grounds for each decision.

(D) The number of schools inspected and unapproved and a brief description of the grounds for each decision to unapprove.

(E) The total number of complaints about certificate holders received annually, including a subtotal of complaints received from local law enforcement and the action taken by the council as a result of those complaints.

(b) The council shall testify in person if requested by the appropriate policy committees of the Legislature.

4621. (a) This chapter shall remain in effect only until January 1, 2017, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2017, deletes or extends that date.

(b) Notwithstanding any other law, the powers and duties of the council shall be subject to review by the appropriate policy committees of the Legislature.

SEC. 3. Section 51034 of the Government Code is amended to read:

51034. (a) The Legislature in enacting this chapter recognizes the existing power of a city or county to regulate a lawful massage business pursuant to Section 37101, or pursuant to Section 16000 or 16100 of the

Business and Professions Code, or under Section 7 of Article XI of the California Constitution.

(b) Nothing contained in this chapter shall be a limitation on that existing power or on the existing authority of a city to license for revenue purposes. A city, county, or city and county shall not enact or enforce an ordinance that conflicts with the provisions of this section or Chapter 10.5 (commencing with Section 4600) of Division 2 of the Business and Professions Code.

(c) Nothing contained in this chapter shall authorize a city, county, or city and county to do any of the following:

(1) Prohibit a person of one sex from engaging in the massage of a person of the other sex.

(2) Define a massage establishment as an adult entertainment business, or otherwise regulate a massage establishment as adult entertainment.

(3) Require a massage establishment to have windows or walls that do not extend from the floor to ceiling, or have other internal physical structures, including windows, that interfere with a client's reasonable expectation of privacy.

(4) Impose client draping requirements that extend beyond the covering of genitalia and female breasts, or otherwise mandate that the client wear special clothing.

(5) Prohibit a massage establishment from locking its external doors if the massage establishment is a business entity owned by one individual with one or no employees or independent contractors.

(6) Require a massage establishment to post any notice in an area that may be viewed by clients that contains explicit language describing sexual acts, mentions genitalia, or specific contraception devices.

(7) Impose a requirement that a person certified pursuant to Chapter 10.5 (commencing with Section 4600) of Division 2 of the Business and Professions Code take any test, medical examination, or background check or comply with education requirements beyond what is required by Chapter 10.5 (commencing with Section 4600) of Division 2 of the Business and Professions Code.

(8) Impose a requirement that an individual holding a certificate issued in accordance with Chapter 10.5 (commencing with Section 4600) of Division 2 of the Business and Professions Code, obtain any other license, permit, certificate, or other authorization to provide massage for compensation. However, this paragraph shall not be construed to prohibit a city, county, or city and county from requiring by ordinance that a massage business or establishment obtain a license, permit, certificate, or other authorization in order to operate lawfully within the jurisdiction.

(9) Impose a dress code requirement on a person certified pursuant to Chapter 10.5 (commencing with Section 4600) of Division 2 of the Business and Professions Code in excess of those already imposed pursuant to paragraph (10) of subdivision (a) of Section 4609 of the Business and Professions Code.

(10) Prohibit a person certified pursuant to Chapter 10.5 (commencing with Section 4600) of Division 2 of the Business and Professions Code from performing massage for compensation on the gluteal muscles, prohibit specific massage techniques recognized by the California Massage Therapy Council as legitimate, or impose any other specific restriction on professional practice beyond those set forth in subparagraph (E) of paragraph (1) of subdivision (a) of Section 4609 of the Business and Professions Code, except as authorized by Section 460 of the Business and Professions Code.

AB 1147 Webinar

League of California Cities



Division of Responsibility

- CAMTC: Regulates the practice of massage and certifies massage therapists and massage practitioners.
- Cities and Counties: Regulate the business of providing massage through land use and business licensing requirements.



Division of Responsibility

- Cities and Counties can adopt and enforce local zoning, business licensing, and reasonable health and safety requirements for massage establishments or businesses with CAMTC-certified practitioners. (B&P 460(b) limited by Government Code 51034)
- Cities and Counties can't prohibit a CAMTC-certified practitioner from engaging in any act or performing any procedure that falls within the professionally recognized scope of practice. (B&P 460(a))
- No restrictions on city and county authority over an individual or a business with personnel without CAMTC certification.

Local Government Authority

Government Code 51034 recognizes the following grants of authority to cities and counties:

- Land use and business regulations adopted pursuant to “police power” (Article XI, section 7 of Constitution)
- Local business regulations (Govt. Code 37100)
- Local business regulations (B&P Code 16000, 16100)
- Land use and business regulations (B&P Code 460(b))



Local Government Restriction on Authority

Government Code 51034 imposes following restrictions on cities' and counties' authority:

- A city, county or city and county shall not enact or enforce an ordinance that conflicts with the provisions of Section 51034 or with Chapter 10.5 (commencing with 4600) of Division 2 of the B&P Code.
- But...restrictions do not apply to individual who provides massage for compensation *without* a valid CAMTC certificate. (B&P 4612)

Section 51034 Restrictions

- Prohibiting a person of one sex from engaging in the massage of a person of the other sex.
- Defining a massage establishment as adult entertainment.
- Requiring a massage establishment to have windows or walls that do not extend from the floor or ceiling or that interfere with a client's reasonable expectation of privacy.
- Imposing client draping requirements that extend beyond the covering of genitalia and female breasts.
- Prohibiting a massage establishment from locking its external doors if the massage establishment is a business entity owned by one individual with one or no employees or independent contractors.
- Requiring a massage establishment to post any notice in an areas that may be viewed by clients that contains explicit language describing sexual acts, mentions genitalia, or specific contraceptive devices.



Section 51034 Restrictions

- Imposing a requirement that a certified massage professional take any test, medical examination, or background check or comply with education requirements beyond what is required in statute.
- Imposing a requirement that a CAMTC certified individual obtain a local license, permit, certificate, or other authorization to provide massage for compensation but may require a massage business obtain a license, permit, certificate or other authorization in order to lawfully operate within the jurisdiction.
- Imposing a dress code requirement on a certified massage professional more restrictive than imposed in B&P Section 4609.
- Prohibiting a certified massage professional from performing massage for compensation on the gluteal muscles, prohibiting specific massage techniques recognized by CAMTC as legitimate, or imposing any other specific restriction on professional practice beyond those set forth in B&P Section 4609.



What next?

Land Use or Business Regulation?

- Regulation and licensing of massage business pursuant to “police power” (Article XI, section 7 of Constitution); Gov’t Code 37101; B& P Code 16000 or 16100; *Owens v. City of Signal Hill* (1984) 154 Cal.App.3d 123
- Reasonable licensing and health & safety regulations under B&P 460(c)
- Note that AB 1147 does not repeal or modify Gov’t Code 51031 or 51032: some parts preempted as to CAMTC-certified therapist
- AB 1147 lifts cap on business license tax (voter approval?)
- Applying new standards for business operation

What next?

Business or Land Use Regulation?

- Regulation of massage business as “land use” pursuant to “police power” (Article XI, section 7 of Constitution); B&P 460(c)- zoning of businesses of healing arts professionals
- Existing massage businesses with CAMTC-certificated personnel
- New zoning and conditional use permit requirements
- Nonconforming property uses – termination provisions of city ordinances; reasonable amortization

CAMTC's Purpose

- Protection of the public shall be the highest priority for the council in exercising its certification and disciplinary authority, and any other functions. Whenever the protection of the public is inconsistent with other interests sought to be promoted, the protection of the public shall be paramount.



CAMTC Board

After September 15, 2015 the council goes from as many as 20 members to 13 specified members:

- Three chosen by 3 local government organizations
- Two chosen by massage professionals
- One chosen by the Office of the Chancellor of the California Community Colleges
- One chosen by Department of Consumer Affairs
- One chosen by the California Association of Private Postsecondary Schools
- Five chosen by CAMTC including an attorney representing a city, a local government or state public health official, and a member of an anti-human trafficking group



Massage Therapist Requirements

- 18 years of age.
- A minimum of 500 hours of instruction in massage and related subjects.
- 100 hours of instruction must address anatomy and physiology, contraindications, health and hygiene, and business and ethics.
- All 500 hours must be from approved schools.
- Applicant must pass a massage and bodywork competency examination.



Massage Practitioner Requirements

- No new applications for a certificate as a massage practitioner after January 1, 2015.
- Certificates to practice as a certified massage practitioner accepted prior to January 1, 2015 can be renewed.



CAMTC's Authority & Responsibilities

- The council *may* discipline a certificated massage business owner or operator for the conduct of all individuals providing massage for compensation on the business premises.
- The council *may* deny an application for a certificate or impose discipline on a certificate holder for: unprofessional conduct, engaging in sexually suggestive advertising, engaging in any form of sexual activity on the premises of a massage establishment, engaging in sexual activity while providing massage, or dressing inappropriately while engaged in the practice of massage.





CAMTC's Authority & Responsibilities

- The council *must* deny an application for a certificate, or revoke the certificate of a massage professional if the applicant or certificate holder is required to register under the Sex Offender Registration Act or is required to register as a sex offender in another state.
- The Council *must* provide information upon request of local government concerning an applicant or a certificate holder with work address within the jurisdiction including: current status of application or certificate; history of disciplinary actions; the home and work addresses of the applicant or certificate holder; the name and home and work addresses of any person whose certificate has been suspended and the length of the suspension, and any other information in the council's possession that is necessary to verify facts relevant to administering the local ordinance.



CAMTC's Authority & Responsibilities

On or before June 1, 2016 the council shall provide a report to the appropriate policy committees of the Legislature that includes:

- A feasibility study of licensure for the massage profession.
- The council's compensation guidelines and current salary levels.
- The status of the council's progress towards revising the school approval process.
- Performance metrics such as: the annual number of denied certificates, the annual number of suspended, revoked, or otherwise disciplined certificates, the number of certificates taken off suspension, the number of schools inspected and unapproved, the total number of complaints about certificate holders, including a subtotal of complaints received from local law enforcement and the action taken by the council as a result of those complaints.



General Comments

- AB 1147 recognizes the broad Constitutional authority of local governments to regulate businesses, including businesses providing massage, through land use and local licensing, and health & safety requirements. Unless the statute specifies that a local government is prohibited from regulating in a specific way (e.g. defining a massage establishment as adult entertainment), local governments can regulate a massage business (e.g. requiring conditional use permit).
- AB 1147 does not allow local governments to regulate the practice of massage similar to the way state law prohibits local governments from regulating the practice of medicine or other professions. This is the responsibility of CAMTC.



Expectations

- CAMTC has adopted strategic priorities that include “improving relationships with all stakeholders.” **Expect** CAMTC to reach out to cities through their city attorneys, police chiefs and city council to work with cities to update their ordinances so that they are “reasonable and comply with the new law.”
- AB 1147 sunsets as of January 1, 2017. **Expect** to defend the ability to regulate massage businesses. Collect information including: the number of establishments your city was able to discipline or close, the number of declarations filed with CAMTC, etc.



Expectations

- The massage community is wary of jurisdictions enacting unreasonable ordinances. **Expect** that if jurisdictions adopt moratoriums, unreasonable caps and huge business licenses the massage community will seek to take the authority away for all cities. Cities need to be good stewards of the law and be thoughtful in their ordinances to ensure that legitimate massage businesses can operate.
- AB 1147 asks stakeholders for a model ordinance. **Expect** the League to be a resource. We will post ordinances on our web site that have been updated in accordance to AB 1147. Please share any and all information.



SUBJECT: ATTORNEY GENERAL OPINION REGARDING CONFLICTS-OF-INTEREST (HEALTH & SAFETY CODE SECTIONS 33130 AND 33130.5) IN REGARD TO THE FORMER REDEVELOPMENT AGENCY AND CITY COUNCIL ACTING AS SUCCESSOR AGENCY TO THE PORTERVILLE REDEVELOPMENT AGENCY

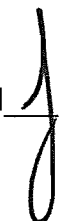
SOURCE: Administration

COMMENT: At its meeting of October 2, 2012, the City Council directed that a request be made of Assemblywoman Connie Conway to seek an Attorney General Opinion regarding: 1) conflicts-of-interest, specifically Health & Safety Code Sections 33130 and 33130.5 remaining in effect; 2) disclosure requirements; 3) if vacant properties purchased with the intent to use for personal residential use qualify as an exception; and 4) if resignation from the Successor Agency is permitted. In December 2012, Assemblywoman Conway formally requested the Opinion of the Attorney General, which was received by the Assemblywoman and officially published by the Attorney General on October 17, 2014.

As the Council will find in the Opinion, the Attorney General has concluded that: 1) the conflict-of-interest provisions set forth in Health & Safety Code Sections 33130 and 33130.5 are still in effect and applicable to members of the governing bodies of successor agencies; 2) unless a statutory exception applies, Health & Safety Code 33130 prohibits a member of city council and the governing board of the city's successor agency from acquiring real property in the redevelopment project area, even if he or she discloses the interest and disqualifies himself or herself from participating in decisions concerning the project area; 3) a council member may acquire real property in the project area pursuant to the exceptions set forth in Health & Safety Code Section 33130 and 33130.5, subject to any restrictions and limitations included in those statutes; and 4) a council member may resign from the Successor Agency without resigning from city council, but such resignation would not cure any past violations of Health & Safety Code Section 33130.

RECOMMENDATION: None – Information Only

ATTACHMENTS: 1) Attorney General Opinion No. 12-1204
2) October 2, 2012 Agenda Report

C/M 

Report No. II 7



KAMALA D. HARRIS
Attorney General

State of California
DEPARTMENT OF JUSTICE

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October 17, 2014

Via U. S. Mail and email: Deborah.Gonzalez@asm.ca.gov

Hon. Connie Conway
State Legislature
State Capitol, Room 2026
Sacramento, CA 95814

ATTN: Deborah Gonzalez

RE: Opinion No. 12-1204

Dear Assemblymember Conway:

Enclosed is our Opinion No. 12-1204 issued in response to your request of December 11, 2012.

Sincerely,

SUSAN DUNCAN LEE
Supervising Deputy Attorney General

For KAMALA D. HARRIS
Attorney General

SDL:sg

Enclosure

cc: Diane E. Eisenberg

TO BE PUBLISHED IN THE OFFICIAL REPORTS

OFFICE OF THE ATTORNEY GENERAL
State of California

KAMALA D. HARRIS
Attorney General

OPINION	:	No. 12-1204
	:	
of	:	October 17, 2014
	:	
KAMALA D. HARRIS	:	
Attorney General	:	
	:	
DIANE EISENBERG	:	
Deputy Attorney General	:	
	:	

THE HONORABLE CONNIE CONWAY, MEMBER OF THE STATE ASSEMBLY, has requested an opinion on the following questions:

1. After the passage of Assembly Bill No. 1X 26—which, among other things, dissolved redevelopment agencies in California and designated “successor agencies” to wind down their affairs—are the conflict-of-interest provisions set forth in Health and Safety Code sections 33130 and 33130.5 still in effect and applicable to members of the governing bodies of successor agencies?

2. If so:

(a) Does Health and Safety Code section 33130 prohibit a member of a city council and the governing body of the city’s successor agency from acquiring real property in the redevelopment project area, even if the member discloses his or her interests in the property and disqualifies himself or herself from participating in decisions concerning the project area?

(b) If Health and Safety Code section 33130 generally prohibits the council member described above from acquiring real property in the redevelopment project area, are there nonetheless circumstances under which the member may acquire real property in the project area?

(c) May the council member described above resign from the successor agency without resigning from the city council, and would such a resignation cure any past violations of Health and Safety Code section 33130?

CONCLUSIONS

1. After the passage of Assembly Bill No. 1X 26, the conflict-of-interest provisions set forth in Health and Safety Code sections 33130 and 33130.5 are still in effect and applicable to members of the governing bodies of successor agencies.¹

2. In accord with Health and Safety Code sections 33130 and 33130.5:

(a) Unless a statutory exception applies, Health and Safety Code section 33130 prohibits a member of a city council and the governing body of the city's successor agency from acquiring real property in the redevelopment project area, even if he or she discloses the interest and disqualifies himself or herself from participating in decisions concerning the project area.

(b) The council member described above may acquire real property in the project area pursuant to the exceptions set forth in Health and Safety Code sections 33130 and 33130.5, subject to any restrictions and limitations construed to be included in those statutes.

(c) The council member described above may resign from the successor agency without resigning from the city council, but such a resignation would not cure any past violations of Health and Safety Code section 33130.

ANALYSIS

The statutory scheme that came to be known as the Community Redevelopment Law ("CRL") was enacted in 1945 to promote the redevelopment of blighted areas of

¹ The conclusions reached in this opinion are based on the law as it stands on the opinion's date of publication. Any material changes to the relevant statutes, whether accomplished by legislative amendment or otherwise, would require further analysis.

communities,² and established “in each community a public body . . . known as the redevelopment agency of the community.”³ A city’s mayor, or the chair of the county board of supervisors, with the approval of the relevant legislative body, was empowered to appoint the members of a redevelopment agency board.⁴ Alternatively, the legislative body of the particular community could act as the redevelopment agency.⁵

Under the CRL, agencies were given broad powers to identify blighted areas and propose a plan for their improvement. Redevelopment agencies were granted the power to acquire property through eminent domain, as well as the power to issue bonds to finance their projects. Redevelopment agencies were not authorized to levy taxes,⁶ but rather funded their projects primarily through a method of financing, known as “tax increment financing.”⁷ Under this method, those public entities entitled to receive property tax revenue in a redevelopment project area were allocated a portion based on the assessed value of the property prior to the effective date of the redevelopment plan. Any tax revenue in excess of that amount—i.e., the tax “increment” created by the increased value of project area property—went to the redevelopment agency, on the theory that the increase was the result of redevelopment.⁸

In 2011, in response to a statewide fiscal crisis, the Legislature passed Assembly Bill 1X 26, which barred existing redevelopment agencies from engaging in new

² Health & Saf. Code, §§ 33000-33855 (Community Redevelopment Law); see Stats. 1945, ch. 1326, § 1 (Community Redevelopment Act); *City of Cerritos v. Cerritos Taxpayers Assn.* (2010) 183 Cal.App.4th 1417, 1424 (redevelopment laws intended to help local governments revitalize blighted communities).

³ Health & Saf. Code, § 33100; see also Health & Saf. Code, §§ 33101-33103 (ordinance of local legislative body required to activate the agency).

⁴ Health & Saf. Code, §§ 33003, 33007, 33110.

⁵ Health & Saf. Code, § 33200.

⁶ *Huntington Park Redevelopment Agency v. Martin* (1985) 38 Cal.3d 100, 106.

⁷ See, e.g., *City of Dinuba v. County of Tulare* (2007) 41 Cal.4th 859, 866; *City of El Monte v. Com. on State Mandates* (2000) 83 Cal.App.4th 266, 269; 93 Ops.Cal.Atty.Gen. 90, 91 (2010); 81 Ops.Cal.Atty.Gen. 281, 283 (1998). The legal authority for tax increment financing for projects undertaken pursuant to the CRL was provided by California Constitution, article XVI, section 16, and Health and Safety Code section 33670.

⁸ *California Redevelopment Assn. v. Matosantos* (2011) 53 Cal.4th 231, 246-247; 93 Ops.Cal.Atty.Gen., *supra*, at p. 91.

business, directed that existing agencies be dissolved, and provided for the creation of “successor agencies” charged with winding down the affairs of the dissolved redevelopment agencies.⁹ Redevelopment agencies were dissolved as of February 1, 2012,¹⁰ and their assets and obligations were transferred to successor agencies¹¹—usually the governing body of the city or county that created the redevelopment agency.¹²

In June 2012, the Legislature enacted Assembly Bill 1484,¹³ which gave more specificity to the responsibilities of successor agencies and the procedures required for winding down redevelopment activities.¹⁴ The questions here explore whether and how conflict-of-interest rules that applied to the former redevelopment agencies now apply to successor agencies.

Question 1

We first consider whether the conflict-of-interest provisions set forth in Health and Safety Code sections 33130 and 33130.5—both enacted as part of the CRL—are still in effect and applicable to members of the governing bodies of successor agencies. Subdivision (a) of section 33130 (section 33130(a)) establishes a general prohibition against redevelopment officials acquiring real property located within the redevelopment project area.¹⁵ Subdivisions (b) and (c) of section 33130, as well as section 33130.5, set

⁹ Assem. Bill No. 26 (2011-2012 1st Ex. Sess.), enacted as Stats. 2011, 1st Ex. Sess. 2011-2012, ch. 5 (eff. June 29, 2011).

¹⁰ Health & Saf. Code, §§ 34170, subd. (a), 34172, subd. (a).

¹¹ Health & Saf. Code, §§ 34172, subd. (c), 34174, subd. (a), 34175.

¹² See Health & Saf. Code, § 34173.

¹³ Assem. Bill No. 1484 (2011-2012 Reg. Sess.), enacted as Stats. 2012, ch. 26 (eff. June 27, 2012).

¹⁴ See Sen. Rules. Com., Floor Analysis of Assem. Bill No. 1484 (2011-2012 Reg. Sess.) as amended June 25, 2012, pp. 2-10 (analysis dated June 27, 2012); Legis. Counsel’s Dig., Assem. Bill No. 1484 (2011-2012 Reg. Sess.) chaptered June 27, 2012.

¹⁵ Health & Saf. Code, § 33130, subd (a), states:

No agency or community officer or employee who in the course of his or her duties is required to participate in the formulation of, or to approve plans or policies for, the redevelopment of a project area shall acquire any interest in any property included within a project area within the community. If any such officer or employee owns or has any direct or indirect financial interest in property included within a project area, that

forth exceptions to the general prohibition.¹⁶ The purpose of these provisions is to

officer or employee shall immediately make a written disclosure of that financial interest to the agency and the legislative body and the disclosure shall be entered on the minutes of the agency and the legislative body. Failure to make the disclosure required by this subdivision constitutes misconduct in office.

¹⁶ The full text of these provisions are as follows:

Health & Saf. Code, § 33130, subd. (b):

Subdivision (a) does not prohibit any agency or community officer or employee from acquiring an interest in property within the project area for the purpose of participating as an owner or reentering into business pursuant to this part if that officer or employee has owned a substantially equal interest as that being acquired for the three years immediately preceding the selection of the project area.

Health & Saf. Code, § 33130, subd. (c):

A rental agreement or lease of property which meets all of the following conditions is not an interest in property for purposes of subdivision (a): (1) The rental or lease agreement contains terms that are substantially equivalent to the terms of a rental or lease agreement available to any member of the general public for comparable property in the project area[;] (2) The rental or lease agreement includes a provision which prohibits any subletting, sublease, or other assignment at a rate in excess of the rate in the original rental or lease agreement[;] (3) The property which is subject to the rental or lease agreement is used in the pursuit of the principal business, occupation, or profession of the officer or employee[;] (4) The agency or community officer or employee who obtains the rental or lease agreement immediately makes a written disclosure of that fact to the agency and the legislative body.

Health & Saf. Code, § 33130.5:

Notwithstanding any other provisions of law, an officer, employee, consultant, or agent of the agency or community, for personal residential use, may purchase or lease property within a project area after the agency has certified that the improvements to be constructed or the work to be done on the property to be purchased or leased have been completed, or has certified that no improvements need to be constructed or that no work needs to be done on the property. Any such officer or employee who purchases or leases such property shall immediately make a written disclosure to the

prevent conflicts of interest on the part of redevelopment agency members.¹⁷

Do these statutes have any continuing vitality in light of the dissolution of redevelopment agencies and the winding down of their affairs? In this connection, it has been suggested that, because a successor agency is not the same as a redevelopment agency, the anti-conflict rules set forth in sections 33130 and 33130.5 do not apply to successor agency board members.¹⁸ We reject that suggestion.

First, Health and Safety Code section 34173, subdivision (b), which was added by AB 1X 26, provides:

Except for those provisions of the Community Redevelopment Law that are repealed, restricted, or revised pursuant to the act adding this part, all authority, rights, powers, duties, and obligations previously vested with the former redevelopment agencies, under the Community Redevelopment Law, are hereby vested in the successor agencies.¹⁹

Neither section 33130 nor section 33130.5 was repealed, restricted, or revised by AB 1X 26 (or by any other legislation). The successor agency therefore steps into the shoes of the former redevelopment agency for purposes of these statutes.

Nonetheless, it has also been argued that, even if these statutes nominally apply to successor agency board members, the general prohibition established in section 33130(a) no longer has practical effect, because it applies only to an officer or employee who is required to “participate in the formulation of, or to approve plans or policies for, the redevelopment of a project area,”²⁰ and successor agency board members are largely barred from engaging in such activities. Given that the purpose of successor agencies is

agency and the legislative body, which disclosure shall be entered on the minutes of the agency. Any such officer or employee shall thereafter be disqualified from voting on any matters directly affecting such a purchase, lease, or residency. Failure to so disclose constitutes misconduct in office.

¹⁷ See 61 Ops.Cal.Atty.Gen. 243, 246-247 (1978).

¹⁸ For purposes of Health and Safety Code sections 33130 and 33130.5, “agency” is a redevelopment agency created pursuant to the CRL, or a legislative body that has elected to exercise the powers granted to a redevelopment agency. (Health & Saf. Code, § 33003.)

¹⁹ Health & Saf. Code, § 34173, subd. (b).

²⁰ Health & Saf. Code, § 33130, subd. (a).

to “[e]xpediently wind down the affairs of the redevelopment agency,”²¹ can it fairly be said that a member of a successor agency participates in the formulation or approval of redevelopment plans? The answer is yes.

Here it is important to be clear about what “redevelopment” means. Health and Safety Code section 33020 provides, in relevant part:

“Redevelopment” means the planning, development, replanning, redesign, clearance, reconstruction, or rehabilitation, or any combination of these, of all or part of a survey area, and the provision of those residential, commercial, industrial, public, or other structures or spaces as may be appropriate or necessary in the interest of the general welfare, including recreational and other facilities incidental or appurtenant to them²²

While it is true that, under AB 1X 26, successor agencies may generally not undertake *new* obligations or redevelopment projects, the legislation plainly contemplates that redevelopment activities will continue under the management of successor agencies for some period of time. For example, successor agencies are specifically authorized to begin new redevelopment work in compliance with enforceable obligations that existed prior to June 28, 2011.²³ As for redevelopment work already in progress, successor agencies are required to “oversee development of properties until the contracted work has been completed or the contractual obligations of the former redevelopment agency can be transferred to other parties.”²⁴

Further, the enactment of AB 1484 added provisions to the AB 1X 26 scheme that, under certain circumstances, authorize a successor agency to formulate or approve plans for a project area.²⁵ Health and Safety Code section 34191.4 also provides that, where a

²¹ Health & Saf. Code, § 34177, subd. (h).

²² Health & Saf. Code, § 33020; *see also* Health & Saf. Code, § 33021. Under the CRL, a “survey area” is an area selected for study to determine if one or more redevelopment projects in the area are feasible. (Health & Saf. Code, §§ 33310, 33312.) A “project area” consists of all or part of any survey area that is selected for redevelopment. (Health & Saf. Code, §§ 33320.1, 33322.)

²³ Health & Saf. Code, § 34177.3, subd. (a).

²⁴ Health & Saf. Code, § 34177, subd. (i). Health and Safety Code section 34177, subdivision (c), also provides that the successor agency must “[p]erform obligations required pursuant to any enforceable obligation.”

²⁵ A successor agency that meets certain requirements will be issued a “finding of

successor agency has been issued a “finding of completion” from the Department of Finance, “[b]ond proceeds derived from bonds issued on or before December 31, 2010, shall be used for the purposes for which the bonds were sold,” and that, “[n]otwithstanding Section 34177.3 or any other conflicting provision of law, bond proceeds in excess of the amounts needed to satisfy approved enforceable obligations shall thereafter be expended in a manner consistent with the original bond covenants.”²⁶ All of these provisions contemplate that members of successor agencies may still be required to participate in the formulation or approval of “redevelopment” plans, and therefore such members come within the purview of 33130(a).

Because Health and Safety Code sections 33130 and 33130.5 have not been repealed or made inoperative, and because successor agencies may still engage in conduct that is governed by those statutes, we conclude that both statutes remain in effect and continue to apply to members of the governing bodies of successor agencies.²⁷

completion” by the Department of Finance. (Health & Saf. Code, §§ 34179.5-34179.7.) The issuance of a finding of completion suspends requirements for the disposition of real property assets of the former redevelopment agency. (Health & Saf. Code, § 34191.3; see also Health & Saf. Code, § 34177, subd. (e).) Instead, the successor agency may retain and manage most of the properties, and the agency must prepare a long-range property management plan that addresses their disposition and use. (Health & Saf. Code, § 34191.5, subd. (b).) In devising the plan, the successor agency must determine whether each property should be retained for governmental use; retained for future development; sold; or used to fulfill an enforceable obligation. (Health & Saf. Code, § 34191.5, subd. (c)(2).)

²⁶ Health & Saf. Code, § 34191.4, subds. (c)(1)-(c)(2)(A).

²⁷ Although the amount of redevelopment activity may vary widely from agency to agency now that such activity is winding down, potential violations of section 33130(a) “must be determined from the perspective that conflict of interest statutes are interpreted broadly to *avoid the possibility* of divided loyalty or bias on the part of public officials in executing their responsibilities.” (61 Ops.Cal.Atty.Gen., *supra*, at p. 246 (emphasis added); see *People v. Honig* (1996) 48 Cal.App.4th 289, 324-325.) Any ambiguities regarding the applicability of such statutes are, therefore, likely to be resolved in favor of their applicability. (See *Terry v. Bender* (1956) 143 Cal.App.2d 198, 207 (“Statutes prohibiting such ‘conflict of interest’ by a public officer are strictly enforced.”); *People v. Honig, supra*, 48 Cal.App.4th at pp. 324-325 (conflicts statute will be construed against one who places himself in the ambivalent position at which the statute is aimed).)

Question 2(a)

Having determined that sections 33130 and 33130.5 apply to members of successor agencies, the next question is whether a member of a city council and the governing body of the city's successor agency may lawfully acquire property within the redevelopment project area (despite the prohibition set forth in section 33130(a)) by disclosing his or her interest in the property and by disqualifying himself or herself from decisions concerning the project area. We conclude that such an acquisition is not lawful, notwithstanding the member's disclosure of his or her interest in the subject property and his or her self-disqualification from decisions concerning the project area.

Section 33130(a) expressly states that officials *shall not* acquire any interest in any property included within the community's project area. "It is a well established rule of statutory construction that the word 'shall' connotes mandatory action and 'may' connotes discretionary action."²⁸ Indeed, Health and Safety Code section 16 provides that "'[s]hall' is mandatory and 'may' is permissive" in construing the Code.²⁹ Hence, the prohibition in section 33130(a) has effect unless an express exception applies.³⁰

The second sentence of section 33130(a) requires an official to disclose any financial interest he or she possesses in any property included within a redevelopment

²⁸ *Rea Enterprises v. California Coastal Zone Conservation Com.* (1975) 52 Cal.App.3d 596, 606; accord, *In re Marriage of Hokanson* (1998) 68 Cal.App.4th 987, 993; *People v. Lockwood* (1998) 66 Cal.App.4th 222, 227.

²⁹ Health & Saf. Code, § 16; see also Health & Saf. Code, § 5 (unless context requires otherwise, "these definitions . . . govern the construction of this code").

³⁰ See 92 Ops.Cal.Atty.Gen. 19, 20-21 (2009); 88 Ops.Cal.Atty.Gen. 222, 223 (2005). In this regard, the first sentence of 33130(a) is similar to Government Code section 1090, a conflict-of-interest statute to which we have analogized 33130(a) in the past. (See 88 Ops.Cal.Atty.Gen., *supra*, at pp. 224-225; 61 Ops.Cal.Atty.Gen., *supra*, at pp. 244-248.) Government Code section 1090 provides, in relevant part, that public officers or employees "shall not be financially interested in any contract made by them in their official capacity," and "is concerned with ferreting out any financial conflicts of interest . . . that might impair public officials from discharging their fiduciary duties with undivided loyalty and allegiance to the public entities they are obligated to serve." (*Lexin v. Super. Ct.* (2010) 47 Cal.4th 1050, 1073; see also *Stigall v. City of Taft* (1962) 58 Cal.2d 565, 569.) As we stated in a 1978 opinion: "Both Health and Safety Code section 33130 and Government Code section 1090 deal with conflicts of interest by banning transactions which may give rise to them." (61 Ops.Cal.Atty.Gen., *supra*, at p. 248.)

project area.³¹ However, compliance with the disclosure requirement in the second sentence of section 33130(a) does not excuse an official from complying with the rule stated in the statute's first sentence. The first sentence of section 33130(a) prohibits an official from *acquiring* an interest in any property within a project area while the official is serving on the agency. The second sentence addresses a different circumstance: it requires an official who *already has* an interest in a property within a project area to disclose that interest when the official takes office, or when the project area is identified.³² This interpretation of section 33130(a) is consistent with our previous analysis of this provision,³³ and with the relevant legislative history.³⁴

³¹ Although the second sentence of Health and Safety Code section 33130(a) mandates only disclosure of the property interest, and not disqualification of the affected officer from participating in decisions concerning the project area in which the interest in real property is held, such abstention may nevertheless be required by the Political Reform Act of 1974 (Gov. Code, §§ 81000-91014) and the common law doctrine against conflicts of interest. (See 61 Ops.Cal.Atty.Gen., *supra*, at p. 248, fn. 1; 92 Ops.Cal.Atty.Gen., *supra*, at pp. 23-24.) The Political Reform Act of 1974 provides that no public official shall “make, participate in making or in any way attempt to use his official position to influence a governmental decision in which he knows or has reason to know he has a financial interest.” (Gov. Code, § 87100.) When a disqualifying conflict of interest exists, the Act requires that the official abstain from participating in every aspect of the decision-making process. (See *Hamilton v. Town of Los Gatos* (1989) 213 Cal.App.3d 1050, 1058-1059; 88 Ops.Cal.Atty.Gen. 32, 33 (2005); 86 Ops.Cal.Atty.Gen. 142, 143 (2003).) The common law doctrine against conflicts of interest prohibits public officials from placing themselves in a position where their private, personal interests may conflict with their duty to the public. (*Clark v. City of Hermosa Beach* (1996) 48 Cal.App.4th 1152, 1171; 46 Ops.Cal.Atty.Gen. 74, 86 (1965).) In addition to being subject to the conflict-of-interest provisions in the CRL, successor agency board members are subject to any otherwise-applicable conflict-of-interest rules, including the Political Reform Act, Government Code sections 1090 et seq., and the common law doctrine against conflicts of interest. Those schemes are still applicable to a successor agency board member and to a city council member acting in that capacity, to the extent that the schemes are not abrogated by or in conflict with the CRL or other provisions of law specifically governing the subject matter of Health and Safety Code sections 33130 and 33130.5. (See 61 Ops.Cal.Atty.Gen., *supra*, at p. 248, fn. 1.) A full discussion of the applicability of those conflicts schemes to the conduct and questions discussed above is beyond the scope of this opinion.

³² We note that this latter circumstance is not likely to occur today, because new project areas are no longer being selected.

³³ 61 Ops.Cal.Atty.Gen., *supra*, at p. 245.

A redevelopment official's self-disqualification from participating in decisions concerning the project area also does not nullify the prohibition of section 33130(a).³⁵ Nor does self-disqualification in tandem with disclosure abrogate the prohibition. The fact that the Legislature has provided certain exceptions to the general prohibition of section 33130(a) bolsters our conclusion. If disclosure and abstention were sufficient to create an exception to the rule, that would make all other exceptions, including those set out in the statutory scheme, superfluous. Such a construction is to be avoided.³⁶ Moreover, where specific exceptions to a rule are stated, we must conclude that the Legislature intended to include no unstated or implied ones.³⁷

Finally, the very purpose of the rule would be undermined if an official could evade it merely through disclosure and abstention. The statute then would not prevent an official from exploiting his or her position to acquire properties in the redevelopment area, to the possible detriment of the community. The Legislature surely did not intend such a result.³⁸ A construction that defies common sense or leads to mischievous or

³⁴ Assem. Com. on Housing and Community Development, Analysis of Assembly Bill No. 1075 (1985-1986 Reg. Sess.) as amended Apr. 23, 1985, p 1; Assem. Third Reading of Assem. Bill No. 1075 (1985-1986 Reg. Sess.) as amended Apr. 23, 1985, p. 1 (analysis dated May 6, 1985).

³⁵ Similarly, abstention by the affected official does not avoid the proscription of Government Code section 1090. (*City of Imperial Beach v. Bailey* (1980) 103 Cal.App.3d 191, 195; *Fraser-Yamor Agency, Inc. v. County of Del Norte* (1977) 68 Cal.App.3d 201, 211-212; 86 Ops.Cal.Atty.Gen. 138, 139 (2003); 81 Ops.Cal.Atty.Gen. 373, 374 (1998).)

³⁶ *Shoemaker v. Myers* (1990) 52 Cal.3d 1, 22 (“We do not presume that the Legislature performs idle acts, nor do we construe statutory provisions so as to render them superfluous.”); accord, *Dyna-Med, Inc. v. Fair Employment & Housing Commission* (1987) 43 Cal.3d 1379, 1387; 95 Ops.Cal.Atty.Gen. 121, 127 (2012).

³⁷ *Wildlife Alive v. Chickering* (1976) 18 Cal.3d 190, 195 (“Under the familiar rule of construction, *Expressio unius est exclusio alterius*, where exceptions to a general rule are specified by statute, other exceptions are not to be implied or presumed.”); accord, *People v. Standish* (2006) 38 Cal.4th 858, 870 (presence of express exceptions ordinarily implies that additional exceptions are not contemplated); 95 Ops.Cal.Atty.Gen. 89, 96 (2012).

³⁸ In its analysis of the bill that added subdivision (c) to section 33130, the Senate Local Government Committee characterized the first sentence of section 33130(a) as “the strongest and most specific protection against economic conflicts of interest” in the context of redevelopment. (Sen. Local Gov. Com., Analysis of Assem. Bill No. 1075

unreasonable results is to be avoided,³⁹ and we decline to adopt one here.

Accordingly, we conclude that the first and second sentences of Health and Safety Code section 33130(a) address different situations, and that neither disclosure nor abstention, nor disclosure and abstention together, is sufficient to overcome the prohibition expressed in the first sentence of section 33130(a).⁴⁰

Question 2(b)

Given our conclusion that section 33130(a)'s general prohibition on property acquisition would apply even where the successor agency board member discloses his or her interest in the subject property and abstains from any further decisions concerning the project area, we now consider the limited and specific circumstances—i.e., the statutory exceptions to this general prohibition—under which a successor agency board member may acquire real property in the project area. In subdivisions (b) and (c) of section 33130,⁴¹ and in section 33130.5,⁴² the Legislature has specified exceptions to the general

(1985-1986 Reg. Sess.) as amended Apr. 23, 1985, p. 2 (analysis dated May 30, 1985.) Such a statement is evidence that the Legislature views section 33130(a) as a safeguard against an official's possible misuse of information or influence in the acquisition of a redevelopment area property.

³⁹ *Imperial Merchant Services, Inc. v. Hunt* (2009) 47 Cal. 4th 381, 388 (citations omitted); *Fields v. Eu* (1976) 18 Cal.3d 322, 328; 83 Ops.Cal.Atty.Gen. 124, 125 (2000); 71 Ops.Cal.Atty.Gen. 235, 240 (1988).

⁴⁰ As discussed, the disclosure requirement of Health and Safety Code section 33130(a) does not apply to a property interest covered by the first sentence of that subdivision, but rather applies to a property interest covered by the second sentence of that subdivision. We have been asked to discuss whether there is a specific manner or format in which such a disclosure should be made.

Section 33130(a) specifies several requirements for a disclosure. One requirement is that the disclosure must be made "immediately." Section 33130(a) also mandates that the disclosure be in writing, be made to the successor agency and the legislative body, and be entered on the minutes of those bodies. Pursuant to the general provisions of the Health and Safety Code section 8, the writing must be made in the English language. Beyond these requirements, we have found no statutory or judicial authority that prescribes the precise format for the disclosure required by section 33030(a), or the manner in which it must be made.

⁴¹ The provision now contained in section 33130, subdivision (b), was added to section 33130 in 1965 (see Stats. 1965, ch. 1991, § 1, p. 4519), and the provisions

prohibition on acquiring property within a project area. These exceptions allow an officer to acquire and hold a property interest within a project area only for limited purposes, and contain safeguards to ensure that the officer will not, by virtue of his or her position, gain an unfair advantage with respect to the terms of the property acquisition, or profit from redevelopment improvements. We briefly set forth these exceptions, and their requirements, below.

Subdivision (b) of section 33130 allows the acquisition of project area property for “the purpose of participating as an owner or reentering into business pursuant to this part if that officer or employee has owned a substantially equal interest as that being acquired for the three years immediately preceding the selection of the project area.” Subdivision (c) of section 33130 allows a rental or lease of property on terms substantially equivalent to those available to a member of the public, and prohibits subleasing at a rate higher than the original rate paid by the officer.⁴³ Section 33130.5 allows a covered officer or employee to purchase or lease a project area property for “personal residential use” but only after any needed property improvements have been completed, or where no improvements are needed.⁴⁴ The exceptions set forth in section 33130, subdivision (c), and in section 33130.5 require written disclosure of any property interest permitted under those provisions.

Section 33130.5 additionally requires disqualification “from voting on any matters directly affecting” the purchase, lease, or residency. Government Code section 1091, which establishes certain exceptions to the conflict-of-interest provision set forth in Government Code section 1090, similarly disqualifies the affected official from voting on the contract in which the official has a remote interest. That requirement has consistently been construed to mean that the official must *also* abstain from participating in deliberations on the matter and must refrain from influencing other members of the body.⁴⁵ Health and Safety Code section 33130.5, like Government Code section 1091, provides a limited exception to a general conflict-of-interest prohibition and therefore

contained in 33130, subdivision (c) were added in 1985 (see Stats. 1985, ch. 87, § 1, pp. 223-224). Section 33130 was also divided into subdivisions by the 1985 amendment. (See *ibid.*)

⁴² Added by Stats. 1967, ch. 1242, § 2.5, p. 3013.

⁴³ Health & Saf. Code, § 33130, subd. (c).

⁴⁴ Health & Saf. Code, § 33130.5.

⁴⁵ See, e.g., *People v. Lexin, supra*, 47 Cal.4th at p. 1073; *People v. Honig, supra*, 48 Cal.App.4th at p. 317; 67 Ops.Cal.Atty.Gen. 369, 377, fn. 8. (1984); 83 Ops.Cal.Atty.Gen. 246, 248 (2000).

must be strictly construed. We therefore construe Health and Safety Code section 33130.5 to require, as does Government Code section 1091, that the affected official abstain from voting on or participating in any matters directly affecting the purchase, lease, or residency, and refrain from influencing other board or council members with respect to such matters.

In an earlier opinion, we had occasion to interpret a different aspect of Health and Safety Code section 33130.5. There we were asked whether an officer of a redevelopment agency may acquire property for his or her residential use under the terms of the statute without having to dispose of a personal residence previously acquired under the statute's authorization. Applying the principle that exceptions to a general rule are to be strictly construed,⁴⁶ and that the construction of a statute should be consistent with the object to be achieved and the evil to be prevented by the legislation,⁴⁷ we concluded that the officer must dispose of his or her prior project-area residence in order to obtain another property for residential use in the project area:

Otherwise, a redevelopment agency officer could theoretically acquire every residential property in the project area by moving from residence to residence and turning the former residences into rental properties. . . . We strictly construe the limited authorization of section 33130.5 so as to broadly construe the prohibition contained in section 33130. Such construction avoids absurd results and carries out the apparent purpose of the Legislature.⁴⁸

We believe that the reasoning of that earlier opinion applies as well to successor agency and community officers. Accordingly, we view Health and Safety Code section 33130.5, in conjunction with section 33130, as precluding a city council/successor agency board member from simultaneously owning or leasing more than one property under the authorization of section 33130.5.

⁴⁶ Cal. Atty. Gen., Indexed Letter, No. IL 92-1112 (Dec. 2, 1992) at p. 2 (citing *Da Vinci Group v. San Francisco Residential Rent etc. Bd.* (1992) 5 Cal.App.4th 24, 28; *Estate of Banerjee* (1978) 21 Cal.3d 527, 540; *People v. Melton* (1988) 206 Cal.App.3d 580, 592; *Barnes v. Chamberlain* (1983) 147 Cal.App.3d 762, 767).

⁴⁷ Cal. Atty. Gen., Indexed Letter, No. IL 92-1112 at pp. 2-3 (citing *Harris v. Capital Growth Investors XIV* (1991) 52 Cal.3d 1142, 1159).

⁴⁸ Cal. Atty. Gen., Indexed Letter, No. IL 92-1112 at p. 3. We note that Health and Safety Code section 33130.5 has not been amended since this letter opinion was issued.

Thus, we conclude that the circumstances under which a city council/successor agency board member may acquire property in the former redevelopment agency's project area under the exceptions set forth in sections 33130 and 33130.5 are delineated by the statutes themselves and subject to any restrictions and limitations construed to be included in those statutes.⁴⁹

Question 2(c)

The final question consists of two parts: first, may a city council member who also sits on the board of the city's successor agency resign from the agency without also resigning from the city council; and second, if the council member may resign from the successor agency in this way, will the resignation cure any past violation of Health and Safety Code section 33130? We conclude that a council member may resign from the board of the city's successor agency without resigning from the city council, but that resigning from the successor agency post will not cure past violations of section 33130.

As we noted above, the CRL authorized a city council to serve as the city's redevelopment agency.⁵⁰ In 1984, the Legislature amended the statute establishing that authority, adding a sentence that states:

If a member of the legislative body of a city or county does not wish to serve on the [redevelopment] agency, the members may so notify the legislative body of the city or county, and the legislative body of the city or county shall appoint a replacement who is an elector of the city or county to serve out the term of the replaced member.⁵¹

In an earlier opinion, we concluded that where a city council had designated itself as the city's redevelopment agency, a council member could not resign from the redevelopment agency but keep the council seat.⁵² This opinion was issued shortly after the effective date of the 1984 statutory amendment, but made no reference to the

⁴⁹ *Thorpe v. Long Beach Community College Dist.* (2001) 83 Cal.App.4th 655, 663-664 (applying maxim about exceptions to a general rule specifically to conflict-of-interest statutes); accord, 89 Ops.Cal.Atty.Gen. 69, 74 (2006); 88 Ops.Cal.Atty.Gen. 122, 128 (2005).

⁵⁰ Health & Saf. Code, § 33200, subd. (a).

⁵¹ Added to Health & Saf. Code, § 33200, subd. (a) by Stats. 1984, ch. 15, § 2, p. 53 (Sen. Bill No. 617), eff. Feb. 22, 1984.

⁵² 67 Ops.Cal.Atty.Gen. 459, 460 (1984).

amendment. The opinion reasoned that because a council member was an ex officio member of the redevelopment agency, and because the member held the agency position not at his pleasure but as a matter of law, the member could not resign from the agency position without also resigning from the council.⁵³ It has been argued, on the basis of this opinion, that just as a city council member could not resign from the redevelopment agency but retain a seat on the council, a city council member may not resign from the board of the city's successor agency but still retain the council seat.

We reject the argument because we have re-examined our earlier opinion, and now conclude that it was in error on this point. First, of course, there is the express language permitting resignation added in 1984. Second, the legislative history of this statutory change clearly shows the Legislature's intent that city council members who served as redevelopment agency board members could resign from the redevelopment agency without resigning from the council. An uncodified section of the bill that amended the statute stated the reason for the new provision was that "some overburdened members of city councils and boards of supervisors are now finding it difficult to devote sufficient time to their duties with respect to community redevelopment agencies."⁵⁴ A legislative committee analysis of the bill stated, "Senate Bill 617 would allow members of city councils or boards of supervisors who also serve as members of a redevelopment agency governing body to resign their agency duties and be replaced on the agency."⁵⁵

Here, we are asked whether a city council member, where the city council acts as the governing board of the city's successor agency, may resign from the successor agency board without resigning from the council. None of the legislative enactments regarding the creation, composition, and duties of successor agencies contains an express provision analogous to the resignation provision of the CRL, but Health and Safety Code section 34173, subdivision (b), enacted as part of AB 1X 26, provides that, except for those provisions of the CRL that are repealed, restricted, or revised, "all authority, rights, powers, duties, and obligations previously vested with the former redevelopment agencies . . . are hereby vested in the successor agencies."⁵⁶ The resignation provision

⁵³ 67 Ops.Cal.Atty.Gen., *supra*, at p. 460.

⁵⁴ Stats. 1984, ch. 15, § 3, p. 54 (Sen. Bill No. 617).

⁵⁵ Assem. Com. on Local Government, Analysis of Sen. Bill No. 617 (1983-1984 Reg. Sess.) as amended Jan. 13, 1984, p. 2 (analysis dated Jan. 18, 1984). The staff comments in this committee report go on to state: "This provision would be particularly appropriate in cases where the supervisor or councilperson has insufficient time to devote to these additional duties or has a conflict of interest because of a property or business interest within the redevelopment area." (*Id.* at pp. 2-3.)

⁵⁶ Health & Saf. Code, § 34173, subd. (b).

may reasonably be considered a right or power conferred upon redevelopment agencies that now vests with successor agencies. In the absence of any evidence of legislative intent to the contrary, we conclude that a city council member may resign from a successor agency board without resigning from the city council, in the same way that a city council member may resign from a redevelopment agency board and still retain his or her council seat.⁵⁷

However, such a resignation will not cure any past violations of section 33130 that the council member may have committed.⁵⁸ If the council member has acquired a property interest in violation of section 33130(a), for instance, the resignation does not erase the fact of the acquisition. If it did, an official could engage in prohibited conduct, reap the benefits of the conduct, and then resign from the position to avoid liability. That result would be contrary to longstanding interpretations of analogous conflict-of-interest rules.⁵⁹

⁵⁷ This conclusion also comports with the principle that a “dual capacity legislative body” performs in only one capacity at a time. Because the redevelopment agency and the city council were separate and distinct public entities, even where the city council served as the agency, a city council member who was also a redevelopment agency board member served in separate and distinct capacities. (83 Ops.Cal.Atty.Gen. 215, 218 (2000) (where city council members declared themselves to be the city’s redevelopment agency and housing authority, the three entities must be considered distinct and separate public agencies).)

⁵⁸ Nor would it excuse a council member from continuing to comply with section 33130(a), since membership on the governing body of the sponsoring community would continue to subject the member to the constraints of that provision.

⁵⁹ See *People v. Wong* (2010) 186 Cal.App.4th 1433, 1442, 1443-1444 (defendant criminally prosecuted for alleged violations of Government Code section 1090 that stemmed from actions taken by defendant while an official of a public body from which he subsequently resigned); see also *Stigall v. City of Taft, supra*, 58 Cal.2d at pp. 569-571 (Government Code section 1090 violated even where city council member resigned from the council *before* the council approved a contract that included work to be performed by a company the council member owned, when the council member, before resigning, had participated in preliminary activities that the Court determined to be part of the making of the prohibited contract).

Therefore, we conclude that, although a city council member may resign from his or her position on the board of a successor agency without also resigning from the city council, such a resignation would not cure past violations of section 33130.

AGENDA: OCTOBER 2, 2012

JOINT CITY COUNCIL/SUCCESSOR AGENCY

SUBJECT: CONFLICTS OF INTEREST (HEALTH & SAFETY CODE SECTIONS 33130 AND 33130.5) IN REGARD TO THE FORMER REDEVELOPMENT AGENCY AND CITY COUNCIL ACTING AS SUCCESSOR AGENCY TO THE PORTERVILLE REDEVELOPMENT AGENCY

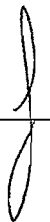
SOURCE: COMMUNITY DEVELOPMENT DEPARTMENT

COMMENT: On September 4, 2012, City Council requested an information item be scheduled for Council/Board discussion in regards to Successor Agency (formerly Redevelopment Agency) Conflicts of Interest (Health & Safety Code Sections 33130 and 33130.5) as it pertains to City Council and City Council Acting as Successor Agency to the Porterville Redevelopment

Attached is a memorandum from Vanessa Locklin, Special Counsel to the City, summarizing the provisions of the above mentioned Health & Safety Code Sections. Special Counsel will be present to present this information and to discuss and answer any questions in regard to potential Conflicts of Interest.

RECOMMENDATION: For City Council/Successor Agency information only.

ATTACHMENT: Memorandum from Vanessa Locklin, Special Counsel to City

DD ~~30~~ APPROPRIATED/FUNDED N/A CM 

ITEM NO. SA-01

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VLOCKLIN@SYCR.COM

MEMORANDUM

TO: Porterville City Council
and
Porterville City Council,
Acting as Successor Agency to the
Porterville Redevelopment Agency

FILE NUMBER: 022643.0000

FROM: Vanessa S. Locklin, Special Counsel to City

DATE: September 25, 2012

SUBJECT: *Health & Safety Code Sections 33130 and 33130.5 and applicability after the dissolution of the former Porterville Redevelopment Agency*

Following is a summary outline of the provisions of Health & Safety Code¹ Sections 33130 and 33130.5² and an analysis of the applicability of these provisions following the dissolution of the former Porterville Redevelopment Agency ("Former Agency").

Health & Safety Code Section 33130

I. Applicable to Successor Agency and City Officials and Employees. Section 33130 applies to officers and employees of the "agency or community." Section 33130.5 applies to officers, employees, consultants, or agents of the "agency or community." Prior to the dissolution of all redevelopment agencies in the state on February 1, 2012 pursuant to AB1x 26, "agency" referred to redevelopment agencies (such as the Former Agency) and "community" referred to cities and counties that formed redevelopment agencies (such as the City of Porterville). Now, this language applies to officers and employees of the Successor Agency to the Former Agency ("Successor Agency") and the City.

¹ Statutory references are to the Health & Safety Code unless otherwise noted.

² The full text of Sections 33130 and 33130.5 is attached as Exhibit A to this memorandum.

**ATTACHMENT
ITEM NO. 1**

A. Applicability after Dissolution of the Former Agency. The applicability of Section 33130 is limited to officers and employees who, in the course of their duties, are “required to participate in the formulation of, or to approve plans or policies for, the redevelopment of a project area.” Despite the dissolution of the Former Agency, the Porterville Redevelopment Project No. 1 and the Redevelopment Plan adopted with respect thereto remain in place. Further, the Community Redevelopment Law has not been repealed (except the provisions that depend on the allocation of tax increment to redevelopment agencies³); in fact, officers and employees of the City and Successor Agency likely will have opportunities in the future to “approve plans and policies for ... the redevelopment of” Porterville Redevelopment Project No. 1.⁴ Therefore, Sections 33130 and 33130.5 continue to apply to officers and employees of both the Successor Agency and the City.⁵

B. Applicability to City Council Members. Because Sections 33130 and 33130.5 apply to officers/employees of both the Successor Agency and the City, these provisions apply to City Council members regardless of whether they also serve on the governing body of the Successor Agency. Therefore, even if a City Council member withdraws from participation in the Successor Agency board as permitted by Section 33220, the City Council member will still be prohibited from acquiring property interests within Porterville Redevelopment Project No. 1 due to his or her participation on the City Council.

II. Prohibition against Acquiring Property Interests. Section 33130(a) prohibits the officers and officials described above from acquiring “any interest in any property included within a project area within the community.” As applied to the City of Porterville, this means no officer/employee of the

³ Section 34189(a).

⁴ See Section 34191.5, which permits the Successor Agency, after obtaining a Finding of Completion pursuant to Section 34179.7, to dispose of property pursuant to a long-range property management plan that addresses the use and disposition of real properties of the Former Agency, including for purposes of future development. See also Section 34176, which permits the housing successor agency (in this case, the City of Porterville) to enforce affordability covenants and to use Housing Assets, including loan and grant repayments, to do future housing projects.

⁵ As used herein, “officers/employees” refers to the officers, employees, consultants and agents of the Successor Agency and City, to whom Sections 33130 and/or 33130.5 are applicable.

City or Successor Agency may acquire any property interest located within the Porterville Redevelopment Project No. 1. The prohibition broadly applies to "any interest in any property"; therefore, real property, easements, trust deeds, and other interests in property are included within the prohibition.

III. Disclosure of Property Interests. As applied to the City of Porterville, Section 33130(a) provides that, if an officer/employee has a prohibited interest, they must "immediately" disclose the interest to the Successor Agency Board and the City Council. The disclosure must be entered on the minutes and failure to make the disclosure constitutes "misconduct in office."

IV. Exceptions. Section 33130, subdivisions (b) and (c) contain the following exceptions to the prohibition set forth in Section 33130(a):

A. Business Re-Entry. Section 33130(b) permits officers/employees to acquire otherwise prohibited interests in property for the purpose of participating as an owner or reentering into business pursuant to the Community Redevelopment Law; provided, the officer/employee must have owned substantially the same interest for the three years immediately preceding the selection of the project area.

B. Commercial Rental Agreement. Section 33130(c) permits officers/employees to enter into a rental agreement that meets all of the following conditions:

- (1) "Substantially equivalent" terms must be available to members of the general public for comparable property in the project area.
- (2) The agreement must prohibit any subletting or assignment at a profit.
- (3) The property being rented must be used for the principal business, occupation, or profession of the officer/employee.
- (4) The officer/employee must "immediately" disclose the interest to the Successor Agency and City Council.

C. Personal Residential Use. Section 33130.5 permits officers/employees to purchase or lease property within the Project Area for “personal residential use.” The Successor Agency must first certify that the improvements to be constructed on the subject property have been completed or that no improvements are needed on the property. The officer/employee must “immediately” disclose the interest to the Successor Agency Board and the City Council. The disclosure must be entered on the minutes and failure to make the disclosure constitutes “misconduct in office.” The officer/employee is thereafter disqualified from voting on matters directly affecting such purchase, lease, or residency.

V. Disclosure Requirements. An officer/employee that has or obtains an interest in property in the project area must “immediately” disclose that fact to the Successor Agency and City, in writing, in each of the following circumstances:

A. Disclosure upon Entering Office. Immediate written disclosure is required in the event an officer/employee owns an otherwise prohibited interest in property at the time the officer/employee enters the office or employment position that brings them within the scope of Section 33130. The disclosure must also be entered on the minutes.

B. Disclosure upon Acquiring Property. Immediate written disclosure is required in the event an officer/employee obtains an interest in property that would be prohibited by Section 33130(a) but falls into one of the exceptions described in Section 33130(c) or Section 33130.5.⁶

C. Acquisition of Property in Violation of Section 33130(a). Neither Section 33130 nor Section 33130.5 provides that a violation of Section 33130(a) can be cured, by disclosing the fact that the officer/employee acquired a prohibited property interest or by re-selling the property or otherwise.

⁶ Section 33130.5 also requires the written disclosure to be entered on the minutes.

VI. Misconduct in Office. Both Sections 33130 and 33130.5 provide that failure to disclose “constitutes misconduct in office.” The Institute for Local Government addressed the issue of misconduct in office, as follows:

The statutory language [of 33130 and 33130.5] could be clearer, but it appears that violation of these requirements constitutes misconduct in office. The usual penalty for misconduct in office is removal from office based upon grand jury proceedings and then judicial pronouncement.⁷

“The apparent purpose of section 33130 is ‘to prevent conflicts of interest in a member of a redevelopment agency with respect to property within the redevelopment area under the jurisdiction of that agency.’”⁸ As noted above, neither Section 33130 nor Section 33130.5 provides a means to cure a violation of Section 33130(a).

⁷ *Understanding the Basics of Public Service Ethics: Personal Financial Gain Laws* (2009) discussion of Restrictions on Property Ownership in Redevelopment Areas, page 25, published by the Institute for Local Government, available at www.ilg.org.

⁸ Ops.Cal.Atty.Gen. No. 05-03 (2005), citing 61 Ops.Cal.Atty.Gen. 243, 246-247 (1978).

EXHIBIT A

HEALTH & SAFETY CODE SECTIONS 33130 & 33130.5

Section 33130.

(a) No agency or community officer or employee who in the course of his or her duties is required to participate in the formulation of, or to approve plans or policies for, the redevelopment of a project area shall acquire any interest in any property included within a project area within the community. If any such officer or employee owns or has any direct or indirect financial interest in property included within a project area, that officer or employee shall immediately make a written disclosure of that financial interest to the agency and the legislative body and the disclosure shall be entered on the minutes of the agency and the legislative body. Failure to make the disclosure required by this subdivision constitutes misconduct in office.

(b) Subdivision (a) does not prohibit any agency or community officer or employee from acquiring an interest in property within the project area for the purpose of participating as an owner or reentering into business pursuant to this part if that officer or employee has owned a substantially equal interest as that being acquired for the three years immediately preceding the selection of the project area.

(c) A rental agreement or lease of property which meets all of the following conditions is not an interest in property for purposes of subdivision (a):

(1) The rental or lease agreement contains terms that are substantially equivalent to the terms of a rental or lease agreement available to any member of the general public for comparable property in the project area.

(2) The rental or lease agreement includes a provision which prohibits any subletting, sublease, or other assignment at a rate in excess of the rate in the original rental or lease agreement.

(3) The property which is subject to the rental or lease agreement is used in the pursuit of the principal business, occupation, or profession of the officer or employee.

(4) The agency or community officer or employee who obtains the rental or lease agreement immediately makes a written disclosure of that fact to the agency and the legislative body.

Section 33130.5.

Notwithstanding any other provisions of law, an officer, employee, consultant, or agent of the agency or community, for personal residential use, may purchase or lease property within a project area after the agency has certified that the improvements to be constructed or the work to be done on the property to be purchased or leased have been completed, or has certified that no improvements need to be constructed or that no work needs to be done on the property. Any such officer or employee who purchases or leases such property shall immediately make a written disclosure to the agency and the legislative body, which disclosure shall be entered on the minutes of the agency. Any such officer or employee shall thereafter be disqualified from voting on any matters directly affecting such a purchase, lease, or residency. Failure to so disclose constitutes misconduct in office.

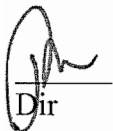
INFORMATIONAL REPORT

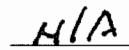
SUBJECT: UPDATE ON ALTERNATIVES FOR UPGRADES TO THE COUNCIL CHAMBERS

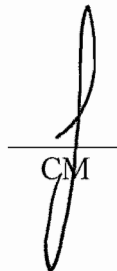
SOURCE: ADMINISTRATIVE SERVICES DEPARTMENT

COMMENT: In light of concerns voiced at the City Council Meeting of October 21st with regard to proposed upgrades to the Council Chambers and the utilization of web-based live/video streaming capabilities, staff is currently gathering additional information to provide more options for Council's consideration. Staff anticipates bringing such options to the Council at its meeting on November 18, 2014.

RECOMMENDATION: Informational report only.


Dir


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Report No. II-8

**CITY COUNCIL MINUTES
CITY HALL, 291 N. MAIN STREET
PORTERVILLE, CALIFORNIA
MARCH 4, 2014, 5:30 P.M.**

Call to Order at 5:30 p.m.

Roll Call: Council Member McCracken, Vice Mayor Ward, Council Member Shelton (arrived at 5:40 p.m.), Council Member Gurrola, Mayor Hamilton

The Council Meeting adjourned to a Joint Meeting of the Porterville City Council and Successor Agency to the Porterville Redevelopment Agency.

**JOINT CITY COUNCIL / SUCCESSOR AGENCY TO THE
PORTERVILLE REDEVELOPMENT AGENCY AGENDA
291 N. MAIN STREET, PORTERVILLE, CA**

Roll Call: Agency Member McCracken, Vice Chair Ward, Agency Member Shelton (arrived at 5:40 p.m.), Agency Member Gurrola, Chair Hamilton

ORAL COMMUNICATIONS

None

JOINT CITY COUNCIL/AGENCY CLOSED SESSION:

- A. Closed Session Pursuant to:
- 1- Government Code Section 54956.9(d)(1) – Conference with Legal Counsel – Existing Litigation: County of Tulare v. All Persons Interested in the Matter of the Addition of the 2010 Amendment to Redevelopment Plan for the Redevelopment Project Area No. 1, as Adopted by Ordinance 1765 on June 15, 2010, by the City of Porterville, et al., Tulare County Superior Court Case No. 249877.
 - 2- Government Code Section 54956.8 – Conference with Real Property Negotiators/Property: APNs 261-122-007 and 261-122-008. Agency Negotiators: John Lollis and Brad Dunlap. Negotiating Parties: Successor Agency to the Porterville Redevelopment Agency and Porterville Hotel Investors. Under Negotiation: Terms and Price.

During Closed Session, the Joint Council/Successor Agency Meeting adjourned to a Meeting of the Porterville City Council.

CITY COUNCIL CLOSED SESSION:

- B. Closed Session Pursuant to:
- 1 - Government Code Section 54956.9(d)(1) – Conference with Legal Counsel – Existing Litigation: City of Porterville v. County of Tulare et al., Tulare County Superior Court No. 249043.
 - 2 - Government Code Section 54956.9(d)(1) – Conference with Legal Counsel – Existing Litigation: Witbro, Inc. dba Seal Rite Paving & Grading v. JT2, Inc. dba Todd Companies, City of Porterville and Fidelity and Deposit Company of Maryland, Tulare County Superior Court Case No. 255158.

3- Government Code Section 54956.9(d)(4) – Conference with Legal Counsel – Anticipated Litigation – Initiation of Litigation: One case.

4- Government Code Section 54956.9(d)(4) – Conference with Legal Counsel – Anticipated Litigation – Exposure to Litigation: One case concerning facts not yet known to potential plaintiff.

6:30 P.M. RECONVENE OPEN SESSION

REPORT ON ANY COUNCIL ACTION TAKEN IN CLOSED SESSION

City Attorney Lew reported that no reportable action had been taken.

Pledge of Allegiance Led by Mayor Hamilton
Invocation – a moment of silence was observed.

PRESENTATIONS

Employee Service Awards

Employee of the Month – Jeff Duke

Firefighter and Police Officer of the Year – Michael Brodbeck and Oscar Vargas

AB 1234 REPORTS

This is the time for all AB 1234 reports required pursuant to Government Code § 53232.3.

1. Consolidated Waste Management Authority (CWMA) – February 20, 2014: Council Member McCracken updated everyone on the Authority’s discussions of the C&D program and pharmaceutical waste (Sharps) program.
2. Tulare County Economic Development Corporation – February 26, 2014: Mayor Hamilton advised that the EDC discussed Tulare County’s withdrawal from the EDC and reviewed business prospects; and advised of an Executive Board Meeting held on March 3rd.

REPORTS

This is the time for all committee/commission/board reports; subcommittee reports; and staff informational items.

- I. City Commission and Committee Meetings:
 1. Parks & Leisure Services Commission: No report provided.
 2. Library & Literacy Commission: No report provided.
 3. Arts Commission: No report provided.
 4. Youth Commission: No report provided.
- II. Staff Informational Reports
 1. Building Permit Activity – January 2014

Staff advised of an item that came up after posting of the agenda and required Council consideration before the next meeting.

COUNCIL ACTION: MOVED by Council Member McCracken, SECONDED by Council

Member Gurrola that the Council add an emergency item entitled Authorization to Apply for Federal Transit Administration Section 5339 Funding. The motion carried unanimously.

Documentation: M.O. 01-030414

Disposition: Approved.

ORAL COMMUNICATIONS

- Michelle Reneau and guest, spoke of an upcoming Anti-Bullying Rally, and invited all to attend and/or participate in the event planned for April 12th at Centennial Park, and advised of the group's website: www.supportpab.org.
- Brock Neeley, spoke of the City of San Jose litigation pertaining to pensions and provided copies of the Tentative Decision in the case to the Council Members.
- Donnette Silva Carter, invited everyone to attend the First Friday Coffee, and spoke of the Business/Educator for the Day program scheduled for Friday, and made mention of the upcoming Iris Festival to take place April 26th.
- Ron Halsey, spoke regarding maintenance concerns and safety hazards in his mobile home park, indicating the park owner was purchasing new permits rather than correcting maintenance issues. He provided the Council with copies of legislation relative to mobile home parks.
- Edith LaVonne, spoke regarding the issue of water in the City of Porterville and urged the City to institute significant conservation efforts.
- Russell aka Bones aka Buck Fletcher, spoke of an upcoming Measure H Oversight Committee Meeting on March 13th and encouraged citizens to attend; requested that the City assist Mr. Halsey; and urged water conservation efforts locally.
- Danny McCormick, spoke of hazards at Golden Hills Mobile Home Park and requested the City's assistance in addressing the safety issues.
- Christina Gillette and Jerry Stump, requested a street closure on E Street between Olive Avenue and Willow associated with Item 11.
- Jeff Szeles, spoke in favor of the Council's approval of Item 13 and clarified that the date of the event was March 22nd, not May 22nd.

CONSENT CALENDAR

Item Nos. 2, 4, 6, and 11 were removed for further discussion. Council Member Shelton indicated that he would be abstaining from Item Nos. 3, 5, 14 and 15.

COUNCIL ACTION: MOVED by Council Member Gurrola, SECONDED by Vice Mayor Ward that the City Council approve Item Nos. 1, 3, 5, 7 through 10, and 12 through 15 with the noted abstentions. The motion carried unanimously.

1. CITY COUNCIL MINUTES OF FEBRUARY 18, 2014

Recommendation: None. Informational Only.

Documentation: M.O. 02-030414
Disposition: Approved.

3. AUTHORIZATION TO ADVERTISE FOR BIDS –TRANSIT FIBER OPTIC CONDUIT INSTALLATION PROJECT

Recommendation: That City Council:
1. Approve staff's recommended plans and project manual; and
2. Authorize staff to advertise for the project bids.

Documentation: M.O. 03-030414
Disposition: Approved.

5. AUTHORIZATION TO NEGOTIATE AND EXECUTE A CONTRACT – TRAFFIC SIGNAL DESIGN SERVICES FOR THE PUTNAM AVENUE/D STREET HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT

Recommendation: That City Council:
1. Authorize staff to negotiate a contract with Omni-Means for an anticipated fee not to exceed \$35,00 for traffic signal design services for the Putnam Avenue / D Street HSIP Project;
2. Authorize staff to negotiate a contract with the second ranked firm if staff is unable to negotiate an acceptable contract with Omni-Means;
3. Authorize the Mayor to execute all contract documents;
4. Authorize progress payments up to 100% of the negotiated fee amount; and
5. Authorize a 10% contingency to cover unforeseen events that relate to the design efforts

Documentation: M.O. 04-030414
Disposition: Approved.

7. AWARD OF CONTRACT – FIRE PREVENTION WEED ABATEMENT

Recommendation: That the City Council:
1. Authorize the Fire Chief to execute an agreement with R. Stephen Richard Inc. as the primary contractor for a 3 year term;
2. Select Joe Grijalva Landscape Construction as the first alternate contractor; and
3. Selective Alvin Smith as the second alternate contractor.

Documentation: M.O. 05-030414
Disposition: Approved.

8. RATIFICATION OF EXPENDITURE – SOUTHERN CALIFORNIA EDISON

STREETLIGHTS FOR THE PLANO BRIDGE REHABILITATION PROJECT

Recommendation: That the City Council
1. Approve the costs associated with relocation of the streetlights; and
2. Authorize the City Engineer to sign the SCE application and issue a \$13,984.73 payment.

Documentation: M.O. 06-030414

Disposition: Approved.

9. SUPPORT FOR THE RE-DESIGNATION OF THE GREATER SAN JOAQUIN VALLEY RECYCLING MARKET DEVELOPMENT ZONE (RMDZ) AND TO INCLUDE AN EXPANSION IN ZONE BOUNDARIES

Recommendation: That the City Council:
1. Adopt a Resolution approving the re-designation of the Greater South San Joaquin Valley Recycling Market Development Zone (GSSJV RMDZ), with an expansion of boundaries; and
2. Direct the Economic Development Corporation serving Tulare County to submit an application to CalRecycle requesting re-designation that will include the Counties of Tulare and Kings and their respective Cities in a manner that seeks to ensure the fair treatment of all people.

Documentation: Resolution No. 13-2014

Disposition: Approved.

10. REQUEST TO RE-PUBLICIZE VACANCY ON ARTS COMMISSION

Recommendation: That the City Council direct staff to re-publicize notice of the vacancy on the Arts Commission with a term to expire in August of 2016

Documentation: M.O. 06-030414

Disposition: Approved.

12. APPROVAL FOR COMMUNITY CIVIC EVENT – PORTERVILLE BREAKFAST ROTARY – CANCER RUN – MAY 3, 2014

Recommendation: That Council approved the Community Civic Event Application and Agreement, from the Pancreatic Cancer Action Network and Crossfit 559, and subject to the Requirements contained in Application, Agreement, Exhibit A, and Exhibit B.

Documentation: M.O. 07-030414

Disposition: Approved.

13. APPROVAL FOR COMMUNITY CIVIC EVENT – AMERICAN CANCER

SOCIETY – BARK FOR LIFE – MARCH 22, 2014

Recommendation: That the Council approve the Community Civic Event Application and Agreement from the American Cancer Society, subject to the Restrictions and Requirements contained in the Application, Exhibit B of the Community Civic Event Application.

Documentation: M.O. 08-030414

Disposition: Approved.

14. REVIEW OF LOCAL EMERGENCY STATUS – DECEMBER 26, 2013

Recommendation: That the Council received the status report and review of the designated local emergency.

Documentation: M.O. 09-030414

Disposition: Approved.

15. REVIEW OF LOCAL EMERGENCY STATUS – DECEMBER 21, 2010

Recommendation: That the City Council:

1. Receive the status report and review of the designated local emergency; and
2. Pursuant to the requirements of Article 14, Section 8630 of the California Emergency Services Act, determine that a need exists to continue said local emergency designation.

Documentation: M.O. 10-030414

Disposition: Approved.

PUBLIC HEARINGS

16. MODIFICATION TO CARGO/SHIPPING CONTAINERS POLICY AND ADOPTION OF FEES FOR USE OF CARGO/SHIPPING CONTAINERS AS TEMPORARY STRUCTURES

Recommendation: That the City Council:

1. Adopt the Resolution amending the policy to use cargo /shipping containers as temporary structures; and
2. Resume the continued public hearing and adopt the Resolution establishing fees for use of cargo/shipping containers as temporary structures.

The City Manager introduced the item, and Council Member Shelton abstained from the item due to his use of cargo containers. The staff report was presented by Community Development Manager Julie Phillips.

The public hearing was opened at 7:17 p.m.

- Lynn Lasitovich, VCR, voiced displeasure with proposed fees; and accused the City of wanting a new source of revenue.
- Russell Fletcher, Porterville, stated he did not see the fees as revenue but more of cost-recovery associated with staff time involved; and indicated that he did not see a need for fees if there are less than three containers on a site.
- Greg Shelton, Porterville, does not see a need for fees, inspections or monitoring if less than three cargo containers; and suggested that inspections be complaint driven.
- Ron Lasitovich, VCR, stated the proposed fees are a revenue generator; spoke of issues with Plano Bridge Project construction; and threatened to leave the community.
- Jeff Lloyd, Porterville, requested that there be no fees for up to three containers; and spoke against fees as proposed.

The public hearing was closed at 7:28 p.m.

Council discussed the proposed fee structures and the need to differentiate between short-term and long-term use. Council Member Gurrola, Vice Mayor Ward and Mayor Hamilton spoke in favor of a one-time fee; and Council Member McCracken spoke of the use of cargo containers in lieu of building additional storage space.

Staff requested clarification regarding Council's interest in having a one-time fee associated with long-term use of up to three containers, with no additional inspections required unless complaint driven.

COUNCIL ACTION: MOVED by Council Member Gurrola, SECONDED by Vice Mayor Ward that the City Council adopt the Resolution amending the policy to use cargo/shipping containers as temporary structures; and adopt the Resolution establishing fees for use of cargo/shipping containers as temporary structures, as amended to revise the fee structure for long term (up to three containers) to a one-time fee of \$138 through 12/31/14; and \$217 effective 1/1/15.

AYES: Gurrola, Ward, Hamilton
NOES: McCracken
ABSTAIN: Shelton
ABSENT: None

Documentation: Resolution No. 14-2014; Resolution No. 15-2014

Disposition: Approved, as amended.

The Council recessed for ten minutes.

SCHEDULED MATTERS

17. AUTHORIZATION TO MODIFY DEVELOPMENT FEE PAYMENT PLAN AGREEMENT – HENDERSON VILLAGE APARTMENTS – PACIFIC RIM MIXED USE PROJECT (2012-002)

Recommendation: That the City Council:

1. Approve a provision that adds a seven (7) percent interest rate in the event the payment plan becomes delinquent in excess of ninety (90) days, as well as a ten (10) percent penalty on the remaining loan balance in the event of default in addition to the collection of reasonable attorney fees and the cost of evidence of title on all Development Fee Payment Plans moving forward; and
2. Provide direction to staff as to the removal of section twenty-five (25) of the Development Fee Payment Plan Deed of Trust and corresponding section of the Development Fee Payment Plan

The City Manager introduced the item, and Development Associate Jason Ridenour presented the staff report.

A discussion ensued regarding risks associated with the removal of section twenty-five of the Development Fee Payment Plan Deed of Trust and corresponding section of the Development Fee Payment Plan.

COUNCIL ACTION: MOVED by Vice Mayor Ward, SECONDED by Council Member Gurrola that the City Council approve a provision that adds a seven (7) percent interest rate in the event the payment plan becomes delinquent in excess of ninety (90) days, as well as a ten (10) percent penalty on the remaining loan balance in the event of default in addition to the collection of reasonable attorney fees and the cost of evidence of title on all Development Fee Payment Plans moving forward.

AYES: McCracken, Gurrola, Ward, Hamilton
NOES: Shelton
ABSTAIN: None
ABSENT: None

Documentation: M.O. 11-030414

Disposition: Approved.

18. CHASE AVENUE PARK NAME SELECTION

Recommendation: That the City Council select a new name for the new Park on Chase Avenue.

The City Manager introduced the item, and the staff report was presented by Parks and Leisure Services Director Donnie Moore.

After some discussion of the proposed names, the opening of the park, the Council directed that the item be brought back at the first meeting in April to allow time for additional public feedback/input with regard to the name.

Disposition: No action taken; direction given.

19. AMENDED RESOLUTION PROPOSING AMENDMENTS TO CITY OF PORTERVILLE FREEHOLDERS CHARTER CONSIDERATION OF FULL AMENDMENT TEXT

Recommendation: That the City Council:

1. Review, consider and adopt the proposed Resolution; and
2. Consider whether to include the full text or the amendment in the sample ballot.

City Manager Lollis introduced the item, and the staff report was presented by City Attorney Julia Lew. During the staff report she noted the following corrections to the draft resolution that were made subsequent to agenda distribution:

1. Section A of the resolution – “The City Council of the City of Porterville, on its own motion, hereby rescinds Resolution No. 09-2014.”
2. Measure numbered 7 on page 14 – “Should the Charter be amended to provide that the City has the power to perform public projects...proceed without otherwise adhering to competitive bidding requirements.”

Following the staff report there was discussion regarding the County’s policy regarding selection of arguments, the submittal of arguments in favor of the proposed amendments, and the provision of full text of amendments on the City’s website.

COUNCIL ACTION: MOVED by Vice Mayor Ward, SECONDED by Council Member Shelton that the City Council approve the proposed resolution, as amended by the City Attorney, and authorize that the full text of amendments not be included in the sample ballot. The motion carried unanimously.

The Council then discussed the drafting of arguments. Council Member Shelton expressed his opposition to the Council drafting any arguments in favor. Council Member Gurrola stated that she did not see a need to do so, and Vice Mayor Ward and Mayor Hamilton spoke of the importance of an argument in support of Amendment No. 8.

COUNCIL ACTION: MOVED by Vice Mayor Ward, SECONDED by Council Member McCracken that the City Council authorize the Mayor to draft an argument in support, and rebuttal, if applicable for Charter Amendment No. 8.

AYES: McCracken, Gurrola, Ward, Hamilton
NOES: Shelton
ABSTAIN: None
ABSENT: None

Documentation: Resolution No. 16-2014; M.O. 12-030414
Disposition: Approved.

20. WATER CONSERVATION (MOVE TO PHASE 2)

Recommendation: That the City Council:
1. Encourage the community to conserve 20% of their water uses; and
2. Move into Phase II of the City's Water Conservation Plan.

City Manager Lollis introduced the item, and the staff report was presented by Public Works Director Baldo Rodriguez. Following the staff report, Mr. Rodriguez and Water Utility Superintendent Mike Knight addressed questions regarding water pressure, peak usage times, and the City's proactive approach to water conservation.

The Council discussed at length the need to conserve water, methods for determining benchmarks, the status of the City's water system, and the possible scheduling of a study session.

COUNCIL ACTION: MOVED by Council Member Shelton, SECONDED by Council Member McCracken that the City Council approve urging the community to conserve 20% of their water uses and moving into Phase II of the City's Water Conservation Plan. The motion carried unanimously.

Documentation: M.O. 13-030414
Disposition: Approved.

The Council took a ten minute recess at 9:40 p.m.

21. EMERGENCY ITEM -- AUTHORIZATION TO APPLY FOR FEDERAL TRANSIT ADMINISTRATION SECTION 5339 FUNDING

Recommendation: That the City Council:
1. Approve the draft resolution authorizing staff to act on behalf of the City to apply for financial assistance; and
2. Authorize the Mayor to execute the Resolution.

City Manager Lollis introduced the item, and Transit Manager Richard Tree presented the staff report and addressed questions.

COUNCIL ACTION: MOVED by Council Member McCracken, SECONDED by Council Member Gurrola that the City Council approve the draft resolution authorizing staff to act on behalf of the City to apply for financial assistance; and authorize the Mayor to execute the Resolution. The motion carried unanimously.

Documentation: Resolution No. 17-2014
Disposition: Approved.

CONSENT CALENDAR (ITEMS REMOVED FOR FURTHER DISCUSSION)

2. AUTHORIZATION TO ENTER INTO AGREEMENT FOR THE LEASE AND MAINTENANCE OF COPIERS

Recommendation: That the City Council:

1. Authorize the Finance Director to execute an agreement with California Business Machines for the lease and maintenance of copiers for a 5-year term; and
2. Authorize the Finance Director to add or delete copiers to this agreement as they are identified, without modifying the terms and conditions of the agreement

City Manager introduced the item and the staff report was waived at the Council’s request. Vice Mayor Ward thanked staff for providing information pertaining to the maintenance of copiers.

COUNCIL ACTION: MOVED by Vice Mayor Ward, SECONDED by Council Member McCracken that the City Council authorize the Finance Director to execute an agreement with California Business Machines for the lease and maintenance of copies for a 5-year term; and authorize the Finance Director to add or delete copiers to this agreement as they are identified, without modifying the terms and conditions of the agreement. The motion carried unanimously.

Documentation: M.O. 14-030414

Disposition: Approved.

4. AUTHORIZATION TO ADVERTISE FOR BIDS – PUBLIC SAFETY BUILDING

Recommendation: That the City Council:

1. Approve Staff’s recommended Plans and Project Manual;
2. Authorize staff to advertise for bids on the Project; and
3. Authorize the Public Works Director to negotiate a “Not to Exceed” \$30,000 “Construction Support” Services Contract with Teter & Associates and that the Council approve a 20% contingency due to the complexity of the new project.

City Manager Lollis introduced the item, and the staff report was waived at the Council’s request. Public Works Director Rodriguez addressed questions regarding “construction support” services, and inclusion of said services as part of the project in the future.

COUNCIL ACTION: MOVED by Council Member Gurrola, SECONDED by Council Member McCracken that the City Council approve staff’s recommended Plans and Project Manual; authorize staff to advertise for bids on the Project; and authorize the Public Works Director to negotiate a “Not to Exceed” \$30,000 “Construction Support” Services Contract with Teter &

Associates and that the Council approve a 20% contingency due to the complexity of the new project.

AYES: McCracken, Gurrola, Ward, Hamilton
NOES: Shelton
ABSTAIN: None
ABSENT: None

Documentation: M.O. 15-030414
Disposition: Approved.

6. PIONEER WATER COMPANY SHARE WATER

Recommendation: That the City Council:

1. Retain its PWC share water rights and direct staff to discuss with PWC when the optimal time would be for the City to take its share water delivery;
2. Direct that water flows for groundwater recharge be directed to the Porter Slough or other City reservoirs as determined by the Public Works Director; and
3. Authorize the Public Works Director, or his designee, to continue discussing with the PWC board and return with any new proposals for Council's consideration.

City Manager Lollis introduced the item, and the staff report was waived at the Council's request. Council Member Gurrola spoke in favor of the proposed arrangement, and Public Works Director Rodriguez addressed questions regarding recharge and discussions with PWC.

COUNCIL ACTION: MOVED by Vice Mayor Ward, SECONDED by Council Member Gurrola that the City Council retain its PWC share water rights and direct staff to discuss with PWC when the optimal time would be for the City to take its share water delivery; direct that water flows for groundwater recharge be directed to the Porter Slough or other City reservoirs as determined by the Public Works Director; and authorize the Public Works Director, or his designee, to continue discussing with the PWC board and return with any new proposals for Council's consideration. The motion carried unanimously.

Documentation: M.O. 16-030414
Disposition: Approved.

11. APPROVAL FOR COMMUNITY CIVIC EVENT – PANCREATIC CANCER ACTION NETWORK AND CROSSFIT 559 – WOD WARS FITNESS COMPETITION – MARCH 15 – 16, 2014

Recommendation: That the approve the Community Civics Event Application and Agreement,

from the Pancreatic Cancer Acton Network and Crossfit 559, with the closure of only the portion of the alley way directly behind Crossfit 559, and subject to the Restrictions and Requirements contained in Application, Agreement, Exhibit A and Exhibit B.

The staff report was waived at the Council's request, and Council Member Gurrola inquired about impact to the packing house.

The Council discussed the applicant's request for street closure on E Street between Olive Avenue and Willow, which was communicated during Oral Communications. Police Chief McMillan expressed concerns regarding the requested closure, which included duration, parking and access.

COUNCIL ACTION: MOVED by Council Member Gurrola, SECONDED by Council Member Shelton that the City Council approve the Community Civics Event Application and Agreement, from the Pancreatic Cancer Action Network and Crossfit 559, subject to the Restrictions and Requirements contained in Application, Agreement, Exhibit A and Exhibit B; and authorize the street closure at the Police Chief's discretion. The motion carried unanimously.

Documentation: M.O. 17-030414

Disposition: Approved.

ORAL COMMUNICATIONS

None

OTHER MATTERS

- Council Member McCracken voiced support for an ongoing study session pertaining to water usage/conservation; and spoke of the Spring Ball on March 12th and a Korean Club fundraiser lunch on Wednesday.

COUNCIL ACTION: MOVED by Council Member McCracken, SECONDED by Council Member Gurrola that the City Council schedule study sessions on the second and fourth Tuesdays in April, at the City Library. The motion carried unanimously.

Documentation: M.O. 18-030414

Disposition: Study Sessions scheduled.

- Council Member Shelton noted the Famosa races.
- Council Member Gurrola spoke of the Dr. Seuss reading event at the Library and thanked Library staff for the successful event; and of the recent Step-Up event.
- Vice Mayor Ward, requested an agenda item to discuss permits for pool draining.
- Mayor Hamilton lauded the City of Hope Spectacular and spoke of the opening of Rocky Hill; PC Hall of Fame inductees.

- City Manager Lollis thanked PD, FD, and Public Works staff for their extraordinary efforts during the storm last week.

ADJOURNMENT

The Council adjourned at 10:25 p.m. to the meeting of March 18, 2014.

SEAL

Luisa M. Zavala, Deputy City Clerk

Cameron J. Hamilton, Mayor

SUBJECT: AUTHORIZATION TO ADVERTISE FOR BIDS – TRANSIT MAINTENANCE & CNG FUELING FACILITY EXPANSION PROJECT

SOURCE: Public Works Department - Engineering Division

COMMENT: Plans and Project Manual have been prepared for the Transit Maintenance & CNG Fueling Facility Expansion Project. The Base Bid includes constructing a minimum of twenty (20) new “time fill” CNG dispenser locations for use by the City’s expanding CNG-vehicle fleet. The expansion will include connections to existing upstream CNG-supply headers, routing of new distribution headers, location and configuration of new time-fill stations, supporting electrical work for under canopy lighting, and emergency shutdown buttons at the new dispensing areas.

The expansion project will include civil construction work as well as structural work. The civil elements of the project will include grading, infill and paving of existing ponds, concrete improvements, installation of storm drainage system, and water main for fire protection. The structural aspect of the project will consist of installing two new pre-engineered canopies. The new canopies will generally match existing canopies. There will also be construction of structural support for the new CNG-fueling dispensers. The CNG Expansion Project includes installation of solar panels on the pre-engineered canopies; however, these solar panels or Solar Photovoltaic Systems are intended as add alternates. The add alternates are listed as follows:

CNG Fueling Facility Expansion Project Add Alternates.

- Add Alternate A – Installation of “Solar Photovoltaic System 1” 40 kilowatt system.
- Add Alternate B - Installation of “Solar Photovoltaic System 2” 40 kilowatt system.
- Add Alternate C - Installation of “Solar Photovoltaic System 3” 40 kilowatt system.
- Add Alternate D – Installation of “Solar Photovoltaic System 4” 40 kilowatt system.

The Plans and Project Manual have been completed and are available in the Pete V. McCracken Conference Room for Council’s review.

The Estimate of Probable Cost for construction of the Base Bid is \$1,081,617.20. An additional \$108,161.72 is needed for the construction contingency (10%) and an additional \$54,080.86 is needed for construction management, quality control and inspection (5%). The total

Dir AKK Appropriated/Funded ME CM J Item No. 2
AWD

estimated cost associated with the Base Bid is \$1,243,859.78. Should the City receive a favorable bid, Add Alternates A, B, C and D will be added in the order listed to the extent budgeted funds will allow. An Estimate of Probable Cost is attached for Council's review.

Funding was approved in the 2014/2015 Annual Budget for CNG Facility Expansion. However, staff will be asking for a budget augmentation to offset the Local Transportation Fund (LTF) original allocation.

Funds for the CNG Expansion Project will come from a FTA Grant in the amount of \$1,135,228 (Section 5307 Federal Funding), Solid Waste Fund in the amount of \$300,000, which requires a budget augmentation, for the grant matching component and LTF monies in the amount of \$386,000, for a total project budget of \$1,821,228.

RECOMMENDATION: That the City Council:

1. Approve staff's recommended plans and project manual;
2. Authorize staff to advertise for bids on the project;
3. Authorize the Finance Director to appropriate Solid Waste Funds in the amount of \$300,000.

ATTACHMENTS: Estimate of Probable Cost
Locator Map

CITY OF PORTERVILLE TRANSIT MAINTENANCE CNG FACILITY EXPANSION PROJECT
 ENGINEER'S ESTIMATE OF PROJECT COST
 CITY OF PORTERVILLE

10/24/2014

BASE BID						
ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE	
1	Mobilization and Demobilization (Total Project)	1	LS	\$	60,000.00	\$ 60,000.00
2	Site Barricades	1	LS	\$	1,000.00	\$ 1,000.00
3	Demolition Clearing and Grubbing	1	LS	\$	5,000.00	\$ 5,000.00
4	Earthwork (grading & compaction) Fill Both Ponds	20468	CY	\$	4.00	\$ 81,872.00
5	4' Wide Valley Gutter Per City Std. C-9	1720	SF	\$	10.00	\$ 17,200.00
6	Barrier Curb Per City Std. C-3	430	LF	\$	12.00	\$ 5,160.00
7	Valley Gutter Drainage Inlet Per Detail on Plans	1	EA	\$	2,500.00	\$ 2,500.00
8	Connect to Existing Storm Drain Manhole	1	EA	\$	1,000.00	\$ 1,000.00
9	Adjust Existing Storm Drain Manhole to Finish Grade	3	EA	\$	1,000.00	\$ 3,000.00
10	18" Class III RCP Storm Drain Pipe	112	LF	\$	70.00	\$ 7,840.00
11	2X6 Redwood Header Per Detail on Plans	305	LF	\$	10.00	\$ 3,050.00
12	3/4" Crushed Rock Section	95	CY	\$	20.00	\$ 1,900.00
13	6" Thick Class II Aggregate Base	845	CY	\$	65.00	\$ 54,925.00
14	4" Thick Type A Asphalt Concrete	1255	Tons	\$	100.00	\$ 125,500.00
15	Prefabricated Parking Structures Per Specifications	2	EA	\$	187,500.00	\$ 375,000.00
16	Remove and relocate Fire Hydrant and relocate fence to 3' clear of new hydrant location	1	LS	\$	1,500.00	\$ 1,500.00
17	6" Water Main including replacement of concrete improvements	1306	LF	\$	30.00	\$ 39,180.00
18	Fire Hydrant Assembly including tee, gate valve, run out piping and bollards	1	EA	\$	6,000.00	\$ 6,000.00
19	6"x6"x6" Tee	2	EA	\$	500.00	\$ 1,000.00
20	6" Gate Valve	1	EA	\$	1,000.00	\$ 1,000.00
21	6" 45 Degree Elbow	1	EA	\$	500.00	\$ 500.00
22	6" 90 Degree Elbow	1	EA	\$	600.00	\$ 600.00
23	6" 22.5 Degree Elbow	1	EA	\$	500.00	\$ 500.00
24	Blow off per City Standard W-5.1	2	EA	\$	1,000.00	\$ 2,000.00
City of Porterville Civil Portion Subtotal						\$ 797,227.00

Primary Mechanical-CNG Equipment and Components						
25	CNG mass flow meter MicroMotion # CNG-050	1	EA	\$	12,392.55	\$ 12,392.55
27	Time Fill Assembly(Single hose installed overhead in Canopy)	36	EA	\$	3,824.58	\$ 137,684.88
28	Ventilator	6	EA	\$	1,509.61	\$ 9,057.66

Pipe, Tubing, Valves and Regulators						
30	Pipe sleeve, sch 40 PVC	290	LF	\$	2.27	\$ 658.00
31	Pipe, stainless steel, tubing, .065 wall, 1/2", type 316, excludes joints and hangers	815	LF	\$	12.93	\$ 10,535.51
32	Pipe / tubing supports, Unistrut 1 5/8" galvanized, in Overhead canopy installation	525	LF	\$	7.94	\$ 4,167.45
33	Valves, stainless steel, ball, threaded, 3-piece, 6000 PSIG, 1/2"	6	EA	\$	211.83	\$ 1,271.00

Civil & Structural Work						
35	Mobilization or demobilization, dozer, loader, backhoe or excavator, 70 H.P. to 250 H.P., up to 50 miles	2	EA	\$	257.10	\$ 514.20
36	Site demolition, remove concrete, rod reinforced, to 6" thick, excludes hauling and disposal fees - trench new U.G. SS tubing sleeves	16.7	S.Y.	\$	18.16	\$ 303.20
37	Parking barriers, pipe bollards, concrete filled/painted, 8' L x 4' D hole, 6" diam.	2	EA	\$	564.24	\$ 1,128.47
38	Utility vaults, precast concrete, 18" x 24" x 18" deep excludes excavation and backfill	1	EA	\$	2,878.70	\$ 2,878.70
39	Concrete sawing, concrete, existing slab, mesh reinforcing, for each additional inch of depth over 3"	150	LF	\$	1.23	\$ 184.24

Subtotal Equipment and Installation						\$ 180,775.85
General Contractor's markup on sub@12% assuming 50% subcontracting						\$ 10,846.55
General Conditions@ 11%						\$ 19,885.34
Subtotal Project Cost						\$ 211,507.75
Contingency 8%						\$ 16,920.62
Total Equipment and Installation Project Cost						\$ 228,428.37

Electrical Equipment, Conduit, & Wiring						
40	Stranded copper building wire # 3/0	15	CLF	\$	764.85	\$ 11,472.73
42	Type THW 600 volt Stranded copper building wire #10	1.5	KLF	\$	865.77	\$ 1,298.66
43	Schedule 40 PVC conduit, 10' lengths with coupling 1"	1.5	CLF	\$	409.59	\$ 614.38
44	Schedule 40 PVC conduit, 10' lengths with coupling 2"	1	CLF	\$	694.69	\$ 694.69
45	NEMA 4 pushbutton station Emergency Shutdown, Div 2	12	EA	\$	297.84	\$ 3,574.04
46	Two-lamp enclosed-gasketed fluorescent fixtures for damp locations 48" high output	22	EA	\$	261.18	\$ 5,746.06
47	Two-lamp Class 1, Div 2 fluorescent fixtures 48" high output	22	EA	\$	1,007.31	\$ 22,160.93
48	Galvanized cast metal conduit seal 1"	1	EA	\$	68.75	\$ 68.75
49	Fluorescent bracket-mounted exterior wall pack 42W CFL	6	EA	\$	260.24	\$ 1,561.45
50	Standard wall galvanized rigid steel conduit 1"	1.5	CLF	\$	1,440.29	\$ 2,160.44
51	Copper plated stainless steel ground rod 5/8" x 10'	8	EA	\$	135.27	\$ 1,082.18
52	Round Grounding Test Well 10" Diameter	4	EA	\$	110.02	\$ 440.09

Electrical Work Subtotal						\$ 50,874.39
10% Electrical Work Estimating Contingency						\$ 5,087.44
Electrical Work Total						\$ 55,961.83

Total Engineer's Estimate(Base Bid)						\$ 1,081,617.20
10% Construction Contingency						\$ 108,161.72
5% Staff Time & Testing						\$ 54,080.86
Total Construction Estimate(Base Bid)						\$ 1,243,859.78

Add Alternate 'A'					
ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
A1	Solar Photovoltaic System 1 40kw System	1	EA	\$ 209,440.00	\$ 209,440.00
Total Engineer's Estimate (Add Alternate)					\$ 209,440.00
10% Construction Contingency					\$ 20,944.00
5% Staff Time & Testing					\$ 10,472.00
Total Construction Estimate (Add Alternate)					\$ 240,856.00

Add Alternate 'B'					
ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
B1	Solar Photovoltaic System 2 40kw System	1	EA	\$ 209,440.00	\$ 209,440.00
Total Engineer's Estimate (Add Alternate)					\$ 209,440.00
10% Construction Contingency					\$ 20,944.00
5% Staff Time & Testing					\$ 10,472.00
Total Construction Estimate (Add Alternate)					\$ 240,856.00

Add Alternate 'C'					
ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
C1	Solar Photovoltaic System 3 40kw System	1	EA	\$ 209,440.00	\$ 209,440.00
Total Engineer's Estimate (Add Alternate)					\$ 209,440.00
10% Construction Contingency					\$ 20,944.00
5% Staff Time & Testing					\$ 10,472.00
Total Construction Estimate (Add Alternate)					\$ 240,856.00

Add Alternate 'D'					
ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
D1	Solar Photovoltaic System 4 40kw System	1	EA	\$ 209,440.00	\$ 209,440.00
Total Engineer's Estimate (Add Alternate)					\$ 209,440.00
10% Construction Contingency					\$ 20,944.00
5% Staff Time & Testing					\$ 10,472.00
Total Construction Estimate (Add Alternate)					\$ 240,856.00

Electrical Work Subtotal(Add Alternate "A1","B1","C1","D1")	\$ 963,424.00
10% Electrical Work Estimating Contingency	\$ 96,342.40
Electrical Work Total Cost(Add Alternate "A1","B1","C1","D1")	\$ 1,059,766.40

TOTAL CONSTRUCTION ESTIMATE (BASE+ALTERNATE "A1","B2","C1","D1") \$ 2,303,626.18

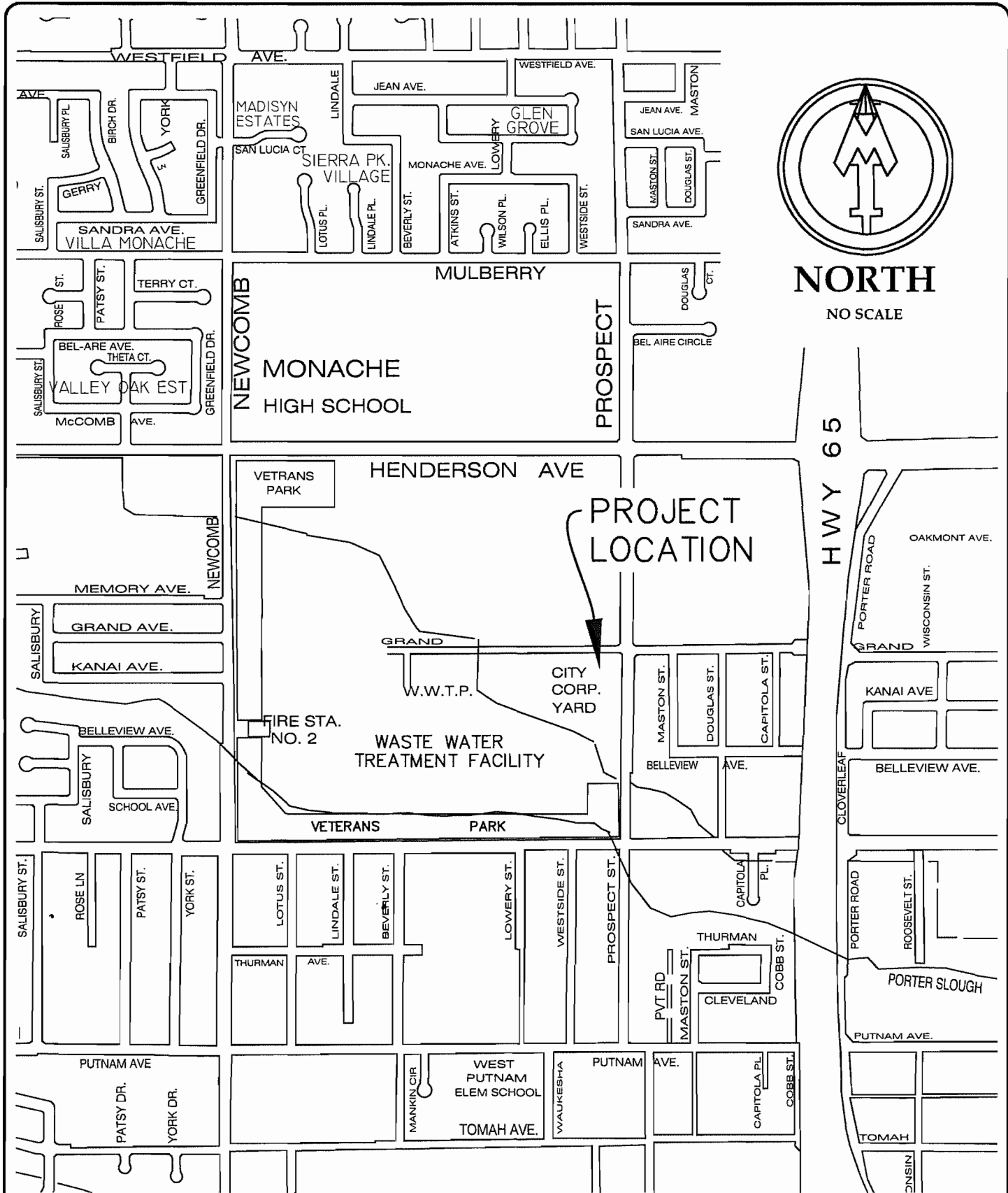
Vicente Santamaria 10-23-14
Project Manager Date

Michael K. Reed 10-23-14
Michael K. Reed, City Engineer/Deputy Public Works Director Date

Baldomero S. Rodriguez 10/24/14
Baldomero S. Rodriguez, Public Works Director Date

J. D. Lolis 10/28/14
John D. Lolis, City Manager Date





NORTH

NO SCALE

**PROJECT
LOCATION**

HWY 65

CITY OF PORTERVILLE
ENGINEERING DIVISION
 291 NORTH MAIN STREET
 PORTERVILLE, CA. 93257
 (559) 782-7462

**Transit CNG
 Fueling Facility
 Expansion Project**

SUBJECT: AUTHORIZATION TO NEGOTIATE AND EXECUTE A CONTRACT – TRANSIT WEBSITE DEVELOPMENT

SOURCE: Public Works Department - Transit Division

COMMENT: On August 28, 2014, staff received six (6) statements of qualifications (SOQs) for the website design, implementation, and support services related to replacing the existing transit website.

The selection process was held in conformance with the policy established by City Council for selecting professional consulting firms. The following is a list of the consulting firms and their ranking according to the scores attributed to their proposal:

<u>Rank</u>	<u>Consultant</u>	<u>Score</u>
1.	Infinite Computing Systems	102
2.	Theresa Sheridan Designs	98
2.	Trillium Solutions	98
4.	Younger Associates	97
5.	Quest Corporation of America	96
6.	CivicPlus	95

Each firm has submitted a schedule to complete all design services by June 2015. The Scope of Services is to create a flexible and friendly site that can deliver large amounts of constantly changing information to our key audiences. The project will be funded from the FY 14/15 Transit budget.

RECOMMENDATION: That the City Council:

1. Authorize staff to negotiate a contract with Infinite Computing Systems for an anticipated fee "not to exceed" \$20,000 for transit website design services;
2. Authorize staff to negotiate a contract with the two second-ranked firms if staff is unable to negotiate an acceptable contract with Infinite Computing Systems;
3. Authorize the Mayor to sign all contract documents;
4. Authorize progress payments up to 100% of the negotiated fee amount; and
5. Authorize a 10% contingency to cover unforeseen events that relate to the design efforts.

COUNCIL AGENDA: NOVEMBER 4, 2014

SUBJECT: AWARD CONTRACT FOR FIBER INSTALLATION

SOURCE: Public Works Department - Transit

COMMENT: On March 4, 2014, the City Council authorized staff to contract with a firm to install a 2-inch underground conduit, pull boxes and related appurtenances from the City's main data center to the Transit Center. Since then, the project has been completed and is ready for the installation of a 12-strand fiber optic cable.

Staff utilized the California Multiple Award Schedule (CMAS) to seek bids from the available four (4) firms. Staff received a bid from only one firm, GA Technical Services, Inc.

Staff recommends awarding a contract to GA Technical Services, Inc. for the installation and termination of a fiber optic cable in the amount of \$10,257.17 with an additional \$1,025.71 required for the construction contingency (10%). The total estimated cost associated with the project is \$11,282.89. Staff is pleased with the GA Technical Services, Inc. bid since it is 22% lower than the project estimate of \$14,500.

Funding was approved in the 2013/2014 Annual Budget. Funds for the installation of the Transit Fiber Optic will come from Proposition 1B as appropriated by Council on June 4, 2013.

RECOMMENDATION: That City Council authorize:

1. Authorize a "not to exceed" \$11,282.87 contract to GA Technical Services, Inc for the transit fiber installation project; and
2. Authorize staff to make payments up to 100% upon satisfactory completion of all work.

ATTACHMENT: Vendor Quote

P:\pubworks\General\Council\Transit - Award of Contract - Fiber Installation - 2014-11-04.doc

Dir MKE Appropriated/Funded MP CM J Item No. 4
AKW



Your Best Power & Network Connection

GA Technical Services, Inc.

Established Since 2002
 9229 Archibald Ave • Rancho Cucamonga, CA 91730
 Headquarters (909) 914-9222 • Toll Free (877) 909-GATS • Fax (909) 382-9897

Quotation

Customer:

City of Porterville
 291 N. Main St.
 Porterville, CA. 93257
 Attn: Vincent Satamaria

Installation Site:

City of Porterville
 291 N. Main St.
 Porterville, CA. 93257

Today's Date: October 15, 2014

#	Description	QTY	UNIT	LABOR	MATERIAL	Tax @ 8.50%	TOTAL	
OSP Fiber Optic Cable Installation								
1	Mobilization	1	EA	\$ 453.60	\$ 180.00	\$ 15.30	\$ 648.90	
2	Provide and Install 12 SM OSP Fiber Optic Cable	1,800	EA	\$ 3,402.00	\$ 1,620.00	\$ 137.70	\$ 5,159.70	
3	Provide Any Traffic Cotrol Needed	1	EA	\$ 1,134.00	\$ 600.00	\$ 51.00	\$ 1,785.00	
4	Provide and Install All Cable Suport	1		\$ 151.20	\$ 180.00	\$ 15.30	\$ 346.50	
6	Test, Label, And Certify All Cabling	1	EA	\$ 151.20	\$ 30.00	\$ 2.55	\$ 183.75	
7	Permit's and license as required by the City	1	EA	\$ -	\$ -	\$ -	\$ 675.00	
9	SubTotals			\$ 5,292.00	\$ 2,610.00	\$ 221.85	\$ 8,798.85	
10								
11	Provide and Install 12 SM Fiber Connectors	24	EA	\$ 211.68	\$ 446.40	\$ 37.94	\$ 696.02	
12	Provide and Install Fiber Enclosure	2	EA	\$ 113.40	\$ 312.00	\$ 26.52	\$ 451.92	
13	Provide and Install 12-Port SM Fiber Adapter Panel	2	EA	\$ 25.20	\$ 144.00	\$ 12.24	\$ 181.44	
14	Provide and Install Fan-Out Kita	2	EA	\$ 37.80	\$ 84.00	\$ 7.14	\$ 128.94	
15			EA	\$ 388.08	\$ 986.40	\$ 83.84	\$ 1,458.32	
19			EA	\$ -	\$ -	\$ -	\$ -	
	SubTotals			\$ 5,680.08	\$ 3,596.40	\$ 305.69	\$ 10,257.17	
Total:				TOTAL:	\$ 5,680.08	\$ 3,596.40	\$ 305.69	\$ 10,257.17

Tax 8.50%

Quote is valid for 30 days from above date.

All Labor and Material is guaranteed for 1 year from from acceptance date.

proposal for which the undersigned agrees to pay the amount stated in said proposal and according to the terms thereof. Any change involving extra cost of labor or materials will be executed only after submission and acceptance of written change.

COUNCIL AGENDA: NOVEMBER 4, 2014

SUBJECT: ACCEPTANCE OF PROJECT – CHASE PARK IMPROVEMENTS PROJECT

SOURCE: Public Works Department - Engineering Division

COMMENT: Forcum Mackey Construction has completed the Chase Park Improvements Project. This project included a pedestrian trail along the park perimeter, combination soccer/softball field, basketball court, picnic arbors, play equipment, shade sails, soft rubber tile surfacing under the playground equipment, water spray park/splash pad, irrigation, landscaping, unisex restroom, lighting and appurtenances.

Staff carefully tracks construction costs of all Capital Improvements Projects and reports project construction expenditures when the project is accepted by the City Council. On November 19, 2013, City Council authorized expenditure of \$1,202,796.11 for construction, construction management and quality control services for the subject project. The following itemizes the construction-related costs in two categories: 1) the construction contract, and 2) a combination of construction management and quality control.

1. Final construction cost is \$1,025,986.88.
2. Construction management and quality control costs are \$154,811.06.

Total project construction costs equate to \$1,180,797.94, which is less than the \$1,202,796.11 overall budget approved by Council at the time of award.

Funding for this project is from Proposition 84 2006 Safe Drinking Water Bond Act grant as approved in the 2013/2014 Annual Budget and as re-appropriated in the 2014/2015 Annual Budget.

Forcum Mackey requests that the City accept the project as complete. Staff reviewed the work and found it acceptable.

RECOMMENDATION: That City Council:

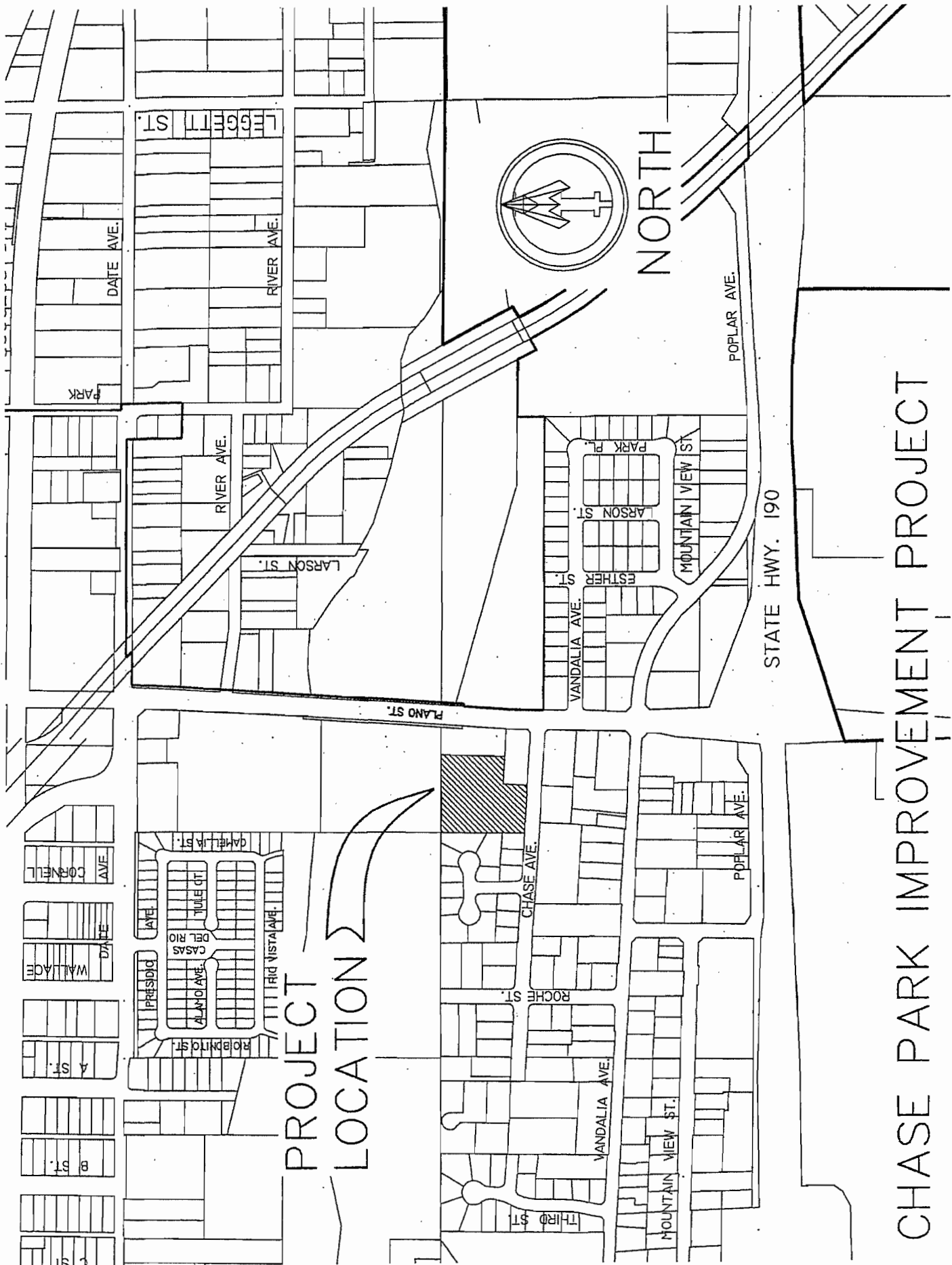
1. Accept the project as complete;
2. Authorize the filing of the Notice of Completion; and
3. Authorize the release of the 5% retention thirty-five (35) days after recordation, provided no stop notices have been filed.

ATTACHMENT: Locator Map

P:\pubworks\General\Council\Acceptance of Project - Chase Park Imporvements Project - 2014-11-04.doc

Dir BSZ Appropriated/Funded MB CM [Signature]

Item No. 5



PROJECT
LOCATION

CHASE PARK IMPROVEMENT PROJECT

SUBJECT: ACCEPTANCE OF PROJECT – MICRO-SURFACING PROJECT (DATE AVENUE, HENDERSON AVENUE, INDIANA STREET, JAYE STREET AND MAIN STREET)

SOURCE: Public Works Department - Engineering Division

COMMENT: VSS International, Inc. has completed the 2014 Micro-Surfacing Project per plans and specifications. The project consisted of the removal and replacement of distressed asphalt concrete (Date Avenue), installation of a thin asphalt overlay and new pavement markings. The project consisted of micro-surfacing Date Avenue from Main Street to Orange Avenue, Henderson Avenue from Jaye Street to Main Street, Jaye Street from SR 190 to Springville Avenue, and Main Street from Yates Avenue to SR 190.

Staff carefully tracks construction costs of all Capital Improvements Projects and reports project construction expenditures when the project is accepted by the City Council. On June 17, 2014, City Council authorized expenditure of \$375,284.33 for construction, construction management and quality control services for the Micro-Surfacing Project. The following itemizes the construction-related costs in two categories: 1) the construction contract, and 2) a combination of construction management and quality control.

- 1) Final construction cost is \$342,577.00.
- 2) Construction management and quality control costs are \$10,384.76.

Total project construction costs equate to \$352,961.76, which is less than the \$375,284.33 overall budget approved by Council at the time of award.

Measure "R" is the funding source for the Micro-Surfacing Project and was approved in the 2013/2014 Annual Budget and re-appropriated in the 2014/2015 Annual Budget.

VSS International Inc. requests that the City accept the project as complete. Staff reviewed the work and found it acceptable.

RECOMMENDATION: That City Council:

1. Accept the project as complete;
2. Authorize the filing of the Notice of Completion; and
3. Authorize the release of the 5% retention thirty-five (35) days after recordation, provided no stop notices have been filed.

ATTACHMENT: Locator Map

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Dir Byu Appropriated/Funded MP CM J

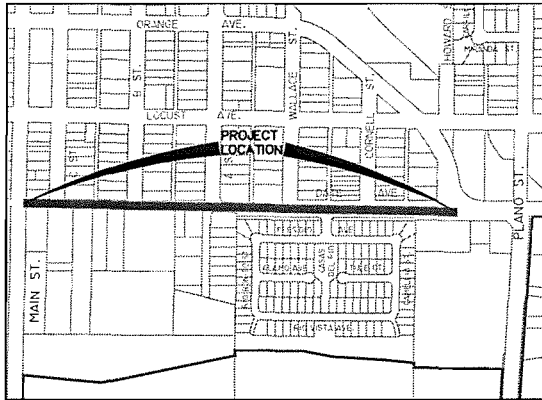
Item No. 6

2013-2014 MICRO-SURFACING PROJECT

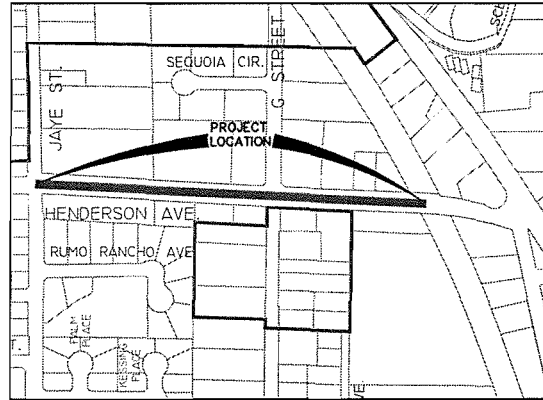
CITY PROJECT NO. 89-9167



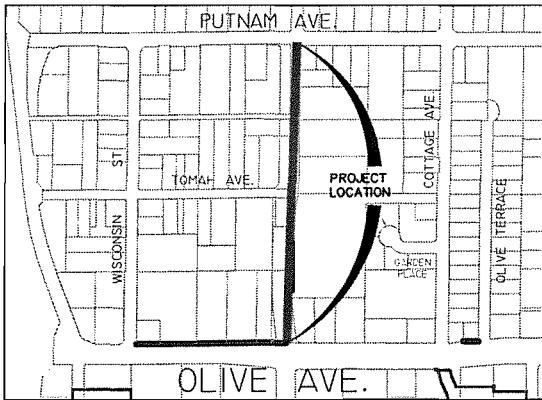
SCALE: N.T.S



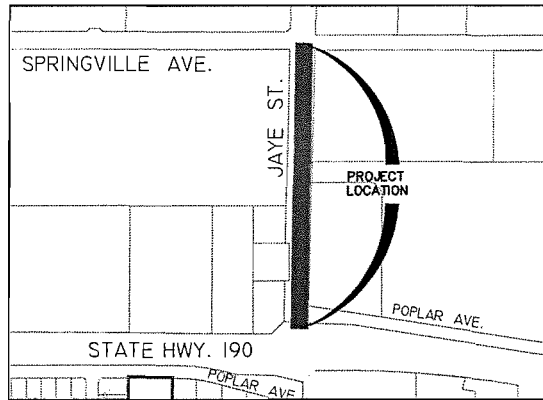
DATE AVENUE



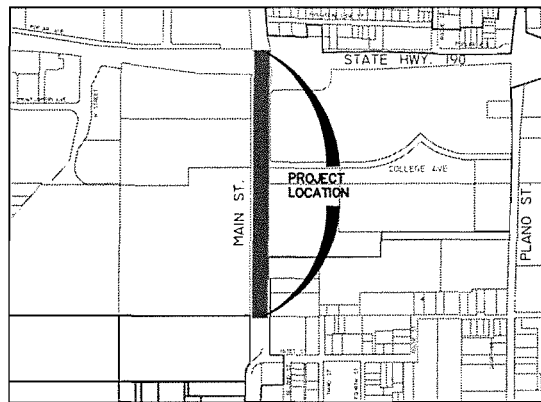
HENDERSON AVENUE



INDIANA STREET



JAVE STREET



MAIN STREET

CITY OF PORTERVILLE
 ENGINEERING DIVISION
 291 NORTH MAIN STREET
 PORTERVILLE, CA. 93257
 (559) 782-7482

2013 -2014 MICRO
 SURFACING PROJECT
 LOCATOR MAP

DRAWN BY	VS
CHECKED BY	MKR
SCALE	N.T.S.
DATE	5/06/2014

SHEET
 1
 OF
 1

COUNCIL AGENDA: NOVEMBER 4, 2014

SUBJECT: RATIFICATION OF EXPENDITURE - SCE STREET LIGHTS FOR THE WEST NORTH GRAND RECONSTRUCTION PROJECT

SOURCE: Public Works Department - Engineering Division

COMMENT: This project reconstructs W. North Grand Avenue to collector standards between 500 feet west of Newcomb Street to Prospect Street. The project includes new paving, sewer and water services to parcels not already served, curb, gutter, sidewalks (developed parcels within City limits), drive approaches, storm drain and appurtenances.

As part of the project, SCE will install sixteen (16) new street lights, which are provided and maintained by SCE. Underground conduit and hand holes will be installed by the construction contractor. The cost for SCE's installation of the street lights is \$59,936.62.

SCE plans are available in the Pete V. McCracken Conference Room for Council's review and the invoice is attached for reference purposes.

Funding was approved in the 2014/2015 Annual Budget. The funding source is Special Gas Tax and Local Transportation Funds.

RECOMMENDATION: That the City Council:

1. Approve the costs associated with installation of the street lights; and
3. Authorize the City Engineer to sign the SCE application and issue a \$59,936.62 payment.

ATTACHMENT: SCE Invoice

P:\pubworks\General\Council\Ratification of Expenditure - SCE Street Lights for W North Grand Reconstruction Project - 2014-11-04.doc

Dir AMC Appropriated/Funded MSB CM [Signature] Item No. 7
ARW



SOUTHERN CALIFORNIA
EDISON

An EDISON INTERNATIONAL Company
Southern California Edison Company

291 N MAIN ST
PORTERVILLE CA 93257 3737

Invoice #	185665
Invoice Term:	90 Days
Customer Name:	PORTERVILLE, CITY OF
Customer Email:	DTHOMPSON@CI.PORTERVILLE.CA.US
Invoice Date:	09/30/2014
SCE Contact:	Dustin Daniel Underwood
Telephone:	(559)-684-3558
Install - Billing Option:	SCE INSTALL
District Address:	2425 SOUTH BLACKSTONE AVENUE TULARE CA


Description	Amount
Service Request Number: 1855123 Project Description: TD895125; INSTALL 16 NEW LS-1 STREETLIGHTS PER CITY	
Project Location: W. NORTH GRAND/PROSPECT XSTR PORTERVILLE CA 93257	
Design #: 623387 Design Description:	
Product #: 895125 - ST LT INSTALLATION	
LABOR: This amount represents the total SCE labor required to complete the work request. In most cases, this labor amount will consist of construction labor and any additional labor required for completing the work request. The construction labor amount will typically consist of installation and service labor required for the work request. The additional labor amount will typically consist of labor for inspection, cable and equipment make-up, dead ending, traffic control, grounding, supervision, and switching. All applicable labor related overheads for items such as the design, engineering, and project management are also included in the total SCE labor amount.	\$0.00
MATERIAL: This amount represents the total SCE material required to complete the work request. In most cases, this material amount will consist of construction material and any additional material required for completing the work request. The construction material will typically consist of installation and service material such as transformers, cable, conductor, poles, meters, riser, switches, fusing equipment, handholes, and cross-arms. All applicable material related overheads are also included in the total SCE material amount.	\$0.00
OTHER: This amount represents the total SCE other costs required to complete the work request. In most cases, this other amount will consist of all additional requirements needed for completing the work request. This other amount typically consists of items such as Added Facilities one time charges, contractor work, rights check, and permits.	\$32,433.16
TOTAL LABOR, MATERIAL, OTHER:	\$32,433.16
CREDITS: This amount represents the total SCE credits required to complete the work request. In most cases, this credit amount will consist of: Salvage Credit Depreciation Credit JPA Credit Overhead Equivalent Credit	\$0.00
TOTAL CREDITS:	\$0.00
NET CONSTRUCTION BILLING / RELOCATION ADVANCE:	\$32,433.16
TAX:	
1. ITCC on Applicant Furnished Tax Base (Taxable Amount):	\$46,148.14
Tax Rate:	35.00%
Tax Amount:	\$16,151.85
2. ITCC on Net Construction (Less Non Taxable Amount) Tax Base (Taxable Amount):	\$32,433.16
Tax Rate:	35.00%
Tax Amount:	\$11,351.61
TOTAL TAX:	\$27,503.46
DEPOSITS:	
Preliminary Design & Engineering Advance	\$0.00
Previous Payment	\$0.00
TOTAL DEPOSITS:	\$0.00
COMMENTS:	
* Enclosed are 2 copies of our invoice. Please return 1 copy of the invoice with your payment * All prices are applicable for a period of 90 days from this date and are subject to change thereafter. * Please return all applications and/or contracts fully completed. * If a street light work order is associated with this project, contracts for that project will be enclosed. * Call the Edison company at 1-800-655-4555 to make application for electrical service.	
TOTAL PROJECT INVOICE AMOUNT:	\$ 59,936.62

Please detach and return payment stub with payment

Payment Stub

Invoice #: 185665

PORTERVILLE, CITY OF
291 N MAIN ST
PORTERVILLE CA 93257 3737

Please pay total amount now due:  \$59,936.62

Thank you for paying promptly
Make check payable to Southern California Edison

2425 SOUTH BLACKSTONE AVENUE
TULARE CA 93274



SOUTHERN CALIFORNIA
EDISON

An EDISON INTERNATIONAL Company
Southern California Edison Company

291 N MAIN ST
PORTERVILLE CA 93257 3737

Invoice #	185665
Invoice Term:	90 Days
Customer Name:	PORTERVILLE, CITY OF
Customer Email:	DTHOMPSON@CI.PORTERVILLE.CA.US
Invoice Date:	09/30/2014
SCE Contact:	Dustin Daniel Underwood
Telephone:	(559)-684-3558
Install - Billing Option:	SCE INSTALL
District Address:	2425 SOUTH BLACKSTONE AVENUE TULARE CA 95326

COMMENTS CONTINUED:

- * An Edison Inspector must approve all underground systems. Please call your designated inspector 48 hours prior to construction to schedule an inspection.
- * Payments accepted by check or money order only

COUNCIL AGENDA: NOVEMBER 4, 2014

SUBJECT: AUTHORIZATION TO APPLY FOR PUBLIC BENEFIT GRANTS PROGRAM FUNDING

SOURCE: Public Works Department - Transit

COMMENT: In 2011, San Joaquin Valley Air Pollution Control District's Governing Board approved the creation of the Public Benefit Grants Program (PBGP). The PBGP was designed to meet the needs and challenges faced by Valley public agencies in their efforts to secure funding for a wide variety of clean-air, public benefit projects. The PBGP will provide the necessary flexibility and leveraging for local public agencies to ensure the success of these types of projects which provide a direct benefit to the public and encourage innovation at the local level by providing significant funding in the areas where it is needed most.

Available funding is the result of local motor vehicle surcharge fees that were authorized by the District's Governing Board in October 2010. These fees were approved by the District's Governing Board for the purpose of funding projects aimed at reducing air pollution and mitigating emissions from mobile sources in the Valley.

On September 17, 2014, the City received notice of the District's request for proposals from public agencies that will implement enhanced transportation strategies and have the potential to provide broad benefits to San Joaquin Valley residents and to assist the District in meeting its air quality goals.

Staff is requesting authorization to apply for FY 2014/2015 PBGP funds for the purchase of two (2) 40-foot battery electric transit buses and one (1) 500kW quick charger to be installed at the transit center. This project would be the first production of zero-emission, battery electric buses in Tulare County. The zero-emission buses would replace two diesel powered transit buses that have reached the end of their useful life period. The total project is estimated to cost \$2 million with a 20 percent (\$400,000) local match.

RECOMMENDATION: That the City Council:

1. Approve the attached Resolution authorizing staff to act on behalf of the City to apply for PBGP funding for FY 2014/2015; and

Dir BS Appropriated/Funded MB CM J

Item No. 8

2. Authorize the Mayor to execute the Resolution.

ATTACHMENT: Resolution

P:\pubworks\GeneralCouncil\Transit - Authorization to Apply for PBGP Funding - 2014-11-04.doc

RESOLUTION NO. ____ - 2014

**A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF PORTERVILLE AUTHORIZING STAFF TO ACT ON BEHALF OF THE CITY
OF PORTERVILLE FOR THE PURPOSE OF OBTAINING FINANCIAL ASSISTANCE
UNDER THE PUBLIC BENEFITS GRANTS PROGRAM WITH THE SAN JOAQUIN
VALLEY AIR POLLUTION CONTROL DISTRICT**

WHEREAS, the San Joaquin Valley Air Pollution Control District is authorized to make grants to local public agencies through the Public Benefit Grants Program to meet the needs and challenges faced by Valley public agencies in their efforts to secure funding for a wide variety of clean-air, public benefit projects; and

WHEREAS, the District believes the projects funded through this Program can secure long-term air quality benefits as the funding will be used to introduce innovative clean-air technology and strategies on the local level; and

WHEREAS, the City operates a large-scale public mass transportation system in Tulare County; and

WHEREAS, the City of Porterville desires to apply for said financial assistance to permit purchase of electric transit buses that incorporate new innovative technology.

NOW, THEREFORE, BE IT RESOLVED that the City of Porterville does hereby authorize Baldomero Rodriguez, Public Works Director, or Richard Tree, Transit Manager, to file and execute applications on behalf of the City of Porterville with the District to aid in financial assistance pursuant to the Public Benefits Grants Program; and

BE IT FURTHER RESOLVED, that Baldomero Rodriguez, Public Works Director, or Richard Tree, Transit Manager, are authorized to execute and file all certification of assurances, contracts or agreements or any other document required by the District; and

BE IT FURTHER RESOLVED, that Baldomero Rodriguez, Public Works Director, or Richard Tree, Transit Manager, are authorized to provide additional information as the District may require in connection with the application; and

BE IT FURTHER RESOLVED, that Baldomero Rodriguez, Public Works Director, or Richard Tree, Transit Manager, are authorized to submit and approve request for reimbursement of funds from the District for the project.

PASSED, ADOPTED AND APPROVED this 4th day of November, 2014.

Milt Stowe, Mayor

ATTEST:
John D. Lollis, City Clerk

By: Patrice Hildreth, Chief Deputy City Clerk

SUBJECT: PROGRAM SUPPLEMENT TO THE LOCAL AGENCY-STATE MASTER AGREEMENT – OAK AVENUE (MAIN STREET TO RAILS TO TRAILS) TRANSPORTATION ENHANCEMENT (TE) PROJECT

SOURCE: Public Works Department - Engineering Division

COMMENT: The Department of Transportation has submitted Program Supplement Agreement Number N051 and requests that the City execute said agreement. The executed agreement shall become a part of the Agency-State Agreement for Federal-Aid Projects No. 06-5122R.

The attached Program Supplement is for the Oak Avenue (Main Street to Rails to Trails) TE Project.

RECOMMENDATION: That the City Council:

1. Approve the program supplement by passing a resolution authorizing the Mayor to sign the subject program supplement; and
2. Direct the City Clerk to return the signed program supplement to the Department of Transportation.

ATTACHMENTS: Program Supplement Agreement No. N051
Resolution

Dir BSZ Appropriated/Funded MMB CM f

Item No. 9

PROGRAM SUPPLEMENT NO. N051
to
ADMINISTERING AGENCY-STATE AGREEMENT
FOR FEDERAL-AID PROJECTS NO 06-5122R

Adv Project ID **Date:** October 7, 2014
0612000323 **Location:** 06-TUL-0-PTRV
Project Number: RPSTPLE-5122(073)
E.A. Number:
Locode: 5122

This Program Supplement hereby adopts and incorporates the Administering Agency-State Agreement for Federal Aid which was entered into between the Administering Agency and the State on 02/20/07 and is subject to all the terms and conditions thereof. This Program Supplement is executed in accordance with Article I of the aforementioned Master Agreement under authority of Resolution No. _____ approved by the Administering Agency on _____ (See copy attached).

The Administering Agency further stipulates that as a condition to the payment by the State of any funds derived from sources noted below obligated to this PROJECT, the Administering Agency accepts and will comply with the special covenants or remarks set forth on the following pages.

PROJECT LOCATION:

Oak Ave from Main St to 0.1 mi east of 4th St.

TYPE OF WORK: Pedestrian and Bike Path

LENGTH: 0.0(MILES)

Estimated Cost	Federal Funds		Matching Funds	
	M240		LOCAL	OTHER
\$489,586.58	\$224,000.00		\$34,000.00	\$231,586.58


CITY OF PORTERVILLE

STATE OF CALIFORNIA
Department of Transportation

By _____
Title _____
Date _____
Attest _____

By _____
Chief, Office of Project Implementation
Division of Local Assistance
Date _____

I hereby certify upon my personal knowledge that budgeted funds are available for this encumbrance:

Accounting Officer  **Date** 10/8/14' \$224,000.00

Chapter	Statutes	Item	Year	Program	BC	Category	Fund Source	AMOUNT

SPECIAL COVENANTS OR REMARKS

1. Federal Transportation Enhancement Activities (TEA) funds are being applied toward the acquisition of Real Property for public benefit purposes.
2. Restrictive covenants, for said Real Property, which relate to change in land-use, management and maintenance, transfer of title, etc. are described in the "Agreement Declaring Restrictive Covenants," (herein referred to as Agreement). This Agreement shall be approved by the ADMINISTERING AGENCY and Caltrans prior to the recording. The Agreement will be recorded subsequent to the recording of the Grant Deed.
3. This PROJECT is programmed to receive Federal Transportation Enhancement Activities (TEA) fund. The ADMINISTERING AGENCY agrees that any functional or operational change to a TEA PROJECT, before, during or after PROJECT acquisition and/or construction, that does not comply with, or is in conflict with, the TEA program requirements and the original purpose of the project at the time it was programmed may render the PROJECT ineligible for Federal reimbursement and ADMINISTERING AGENCY may be required to reimburse STATE the entire amount of TEA funds contributed to the project or the value of the TEA fund contribution, based upon the fair market value of the acquisition and/or construction, at the time the conflict and/or non-compliance is determined, whichever is greater.
4. This PROJECT is programmed to receive funding from the State Transportation Improvement Program (STIP). Funding may be provided under one or more components. A component(s) specific fund allocation is required, in addition to other requirements, before reimbursable work can occur for the component(s) identified. Each allocation will be assigned an effective date and identify the amount of funds allocated per component(s).

This PROGRAM SUPPLEMENT has been prepared to allow reimbursement of eligible PROJECT expenditures for the component(s) allocated. The start of reimbursable expenditures is restricted to the later of either 1) the effective date of the Master Agreement, 2) the effective date of the PROGRAM SUPPLEMENT, or 3) the effective date of the component specific allocation.

5. STATE and ADMINISTERING AGENCY agree that additional funds made available by future allocations will be encumbered on this PROJECT by use of a STATE approved Allocation Letter and Finance Letter. ADMINISTERING AGENCY agrees that STATE funds available for reimbursement will be limited to the amount allocated by the California Transportation Commission (CTC) and/or the STATE.
6. This PROJECT is subject to the timely use of funds provisions enacted by Senate Bill 45 (SB 45), approved in 1997, and subsequent CTC guidelines and State procedures approved by the CTC and STATE, as outlined below:

Funds allocated for the environmental & permits, plan specifications & estimate, and right-of-way components are available for expenditure until the end of the second fiscal year following the year in which the funds were allocated.

SPECIAL COVENANTS OR REMARKS

Funds allocated for the construction component are subject to an award deadline and contract completion deadline. ADMINISTERING AGENCY agrees to award the contract within 12 months of the construction fund allocation and complete the construction or vehicle purchase contract within 36 months of award.

7. Upon ADMINISTERING AGENCY request, the CTC and/or STATE may approve supplementary allocations, time extensions, and fund transfers between components. An approved time extension will revise the timely use of funds criteria, outlined above, for the component(s) and allocation(s) requested. Approved supplementary allocations, time extensions, and fund transfers between components, made after the execution of this PROGRAM SUPPLEMENT will be documented and considered subject to the terms and conditions thereof.

Documentation for approved supplementary allocations, time extensions, and fund transfers between components, will be a STATE approved Allocation Letter, Fund Transfer Letter, Time Extension Letter, and Finance Letter, as appropriate.

8. This PROJECT will be administered in accordance with the CTC STIP guidelines, as adopted or amended, and the STATE Procedures for Administering Local Grant Projects in the State Transportation Improvement Program (STIP), the Local Assistance Program Guidelines, and the Local Assistance Procedures Manual. The submittal of invoices for project costs shall be in accordance with the above referenced publications and the following.
9. The ADMINISTERING AGENCY shall invoice STATE for environmental & permits, plans specifications & estimate, and right-of-way costs no later than 180 days after the end of last eligible fiscal year of expenditure. For construction costs, the ADMINISTERING AGENCY has 180 days after project completion to make the final payment to the contractor and prepare the final Report of Expenditures and final invoice, and submit to STATE for verification and payment.
10. All obligations of STATE under the terms of this Agreement are subject to the appropriation of resources by the Legislature and the encumbrance of funds under this Agreement. Funding and reimbursement are available only upon the passage of the State Budget Act containing these STATE funds.
11. The provisions of the Conservation Easement for said land, which relates to changes in land-use, maintenance, transfer of title, etc. are described as "Grant Deed of Conservation Easement," (herein described as Conservation Easement) apply to this project. The section under "Condemnation" of said Conservation Easement pertains to restoration of federal funds in the event the conservation easement is no longer in force.
12. This PROJECT is subject to the timely use of funds provisions enacted by Senate Bill 45 (SB 45), approved in 1997, and subsequent CTC guidelines and State procedures approved by the CTC and STATE, as outlined below:

SPECIAL COVENANTS OR REMARKS

Funds allocated for the environmental & permits, plan specifications & estimate, and right-of-way components are available for expenditure until the end of the second fiscal year following the year in which the funds were allocated.

Funds allocated for the construction component are subject to an award deadline and contract completion deadline. ADMINISTERING AGENCY agrees to award the contract within 6 months of the construction fund allocation and complete the construction or vehicle purchase contract within 36 months of award.

13. ADMINISTERING AGENCY agrees, as a minimum, to submit invoices at least once every six months commencing after the funds are encumbered for each phase by the execution of this Project Program Supplement Agreement, or by STATE's approval of an applicable Finance Letter. STATE reserves the right to suspend future authorizations/obligations for Federal aid projects, or encumbrances for State funded projects, as well as to suspend invoice payments for any on-going or future project by ADMINISTERING AGENCY if PROJECT costs have not been invoiced by ADMINISTERING AGENCY for a six-month period.

If no costs have been invoiced for a six-month period, ADMINISTERING AGENCY agrees to submit for each phase a written explanation of the absence of PROJECT activity along with target billing date and target billing amount.

ADMINISTERING AGENCY agrees to submit the final report documents that collectively constitute a "Report of Expenditures" within one hundred eighty (180) days of PROJECT completion. Failure of ADMINISTERING AGENCY to submit a "Final Report of Expenditures" within 180 days of PROJECT completion will result in STATE imposing sanctions upon ADMINISTERING AGENCY in accordance with the current Local Assistance Procedures Manual.

14. The Administering Agency shall not discriminate on the basis of race, religion, age, disability, color, national origin, or sex in the award and performance of any Federal-assisted contract or in the administration of its DBE Program Implementation Agreement. The Administering Agency shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of Federal-assisted contracts. The Administering Agency's DBE Implementation Agreement is incorporated by reference in this Agreement. Implementation of the DBE Implementation Agreement, including but not limited to timely reporting of DBE commitments and utilization, is a legal obligation and failure to carry out its terms shall be treated as a violation of this Agreement. Upon notification to the Administering Agency of its failure to carry out its DBE Implementation Agreement, the State may impose sanctions as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).
15. Any State and Federal funds that may have been encumbered for this project are

SPECIAL COVENANTS OR REMARKS

available for disbursement for limited periods of time. For each fund encumbrance the limited period is from the start of the fiscal year that the specific fund was appropriated within the State Budget Act to the applicable fund Reversion Date shown on the State approved project finance letter. Per Government Code Section 16304, all project funds not liquidated within these periods will revert unless an executed Cooperative Work Agreement extending these dates is requested by the ADMINISTERING AGENCY and approved by the California Department of Finance.

ADMINISTERING AGENCY should ensure that invoices are submitted to the District Local Assistance Engineer at least 75 days prior to the applicable fund Reversion Date to avoid the lapse of applicable funds. Pursuant to a directive from the State Controller's Office and the Department of Finance; in order for payment to be made, the last date the District Local Assistance Engineer can forward an invoice for payment to the Department's Local Programs Accounting Office for reimbursable work for funds that are going to revert at the end of a particular fiscal year is May 15th of the particular fiscal year. Notwithstanding the unliquidated sums of project specific State and Federal funding remaining and available to fund project work, any invoice for reimbursement involving applicable funds that is not received by the Department's Local Programs Accounting Office at least 45 days prior to the applicable fixed fund Reversion Date will not be paid. These unexpended funds will be irrevocably reverted by the Department's Division of Accounting on the applicable fund Reversion Date.

16. Award information shall be submitted by the ADMINISTERING AGENCY to the District Local Assistance Engineer within 60 days of project contract award and prior to the submittal of the ADMINISTERING AGENCY'S first invoice for the construction contract.

Failure to do so will cause a delay in the State processing invoices for the construction phase. Please refer to Section 15.7 "Award Package" of the Local Assistance Procedures Manual.

17. As a condition for receiving federal-aid highway funds for the PROJECT, the Administering Agency certifies that NO members of the elected board, council, or other key decision makers are on the Federal Government Exclusion List. Exclusions can be found at www.sam.gov.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF PORTERVILLE AUTHORIZING THE MAYOR TO SIGN
PROGRAM SUPPLEMENT NO. N051
TO ADMINISTER THE AGENCY-STATE AGREEMENT
FOR FEDERAL-AID PROJECTS NO. 06-5122R

BE IT RESOLVED by the City Council of the City of Porterville that the Mayor is hereby authorized to execute the document known as Program Supplement No. N015 to the Local Agency-State Master Agreement No. 06-5122R, for the Oak Avenue (Main Street to Rails to Trails) Transportation Enhancement Project.

PASSED, APPROVED AND ADOPTED this 4th day of November, 2014.

Milt Stowe, Mayor

ATTEST:
John D. Lollis, City Clerk

By Patrice Hildreth, Chief Deputy City Clerk

COUNCIL AGENDA: NOVEMBER 4, 2014

SUBJECT: CONSOLIDATED WASTE MANAGEMENT AUTHORITY (CWMA)
MEMBERSHIP 2015-2016

SOURCE: Public Works Department – Field Services Division

COMMENT: The Consolidated Waste Management Authority (CWMA) consisting of the Cities of Visalia, Porterville, Lindsay, Dinuba, Tulare, Exeter, Farmersville and Tulare County, was created to act as a regional agency and independent public agency to comprehensively plan, develop, operate, and manage the transformation, diversion, recycling, processing and disposal of solid waste, within the members' jurisdictions, to meet the State mandated 50% diversion requirements stipulated under Assembly Bill AB 939.

On June 28, 2012, the CWMA Board approved the 2012/2013 budget with a 10% reduction in membership contributions, with the City's membership dues being reduced to \$44,835. Based on the three-year tonnage calculations, and an additional 10% reduction in membership contributions, the City's membership dues for 2013/2014 were \$40,756. With dues continuing to be based on tonnage calculations and in the final year of the additional 10% reduction, the City's membership dues for 2014/2015 were \$36,698, and at the November 5, 2013, meeting, Council approved remaining members of the CWMA for Fiscal Year 2014/2015.

The estimated 2015/2016 membership dues for Porterville are currently calculated to be \$31,757. Staff recommends we remain members of the CWMA for 2015/2016.

By remaining members of the CWMA, the City saves the additional staff time required to track regulatory issues, prepare the annual State report and interact with the State regarding program implementation. Program development and implementation are important compliance components of the State's review of a jurisdiction. The CWMA administrator networks with CalRecycle, industry representatives, and other agencies to research new opportunities for recycling and reusing materials.

The CWMA oversees the countywide programs that the members participate in, such as C&D recycling, battery recycling, and waste to energy diversion. The CWMA also provides sample ordinance development, education and outreach materials, and helps subsidize the County's Household Hazardous Waste (HHW) program. If the City withdraws from the CWMA, it may be responsible for the cost of its HHW

program and mobile collection events that are currently funded by the County and subsidized by the CWMA.

The CWMA provides additional assistance on items such as mandatory commercial recycling, sharps disposal, and addressing the implementation of new programs to meet the State's anticipated goal of 75% diversion by 2020. The CWMA administrator is also available to assist with site visits to local businesses to assess recycling needs and help them meet their diversion requirements.

Funded by the Solid Waste Operating Funds, should the City of Porterville leave the CWMA, the City will save approximately \$31,757 in membership dues and will receive an additional \$15,000 in bottle bill funds for a total of \$46,757. However, if the City leaves the CWMA, staff estimates that the total annual costs to perform all of the duties expected by the State could be as high as \$76,183. The estimated difference between staying and leaving the CWMA is \$29,426 in additional expenses (\$76,183 - \$46,757).

Staff Expense	\$33,634
County cost for 2 HHW mobile events	\$26,049
Disposal cost for City collected HHW	\$ 9,500
Promotional material for all required programs	<u>\$ 7,000</u>
	\$76,183

It is staff's recommendation that the City remain members of the CWMA for Fiscal Year 2015/2016.

Should Council decide to withdraw from the CWMA, notifications to the CWMA must be made by December 31, 2014, in order to meet the 180-day notification requirement of the CWMA by-laws.

Should the City remain a member in the CWMA, the funding source for the dues will be from the Solid Waste Operating Funds.

RECOMMENDATION: That the City Council:

1. Remain a member of CWMA; and
2. Authorize payment to CWMA for the City's 2015/2016 membership contribution in the amount of approximately \$31,757.

COUNCIL AGENDA: NOVEMBER 4, 2014

SUBJECT: INTERIM FINANCIAL STATUS REPORTS

SOURCE: Finance Department

COMMENT: The City Charter requires financial status reports to be provided to City Council on a monthly basis. Council Minute Order #10-011607 approved the recommended change in submittal of the Interim Financial Status Reports and established the requirement and parameters for the presentation of the reports.

In accordance with Council Minute Order #10-011607, the interim financial status reports for the 1st fiscal quarter ended September 30, 2014, are submitted.

RECOMMENDATION: That the City Council accept the interim financial status reports as presented.

ATTACHMENTS: Interim financial reports

D.D. MB Appropriated/Funded MB C.M. J

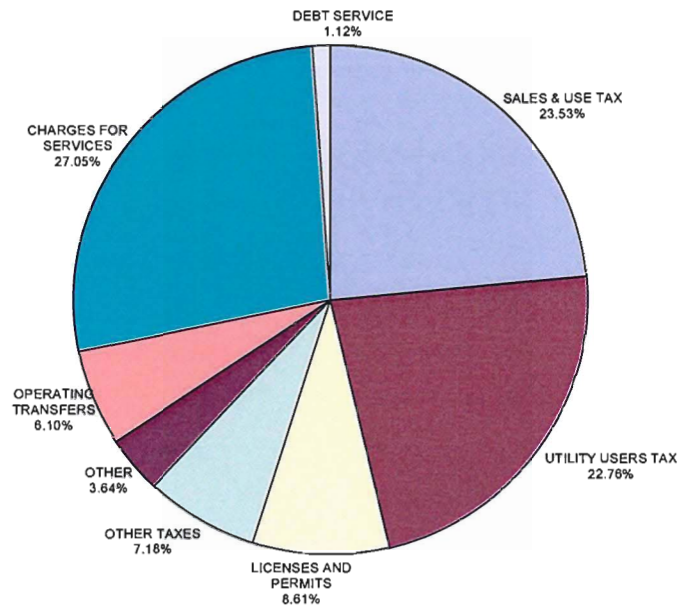
Item No. 11

CITY OF PORTERVILLE

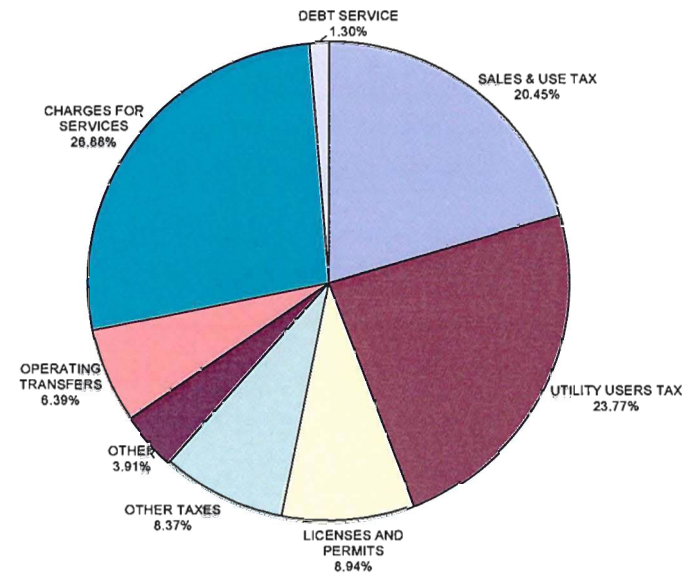
REVENUE STATUS REPORT - GENERAL FUND
FOR THE QUARTER ENDED
SEPTEMBER 30, 2014 AND SEPTEMBER 30, 2013

REVENUE SOURCE	2014-2015 ESTIMATED REVENUE	2014-2015 YEAR-TO-DATE REVENUE	% OF ESTIMATE	2013-2014 ESTIMATED REVENUE	2013-2014 YEAR-TO-DATE REVENUE	% OF ESTIMATE
PROPERTY TAXES	\$ 7,023,442	\$		\$ 6,980,762	\$	
OTHER TAXES:						
SALES AND USE TAX	4,266,959	798,378	18.71%	4,032,651	683,327	16.94%
UTILITY USERS TAX	4,000,000	808,423	20.21%	4,000,000	815,209	20.38%
TRANSIENT OCCUPANCY TAX	350,000			315,000		
PROPERTY TRANSFER TAX	50,000	4,867	9.73%	50,000	13,386	26.77%
FRANCHISE TAX	1,476,134	250,291	16.96%	1,471,134	250,291	17.01%
SALES TAX - PUBLIC SAFETY	165,000	37,263	22.58%	150,000	17,995	12.00%
LICENSES AND PERMITS:						
BUSINESS LICENSES	427,000	202,508	47.43%	411,200	196,297	47.74%
CONSTRUCTION PERMITS	325,000	103,412	31.82%	310,800	110,382	35.52%
REVENUE FROM AGENCIES-TAXES:						
MOTOR VEHICLE IN-LIEU TAX	23,000			29,379	23,542	
OTHER TAXES	27,000			28,000		
REVENUE FROM AGENCIES-GRANTS	42,000	42,377	100.90%	1,976,005	27,461	1.39%
USE OF MONEY AND PROPERTY	214,401	73,223	34.15%	227,277	69,974	30.79%
FINES AND FORFEITURES	65,000	8,091	12.45%	65,000	11,049	17.00%
CHARGES FOR SERVICES:						
PLANNING AND ENGINEERING	95,000	33,674	35.45%	96,100	14,870	15.47%
POLICE	385,000	92,175	23.94%	374,000	51,621	13.80%
FIRE	28,000	36,456	130.20%	28,000	20,626	73.66%
LIBRARY	40,000	9,517	23.79%	40,000	12,579	31.45%
RECREATIONAL	1,830,147	352,432	19.26%	1,751,922	373,483	21.32%
INTERDEPARTMENTAL	1,600,000	434,551	27.16%	1,600,000	445,980	27.87%
OTHER	10,636	2,079	19.55%	8,748	2,674	30.57%
OTHER REVENUES	64,500	5,507	8.54%	67,150	25,582	38.10%
SUBTOTALS	\$ 22,508,219	\$ 3,295,227	14.64%	\$ 24,013,128	\$ 3,166,327	13.19%
OPERATING TRANSFERS	1,150,790	216,559	18.82%	1,108,131	219,000	19.76%
DEBT SERVICE TRANSFERS	168,700	39,933	23.67%	170,828	44,463	26.03%
TOTALS	\$ 23,827,709	\$ 3,551,718	14.91%	\$ 25,292,087	\$ 3,429,790	13.56%

**CITY OF PORTERVILLE
GENERAL FUND REVENUES
Quarter Ended September 30, 2014**



**CITY OF PORTERVILLE
GENERAL FUND REVENUES
Quarter Ended September 30, 2013**

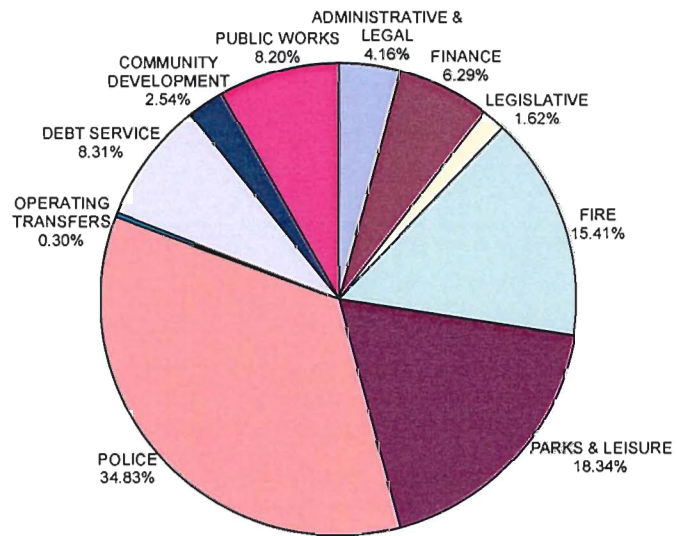


CITY OF PORTERVILLE

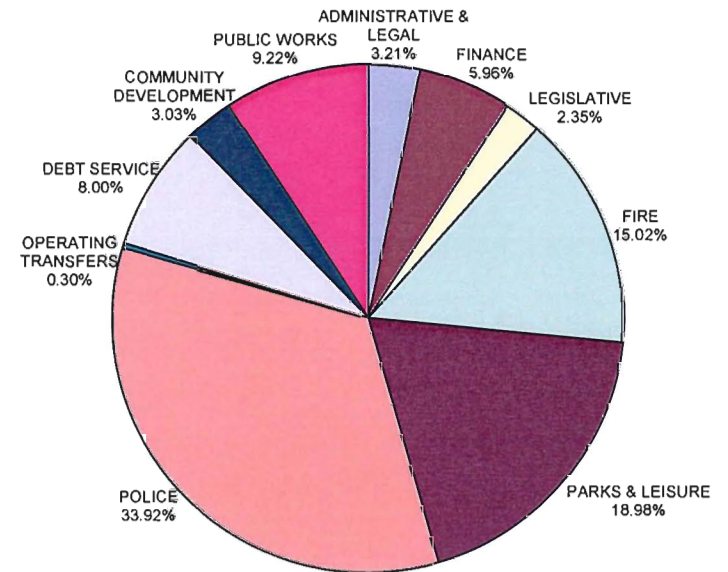
EXPENDITURE STATUS REPORT - GENERAL FUND
FOR THE QUARTER ENDED
SEPTEMBER 30, 2014 AND SEPTEMBER 30, 2013

	2014-2015 AMENDED APPROP	2014-2015 YEAR-TO-DATE EXPEND	% OF APPROP	2013-2014 AMENDED APPROP	2013-2014 YEAR-TO-DATE EXPEND	% OF APPROP
LEGISLATIVE:						
CITY COUNCIL	\$ 227,917	\$ 12,935	5.7%	\$ 137,917	\$ 26,966	19.6%
COMMUNITY PROMOTION	209,080	79,914	38.2%	213,645	109,181	51.1%
ADMINISTRATIVE & LEGAL:						
CITY MANAGER	252,067	58,335	23.1%	243,511	60,416	24.8%
CITY CLERK	232,101	81,025	34.9%	168,151	33,289	19.8%
HUMAN RESOURCES	253,532	67,882	26.8%	276,175	65,537	23.7%
CITY ATTORNEY	180,000	31,415	17.5%	152,400	26,976	17.7%
FINANCE:						
FINANCE & ACCOUNTING	783,296	177,486	22.7%	789,835	193,431	24.5%
INFORMATION SERVICES	410,428	116,139	28.3%	404,265	94,643	23.4%
ADMINISTRATIVE SERVICES	365,036	67,634	18.5%	358,904	57,409	16.0%
POLICE PROTECTION	8,856,918	1,999,627	22.6%	8,777,899	1,966,656	22.4%
FIRE PROTECTION	3,773,801	884,803	23.4%	3,700,854	870,749	23.5%
COMMUNITY DEVELOPMENT:						
PLANNING & ZONING	516,294	84,417	16.4%	516,294	117,962	22.8%
ECONOMIC DEVELOPMENT	294,233	61,235	20.8%	294,233	57,864	19.7%
PUBLIC WORKS:						
ENGINEERING & BUILDING	1,010,254	222,459	22.0%	1,010,225	211,666	21.0%
STREET MAINTENANCE	411,653	71,997	17.5%	385,772	78,316	20.3%
SIGNALS, SIGNING & STRIPING	360,224	71,372	19.8%	372,259	124,035	33.3%
STREET LIGHTING	484,322	84,883	17.5%	494,548	80,982	16.4%
STORM DRAINS	90,094	11,470	12.7%	79,138	31,736	40.1%
PARKING LOTS	47,186	8,320	17.6%	47,144	7,846	16.6%
PARKS & LEISURE:						
PARK MAINTENANCE & OPERATION	1,715,712	361,879	21.1%	1,625,304	457,194	28.1%
STREET TREES & PARKWAYS	183,211	41,562	22.7%	187,395	36,119	19.3%
COMMUNITY CENTERS	214,522	65,820	30.7%	220,850	44,519	20.2%
LEISURE SERVICES	226,501	49,317	21.8%	250,166	50,738	20.3%
LEISURE SERVICES - SPECIAL PROG	1,662,906	310,668	18.7%	1,586,600	294,531	18.6%
SWIMMING POOL	157,119	64,450	41.0%	158,971	69,486	43.7%
LIBRARY OPERATIONS	702,836	155,158	22.1%	682,505	147,816	21.7%
SPECIAL PROJECTS	17,000	4,277	25.2%	17,154		
SUB TOTALS	23,638,243	\$ 5,246,478	22.2%	23,152,114	\$ 5,316,064	23.0%
OPERATING TRANSFERS	79,000	17,250	21.8%	79,000	17,250	21.8%
DEBT SERVICE	1,231,178	476,977	38.7%	1,202,422	463,948	38.6%
	<u>\$ 24,948,421</u>	<u>\$ 5,740,705</u>	23.0%	<u>\$ 24,433,536</u>	<u>\$ 5,797,261</u>	23.7%

**CITY OF PORTERVILLE
GENERAL FUND EXPENDITURES
Quarter Ended September 30, 2014**



**CITY OF PORTERVILLE
GENERAL FUND EXPENDITURES
Quarter Ended September 30, 2013**

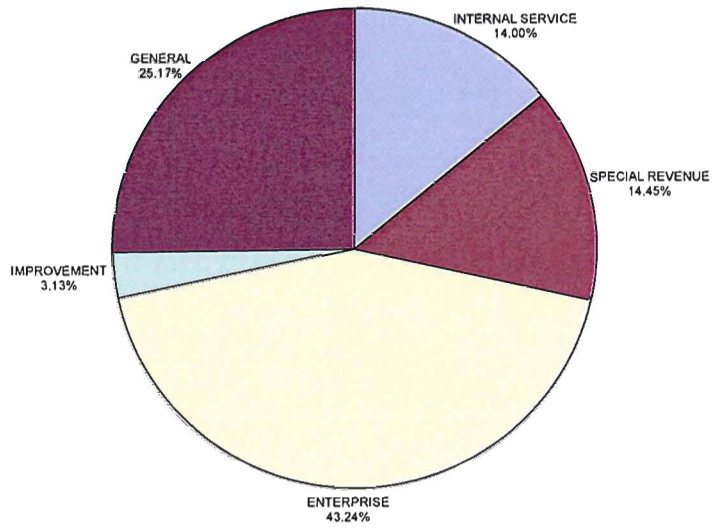


CITY OF PORTERVILLE

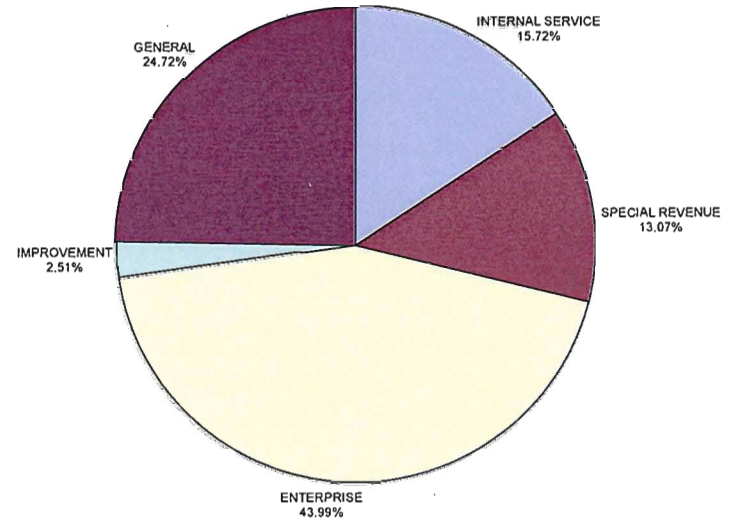
REVENUE STATUS REPORT - ALL OTHER FUNDS
FOR THE QUARTER ENDED
SEPTEMBER 30, 2014 AND SEPTEMBER 30, 2013

REVENUE SOURCE	2014-2015 ESTIMATED REVENUE	2014-2015 YEAR-TO-DATE REVENUE	% OF ESTIMATE	2013-2014 ESTIMATED REVENUE	2013-2014 YEAR-TO-DATE REVENUE	% OF ESTIMATE
MEASURE H SALES TAX	\$ 3,272,754	\$ 479,755	14.7%	\$ 2,974,507	\$ 572,824	19.3%
SPECIAL GAS TAX	2,162,439	656,684	30.4%	2,083,576	700,399	33.6%
LOCAL TRANSPORTATION FUNDS (LTF)	6,038,259	70,999	1.2%	6,250,900	45,598	0.7%
TRAFFIC SAFETY FUND	150,200	26,093	17.4%	150,300	50,556	33.6%
ZALUD ESTATE	5,000	1,785	35.7%	6,300	740	11.7%
COMMUNITY DEVELOPMENT BLOCK GRANT	1,459,621	570,941	39.1%	1,039,716	101,570	9.8%
TRANSIT	8,003,143	374,184	4.7%	6,265,851	281,198	4.5%
SPECIAL SAFETY GRANTS	222,817	132,984	59.7%	267,917	170,610	63.7%
SEWER OPERATING	6,740,454	1,666,723	24.7%	6,697,754	1,708,173	25.5%
REFUSE REMOVAL	5,698,000	1,373,327	24.1%	5,590,000	1,369,520	24.5%
AIRPORT OPERATIONS	1,421,888	660,790	46.5%	1,556,271	585,192	37.6%
GOLF COURSE	220,700	46,203	20.9%	225,400	50,736	22.5%
WATER OPERATING	4,904,000	1,538,150	31.4%	4,887,000	1,639,679	33.6%
RISK MANAGEMENT	4,220,066	1,058,470	25.1%	4,742,076	1,197,371	25.2%
EQUIPMENT MAINTENANCE	3,120,500	774,756	24.8%	2,811,000	816,089	29.0%
LANDSCAPE MAINTENANCE DISTRICT	81,628	261	0.3%	44,362		
WATER REPLACEMENT	1,791,388	127,860	7.1%	382,946	99,551	26.0%
SOLID WASTE RESERVE	432,362	81,492	18.8%	1,564,646	68,955	4.4%
SEWER REVOLVING	215,114	71,343	33.2%	238,614	51,451	21.6%
TRANSPORTATION DEVELOPMENT	158,000	5,877	3.7%	205,000	11,823	5.8%
PARK DEVELOPMENT	20,000	2,578	12.9%	20,000	6,755	33.8%
TREATMENT PLANT RESERVE	587,792	129,171	22.0%	535,340	101,080	18.9%
STORM DRAIN DEVELOPMENT	115,000	(57,511)	-50.0%	115,000	12,574	10.9%
BUILDING CONSTRUCTION	4,000	2,989	74.7%	6,000	1,506	25.1%
TOTALS	\$ <u>51,045,125</u>	\$ <u>9,795,907</u>	19.2%	\$ <u>48,660,476</u>	\$ <u>9,643,950</u>	19.8%

CITY OF PORTERVILLE
REVENUE BY FUND TYPE
Quarter Ended September 30, 2014



CITY OF PORTERVILLE
REVENUE BY FUND TYPE
Quarter Ended September 30, 2013

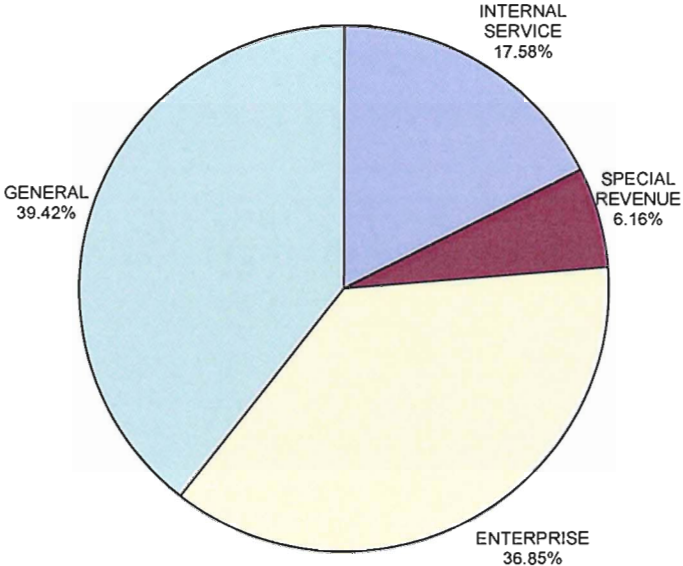


CITY OF PORTERVILLE

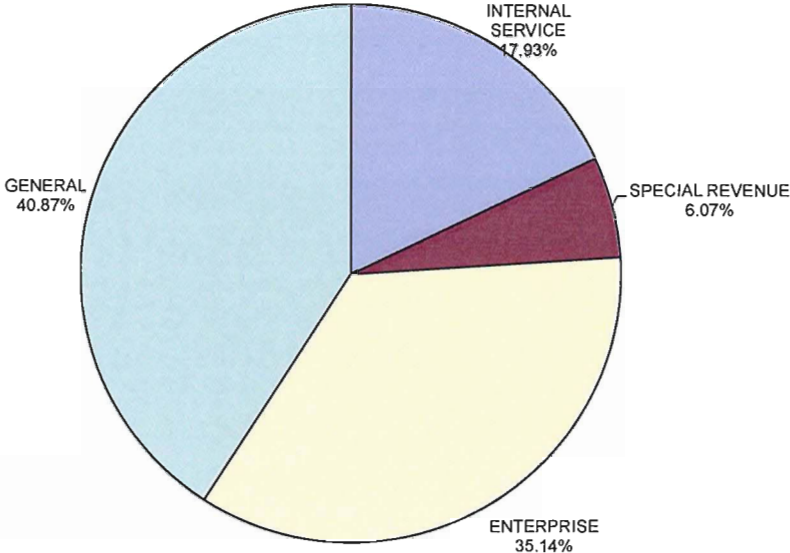
EXPENDITURE STATUS REPORT - ALL OTHER FUNDS
FOR THE QUARTER ENDED
SEPTEMBER 30, 2014 AND SEPTEMBER 30, 2013

	2014-2015 AMENDED APPROP	2014-2015 YEAR-TO-DATE EXPEND	% OF APPROP	2013-2014 AMENDED APPROP	2013-2014 YEAR-TO-DATE EXPEND	% OF ACTUAL
MEASURE H SALES TAX	\$ 2,939,142	\$ 655,716	22.3%	\$ 2,785,632	\$ 636,106	22.8%
ZALUD ESTATE	27,235	4,166	15.3%	29,235	6,236	21.3%
COMMUNITY DEVELOPMENT BLOCK GRANT	509,006	37,669	7.4%	499,138	35,278	7.1%
TRANSIT	4,234,353	691,073	16.3%	3,644,232	595,624	16.3%
SPECIAL SAFETY GRANTS	363,252	60,148	16.6%	425,272	90,990	21.4%
SEWER OPERATING	6,025,645	1,259,266	20.9%	5,993,712	1,264,017	21.1%
REFUSE REMOVAL	5,641,766	1,152,560	20.4%	5,392,910	1,147,293	21.3%
AIRPORT	1,309,285	567,447	43.3%	1,318,522	486,706	36.9%
GOLF COURSE	366,188	89,898	24.5%	355,513	85,638	24.1%
WATER OPERATING	4,639,775	1,140,015	24.6%	4,300,615	985,480	22.9%
RISK MANAGEMENT	6,357,273	1,729,061	27.2%	5,985,699	1,618,220	27.0%
EQUIPMENT MAINTENANCE	3,091,857	610,605	19.7%	2,791,933	713,752	25.6%
LANDSCAPE MAINTENANCE DISTRICT	214,705	66,302	30.9%	170,080	27,415	16.1%
TOTALS	\$ <u>35,719,482</u>	\$ <u>8,063,926</u>	22.6%	\$ <u>33,692,493</u>	\$ <u>7,692,757</u>	22.8%

**CITY OF PORTERVILLE
EXPENDITURES BY FUND TYPE
Quarter Ended September 30, 2014**



**CITY OF PORTERVILLE
EXPENDITURES BY FUND TYPE
Quarter Ended September 30, 2013**



**CITY OF PORTERVILLE
 INTERIM PERFORMANCE REPORT - MEASURE H
 For the Quarter Ended September 30, 2014 and September 30, 2013**

	<u>FY 2014-15</u>	<u>FY 2013-14</u>
REVENUES		
Sales Tax - Measure H	\$ 472,526	564,631
Interest	6,394	8,193
Police Services	836	-
TOTAL REVENUES	<u>479,755</u>	<u>572,824</u>
EXPENDITURES		
Police Department	320,113	325,227
Fire Department	232,999	225,871
Library & Literacy	102,604	85,008
TOTAL EXPENDITURES	<u>655,716</u>	<u>636,106</u>
CAPITAL PROJECTS		
Public Safety Station	<u>437,700</u>	<u>10,512</u>
REVENUE OVER/(UNDER) EXPENDITURES	\$ <u>(613,661)</u>	\$ <u>(73,794)</u>

CITY OF PORTERVILLE
INTERIM PERFORMANCE REPORT - ENTERPRISE FUNDS
For the Quarter Ended September 30, 2014 and September 30, 2013

<u>FUND</u>	<u>REVENUES</u>	<u>EXPENSES</u>	<u>9/30/2014 NET PROFIT (LOSS)</u>	<u>9/30/2013 NET PROFIT (LOSS)</u>
Zalud Estate	\$ 1,785	\$ (4,166)	\$ (2,381)	\$ (5,496)
Sewer Operating	1,666,723	(1,259,266)	407,458	444,156
Solid Waste	1,373,327	(1,152,560)	220,767	222,227
Airport	660,790	(567,447)	93,342	98,486
Golf	46,203	(89,898)	(43,695)	(34,903)
Water Operating	1,538,150	(1,140,015)	398,135	654,198

NOTE: The Transit Fund is not included as it does not contain any retained earnings

SUBJECT: QUARTERLY PORTFOLIO SUMMARY

SOURCE: Finance Department

COMMENT: This report reflects the investment portfolio of the City of Porterville as of September 30, 2014, and is in compliance with California Government Code Section 27000, etc., Section 53600, etc., and the City of Porterville's Statement of Investment Policy. Investments are selected based on the statutory objectives of safety, liquidity and yield.

Items identified in the summary include the portfolio composition, weighted average rate of earnings, weighted average days to maturity, and the percentage of liquid holdings.

RECOMMENDATION: That the City Council accept the quarterly Portfolio Summary.

ATTACHMENT: Quarterly Portfolio Summary

D.D. MB Appropriated/Funded MB C.M. J

Item No. 12

**CITY OF PORTERVILLE
PORTFOLIO SUMMARY AS OF SEPTEMBER 30, 2014**

INVESTMENT OR CUSIP NUMBER	INSTITUTION	PURCHASE PRICE	MARKET VALUE	COUPON INTEREST RATE	PURCHASE DATE	MATURITY DATE	DAYS TO MATURITY
1006	LOCAL AGENCY INVESTMENT FUND	\$ 651,972	\$ 652,167	0.240%	DAILY	DAILY	1
1007	CSJVRMA INVESTMENT FUND	6,411,002	6,521,916	1.250%	DAILY	DAILY	30
866	TULARE COUNTY INVESTMENT POOL	8,586,496	8,586,496	1.150%	DAILY	DAILY	30
	PROSPECT-HENDERSON PARTNERS, L	2,620,221	2,620,221	2.850%	12/29/2009	10/27/2020	2,219
	TULARE COUNTY JUNIOR LIVESTOCK SHOW AND COMMUNITY FAIR	1,387,540	1,387,540	3.000%	9/30/2010	7/15/2021	2,480
3136FPEW3	FEDERAL NATL MTG ASSN	1,000,000	1,002,780	1.500%	9/16/2010	12/16/2014	77
313379XM6	FEDERAL HOME LOAN BANKS	1,000,000	998,010	1.100%	7/10/2012	7/10/2017	1,014
313382FP3	FEDERAL HOME LOAN BANKS	997,500	978,060	1.000%	3/20/2013	3/20/2018	1,267
3134G46D5	FEDERAL HOME LN MTG CORP	1,000,000	990,020	1.200%	6/12/2013	6/12/2018	1,351
313388G21	FEDERAL HOME LOAN BANKS	1,000,000	987,450	1.200%	6/20/2013	6/20/2018	1,359
31315PG94	FEDERAL AGRIC MTG CORP	1,000,000	1,001,950	1.740%	11/14/2013	11/14/2018	1,506
3130A0GL8	FEDERAL HOME LOAN BANKS	1,000,000	999,590	1.250%	12/27/2013	12/27/2018	1,549
3133EAB72	FEDERAL FARM CR BANKS	500,000	496,815	1.180%	3/14/2014	5/1/2018	1,309
3136G1Z51	FEDERAL NATL MTG ASSN	1,000,000	996,010	1.770%	2/28/2014	2/28/2019	1,612
3134G47G7	FEDERAL HOME LN MTG CORP	2,000,000	1,983,480	1.400%	6/26/2013	6/26/2018	1,365
3134G5AY1	FEDERAL HOME LN MTG CORP	1,000,000	1,000,140	2.000%	7/10/2014	7/10/2019	1,744
3134G5EQ4	FEDERAL HOME LN MTG CORP	1,000,000	997,000	2.000%	8/21/2014	8/21/2019	1,786
36962G5Q3	GENERAL ELECTRIC CAP CORP	1,000,000	1,002,220	1.000%	1/30/2012	1/30/2015	122
36962G5D2	GENERAL ELECTRIC CAP CORP	1,000,000	1,011,830	1.103%	4/27/2012	5/9/2016	587
4812VUL2	JP MORGAN CHASE BANK NA	1,000,000	998,100	1.000%	4/27/2012	4/27/2017	940
4042K1U68	HSBC USA INC	1,000,000	1,002,280	2.200%	7/5/2012	7/5/2017	1,009
89233P6S0	TOYOTA MOTORS CRD CORP	1,000,000	993,740	1.250%	3/13/2013	10/5/2017	1,101
00206RBM3	AT&T INC	1,004,830	994,830	1.400%	1/22/2013	12/1/2017	1,158
94974BFG0	WELLS FARGO CO	1,006,910	994,200	1.500%	1/22/2013	1/16/2018	1,204
02587DKB3	CERTIFICATE OF DEPOSIT	240,000	243,228	1.750%	12/22/2011	12/22/2015	448
9819961J0	CERTIFICATE OF DEPOSIT	200,000	201,140	2.000%	9/14/2011	9/14/2016	715
36160WH51	CERTIFICATE OF DEPOSIT	240,000	245,246	2.100%	12/16/2011	12/16/2016	808
33764JRP2	CERTIFICATE OF DEPOSIT	240,000	240,403	1.100%	1/25/2013	1/25/2017	848
17284A2U1	CERTIFICATE OF DEPOSIT	240,000	243,502	1.500%	7/18/2012	7/18/2017	1,022
795450PA7	CERTIFICATE OF DEPOSIT	240,000	243,070	1.700%	8/22/2012	8/22/2017	1,057
36160NS83	CERTIFICATE OF DEPOSIT	245,000	244,116	2.000%	5/23/2014	5/23/2019	1,696
06740KFX0	CERTIFICATE OF DEPOSIT	247,000	247,321	1.900%	1/19/2012	1/19/2017	842
856284C77	CERTIFICATE OF DEPOSIT	247,000	252,422	2.050%	1/27/2012	1/27/2017	850
05568PZ26	CERTIFICATE OF DEPOSIT	248,000	248,474	1.000%	9/21/2012	9/21/2015	356
20451PBT2	CERTIFICATE OF DEPOSIT	247,000	247,284	1.800%	7/31/2013	7/31/2018	1,400
38143A2U8	CERTIFICATE OF DEPOSIT	250,000	250,008	1.050%	12/27/2012	12/27/2016	819
02587CAF7	CERTIFICATE OF DEPOSIT	247,000	246,383	1.950%	7/17/2014	7/17/2019	1,751
74267GUQ8	CERTIFICATE OF DEPOSIT	247,000	245,054	2.000%	7/22/2014	7/22/2019	1,756
29266NB30	CERTIFICATE OF DEPOSIT	247,000	244,612	2.050%	8/28/2014	8/28/2019	1,793
1192	CERTIFICATE OF DEPOSIT	99,000	99,000	1.490%	9/18/2012	9/18/2017	1,084
1195	CERTIFICATE OF DEPOSIT	99,000	99,000	1.350%	11/5/2012	11/5/2017	1,132
1198	CERTIFICATE OF DEPOSIT	99,000	99,000	1.250%	1/9/2013	1/9/2018	1,197
1200	CERTIFICATE OF DEPOSIT	99,000	99,000	1.580%	2/26/2013	2/26/2018	1,245
1204	CERTIFICATE OF DEPOSIT	250,000	250,000	1.500%	4/9/2013	4/9/2018	1,287
1208	CERTIFICATE OF DEPOSIT	122,408	122,408	1.100%	5/9/2013	5/9/2018	1,317
1209	CERTIFICATE OF DEPOSIT	99,000	99,000	1.050%	5/16/2013	5/16/2018	1,324
1224	CERTIFICATE OF DEPOSIT	250,000	250,000	1.950%	10/14/2013	10/14/2018	1,475
1228	CERTIFICATE OF DEPOSIT	250,000	250,000	1.850%	10/30/2013	10/30/2018	1,491
1239	CERTIFICATE OF DEPOSIT	250,000	250,000	1.000%	10/2/2013	10/2/2017	1,098
1243	CERTIFICATE OF DEPOSIT	250,000	250,000	1.500%	6/19/2012	6/19/2016	628
1244	CERTIFICATE OF DEPOSIT	100,000	100,000	3.400%	1/13/2010	1/13/2015	105
1246	CERTIFICATE OF DEPOSIT	100,000	100,000	3.250%	4/6/2010	4/6/2015	188
1248	CERTIFICATE OF DEPOSIT	100,002	100,002	1.260%	5/8/2012	5/8/2015	220
1249	CERTIFICATE OF DEPOSIT	100,000	100,000	3.460%	6/3/2010	4/3/2015	185
1250	CERTIFICATE OF DEPOSIT	98,885	98,885	3.460%	6/9/2010	4/9/2015	191
1253	CERTIFICATE OF DEPOSIT	247,000	247,000	3.190%	8/2/2010	8/2/2015	306
1254	CERTIFICATE OF DEPOSIT	250,000	250,000	2.100%	9/8/2014	9/8/2019	1,804
1258	CERTIFICATE OF DEPOSIT	150,000	150,000	1.650%	1/13/2013	1/13/2016	470
1260	CERTIFICATE OF DEPOSIT	250,000	250,000	1.840%	4/4/2012	4/4/2017	917
1261	CERTIFICATE OF DEPOSIT	256,652	256,652	1.500%	7/13/2012	1/13/2016	470

CITY COUNCIL AGENDA: NOVEMBER 4, 2014

PUBLIC HEARING

SUBJECT: CONDITIONAL USE PERMIT (PRC 2014-024-C) FOR SALE OF ALCOHOL UNDER A TYPE 41 BEER AND WINE LICENSE IN CONJUNCTION WITH A RESTAURANT FOR ME-N-ED'S PIZZERIA LOCATED AT 1331 W. HENDERSON AVENUE, SUITE #101

SOURCE: COMMUNITY DEVELOPMENT DEPARTMENT- PLANNING DIVISION

COMMENT: The applicant is requesting approval of a Conditional Use Permit (PRC 2014-024-C) to allow for the sale of beer and wine with a Type 41 alcohol license in conjunction with a restaurant for Me-N-Ed's Pizzeria at 1331 W. Henderson Avenue, #101, currently under construction in the Porterville Marketplace Shopping Center.

BACKGROUND: On September 17, 2014, the applicant submitted an application to the Project Review Committee (PRC) to consider a Conditional Use Permit to allow for the sale of alcohol under a Type 41 Beer and Wine license in conjunction with a restaurant for Me-N-Ed's Pizzeria located in a building that is currently under construction at the Porterville Marketplace Shopping Center. During the PRC meeting, the Police Department indicated that the location and recently approved plans for Me-N-Ed's Pizzeria has sufficient exterior lighting to illuminate the parking lot and the entire site during business hours. The Project Review Committee also acknowledged that the proposed location of the project and the conditions under which it will be operated or maintained will not be detrimental to the public health, safety, or welfare to properties or improvements in the vicinity.

The Department of Alcoholic Beverage Control (ABC) allows for a specific number of licenses per census tract, based on population. Whenever the ratio of on-sale licenses to population in a census tract exceeds the average ratio for the county, an "undue concentration" of licenses is determined to exist. The subject site is located within Census Tract 36.02, which allows a maximum of seven (7) off-sale and five (5) on-sale licenses without being deemed over-concentrated. According to the ABC, four (4) on-sale licenses currently exist in this tract. However, on October 7, 2014, the City Council approved a Conditional Use Permit (PRC 2014-009-C) to allow for the on-sale of beer and wine for Tony's Pizza Parlor located at 1304 W. Olive Avenue which is within the same census tract as Me-N-Ed's Pizzeria. ABC has indicated that both applicants, Me-N-Ed's and Tony's Pizza Parlor, have started the application process, but ABC has yet to issue either on-sale Type 41 license. With the approval of the fifth on-sale license for Tony's Pizza Parlor in Census Tract 36.02, approval of Me-N-Ed's request for an on-sale license would deem Census Tract 36.02 over concentrated and a Letter of Public Convenience or Necessity will be required.

DD JB Appropriated/Funded N/A CM J Item No. 13

ANALYSIS: It is not anticipated that this use would have a negative impact on the surrounding properties. Conditions of approval are in place to protect the public's safety and interest. Due to the close proximity of Monache High School (140 feet from property line to property line), alcohol advertisement visible from the outside of the proposed building shall not be allowed. The applicant is conditioned to operate the establishment in such a manner as to preserve the public safety, health and welfare, to prevent the use from becoming a nuisance and to operate the business in compliance with all laws, ordinances and regulations regarding the sale of alcohol. Furthermore, at all times the facility shall be operated and maintained to comply with State Laws, the City of Porterville Development Ordinance, adopted Building Codes and all other applicable laws and ordinances.

The subject site is consistent with the General Plan Land Use Designation and Zoning Standards for Retail Centers (CR). The CR designation is intended to provide for retail and service uses that meet local and regional demand. The proposed restaurant with alcohol sales would suit the purpose of the zone designation. The restaurant is a permitted use in the CR Zone, and alcohol sales may be permitted in that zone with the requested Conditional Use Permit.

ENVIRONMENTAL REVIEW: On October 21, 2014, the Environmental Coordinator made a preliminary determination that the project is exempt from the California Environmental Quality Act pursuant to Section 15061(b), (3) of the California Code of Regulation (CEQA Guidelines), under the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment.

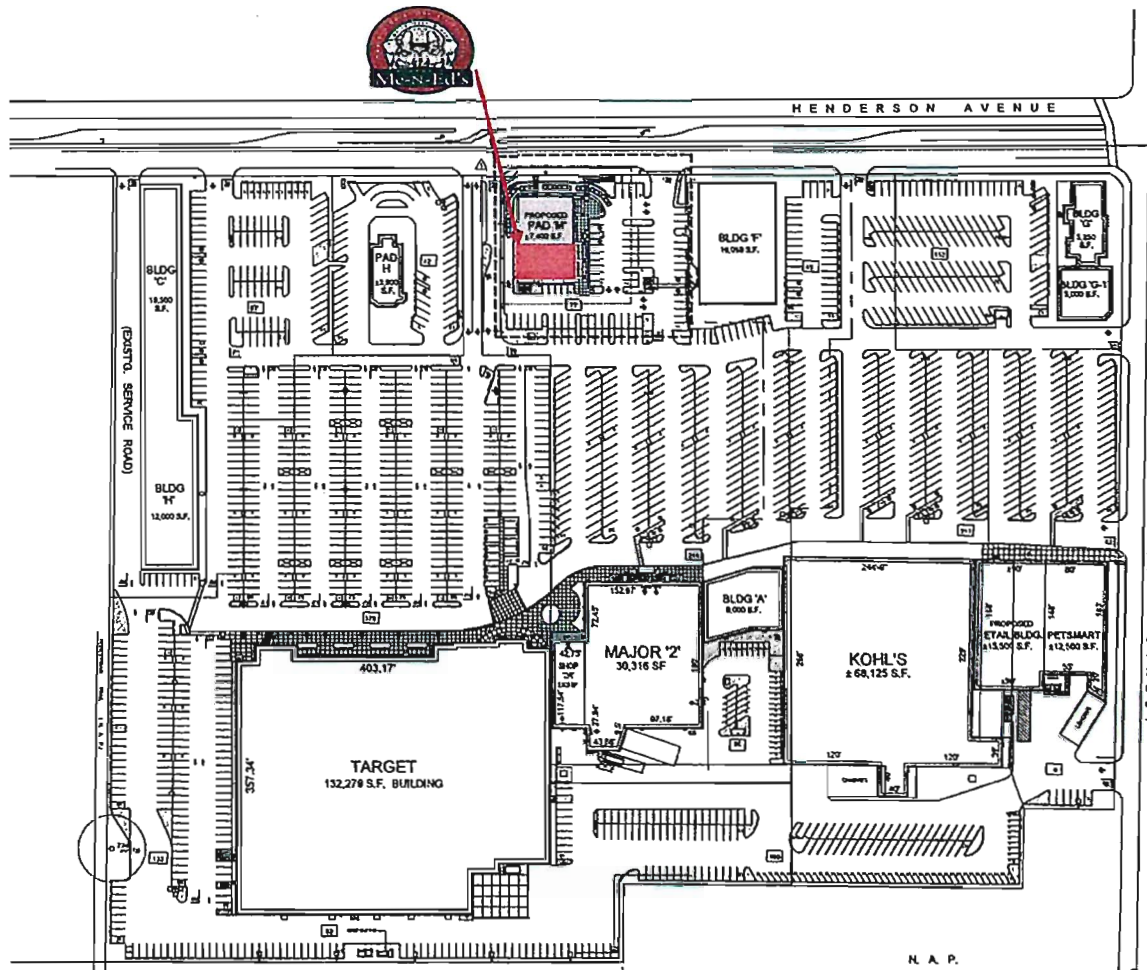
RECOMMENDATION: That the City Council:

1. Adopt the draft resolution approving Conditional Use Permit (PRC 2014-024-C) subject to conditions of approval; and
2. Authorize the mayor to sign the Letter of Public Convenience or Necessity.

ATTACHMENTS:

1. Locator Map
2. 300' Radius Map of noticed parties
3. Floor Plan
4. Existing licenses in Census Tract 36.02
5. Draft Resolution
6. Letter of Public Convenience or Necessity

06/05/16 02:11:41
 P:\PROJECTS\13321\FINAL\CD\13321_PlanBook.dwg



FOR REFERENCE ONLY

OVERALL SITE PLAN

SCALE: 1" = 60' 0"



**McKently
 Malak**
 ARCHITECTS
 26 Hugo Alley, Suite 200
 Pasadena, California 91103-3648
 Tel: 626 562 8218 Fax: 626 562 8387

A PROJECT FOR:
**PROSPECT-HENDERSON
 PARTNERS, L.P.**
 C/O PAYNTER REALTY &
 INVESTMENTS, INC
 17871 Irvine Blvd., Suite 204
 Tustin, CA 92780
 Tel: 714.731.8992 Fax: 714.731.8000



**BUILDING PAD M
 PORTERVILLE
 MARKETPLACE**
 1331 W. HENDERSON AVE.
 PORTERVILLE, CA

ISSUES / REVISIONS

No.	DATE	DESCRIPTION
06-13-14		1st PLAN CHECK SUBMITTAL
06-13-14		2ND PLAN CHECK SUBMITTAL
06-27-14		3RD PLAN CHECK SUBMITTAL
06-27-14		T.I. PLAN CORRECTION
06-28-14		PLAN CHANGE #1

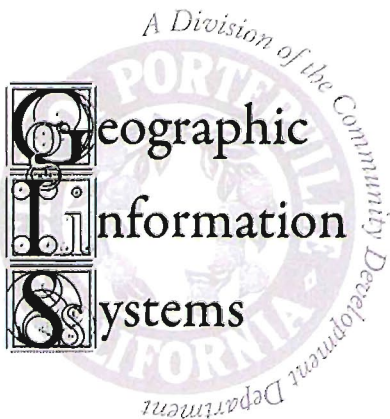
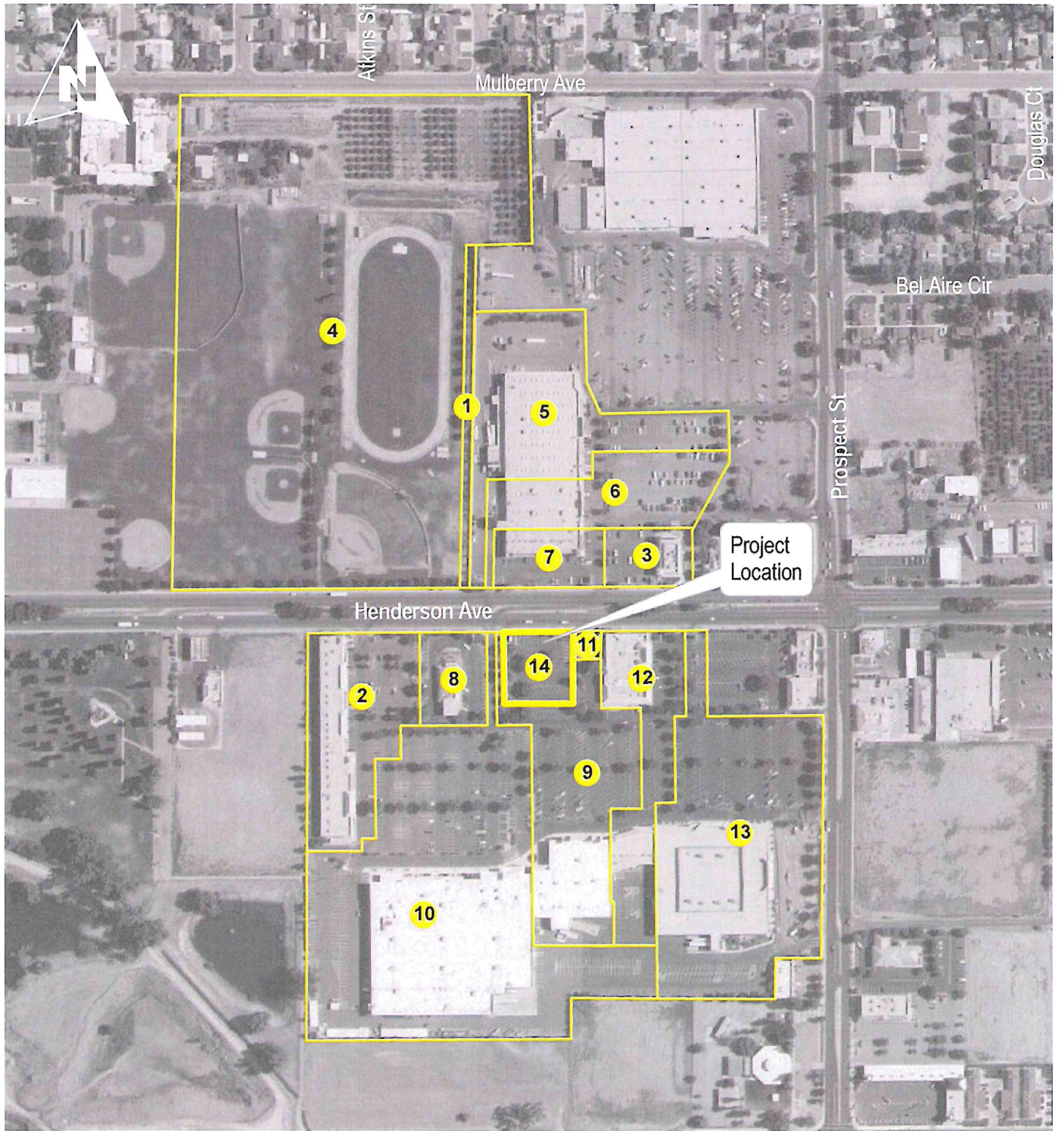
AS INSTRUMENT OF SERVICE, ALL RIGHTS, TITLE, AND INFORMATION herein are hereby assigned, sold and transferred to the PROPERTY OF MCKENTLY MALAK ARCHITECTS, INC., and shall remain their sole property. MCKENTLY MALAK ARCHITECTS, INC. shall be responsible for any errors or omissions on this drawing. THE CLIENT'S RESPONSIBILITY IS TO VERIFY THE ACCURACY OF ALL INFORMATION PROVIDED TO MCKENTLY MALAK ARCHITECTS, INC. AND TO OBTAIN NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES. MCKENTLY MALAK ARCHITECTS, INC. SHALL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS ON THIS DRAWING. THIS CONTRACT IS SUBJECT TO THE TERMS AND CONDITIONS OF THE CONTRACT AGREEMENT.

JOB NUMBER: 13321F04A
 DRAWN BY: M.G. CHECKED BY: H.J.
 DATE: 06-11-14
 SHEET DESCRIPTION:

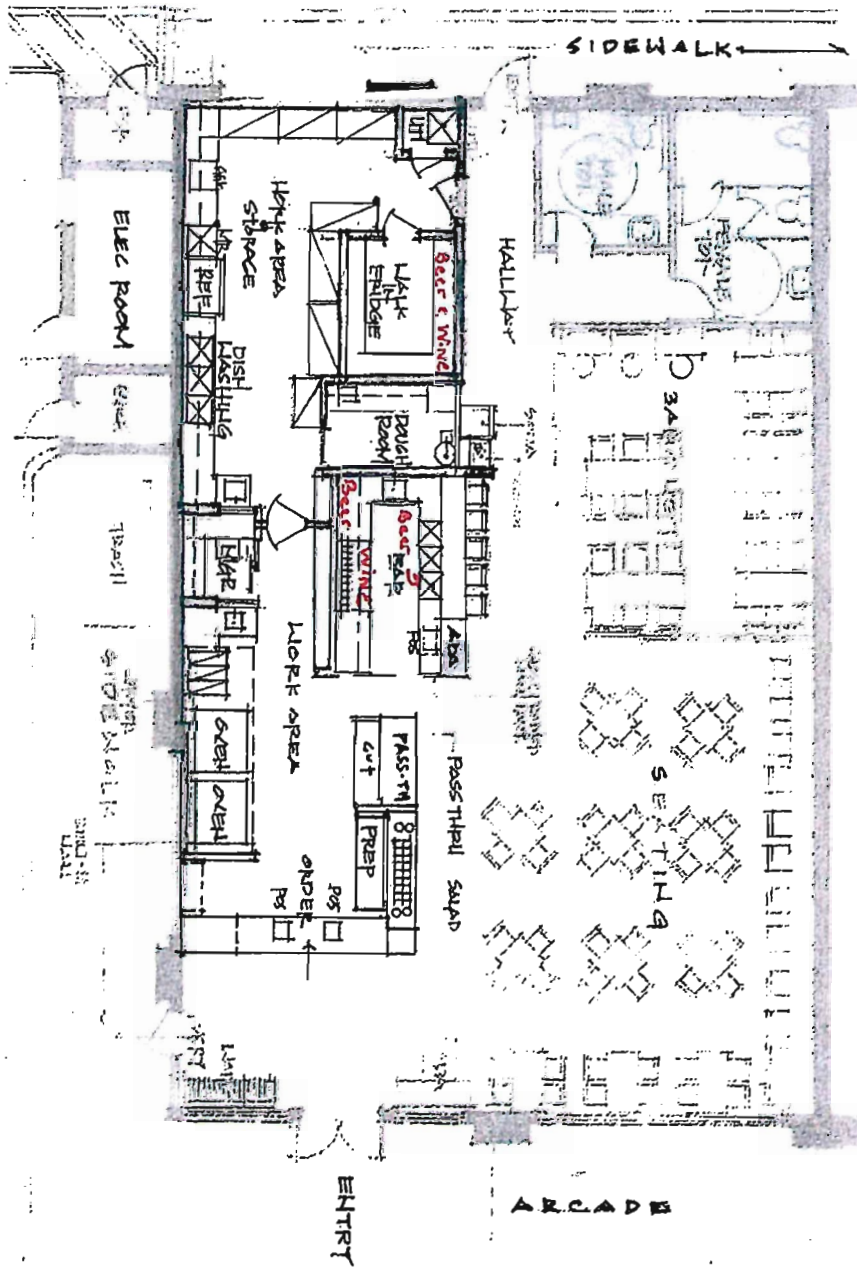
OVERALL SITE PLAN

SHEET NUMBER:
A010

**ATTACHMENT
 ITEM NO. 1**

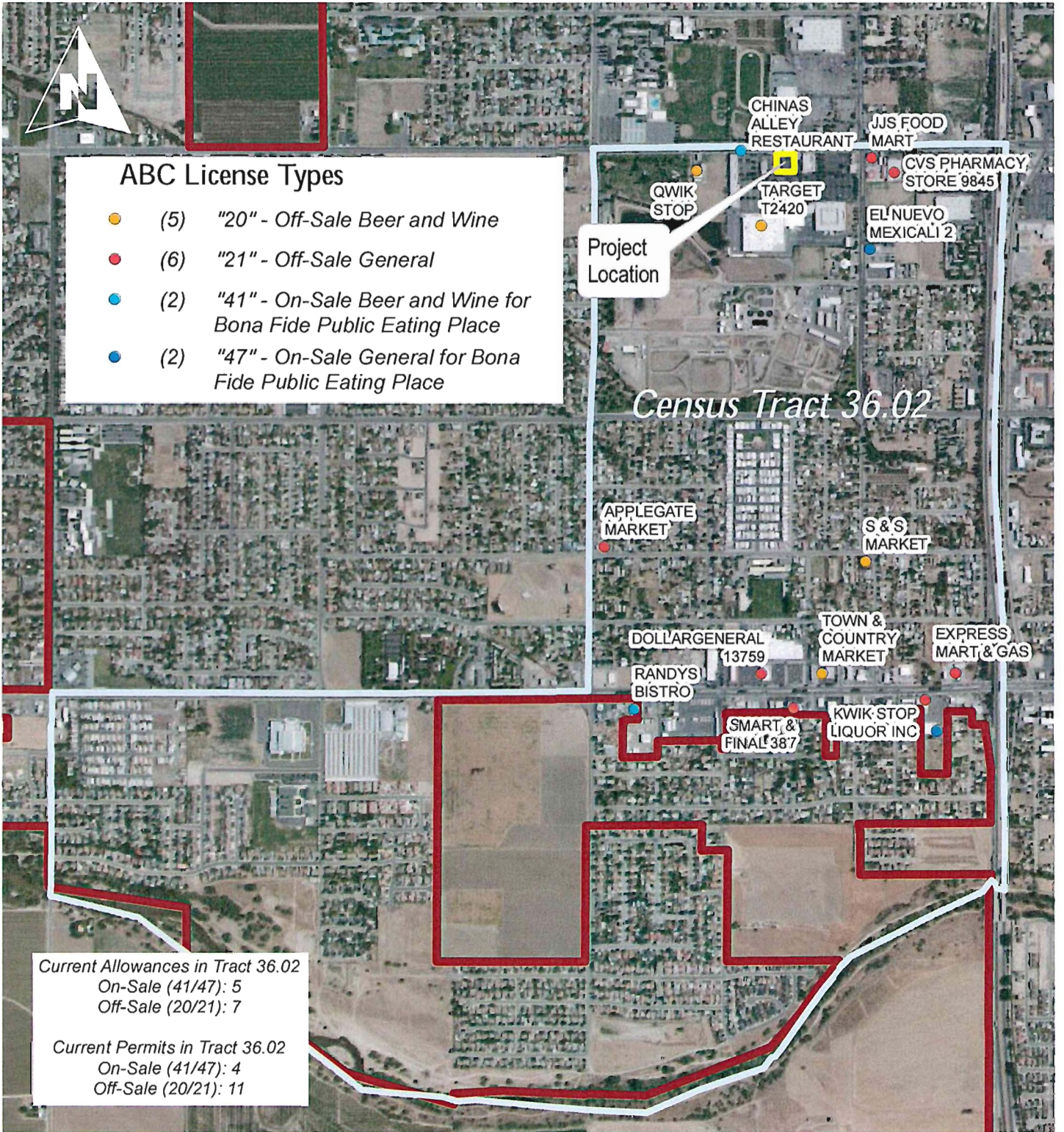


PRC 2014-024
 Tenant Improvement for Me-N-Eds Pizza
 and Alcohol CUP
 300' Radius Map
 1" = 300 ft. **ATTACHMENT**
ITEM NO. 2



CONCEPT FLOOR PLAN LAYOUT SCHEME "M"
(7/17/14)

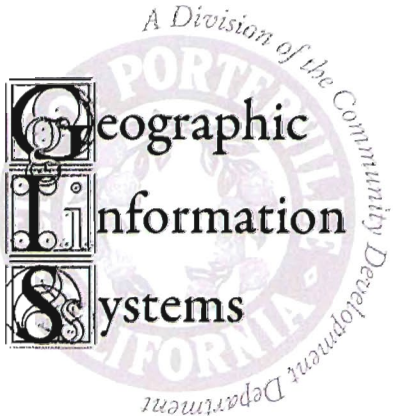
CONCEPT DESIGN +
DOCUMENTATION
PACKAGE
PORTERVILLE
August 20, 2014



- ABC License Types**
- (5) "20" - Off-Sale Beer and Wine
 - (6) "21" - Off-Sale General
 - (2) "41" - On-Sale Beer and Wine for Bona Fide Public Eating Place
 - (2) "47" - On-Sale General for Bona Fide Public Eating Place

Current Allowances in Tract 36.02
 On-Sale (41/47): 5
 Off-Sale (20/21): 7

Current Permits in Tract 36.02
 On-Sale (41/47): 4
 Off-Sale (20/21): 11



PRC 2014-024
 Tenant Improvement for Me-N-Eds Pizza
 and Alcohol CUP
 ABC Permit Map
 1" = 1,350 ft. ATTACHMENT
 ITEM NO. 4



**California Department of Alcoholic Beverage Control
For the County of TULARE - (Retail Licenses)
and Census Tract = 36.02**

Report as of 10/26/2014

	License Number	Status	License Type	Orig. Iss. Date	Expir Date	Primary Owner and Premises Addr.	Business Name	Mailing Address	Geo Code
1)	33724	ACTIVE	21	12/1/1977	4/30/2015	SIERRA MINIT MARTS INC 30 N NEWCOMB ST PORTERVILLE, CA 93257 Census Tract: 0036.02	SIERRA MINIT MART	101 W MORTON AVE PORTERVILLE, CA 93257	5404
2)	375331	ACTIVE	41	5/21/2001	4/30/2015	GONZALEZ, CAROL S 1377 W HENDERSON AVE PORTERVILLE, CA 93257 Census Tract: 0036.02	CHINAS ALLEY RESTAURANT	PO BOX 955 LINDSAY, CA 93247-0955	5404
3)	383489	ACTIVE	47	2/5/2002	7/31/2015	LOZA, CAYETANO 640 N PROSPECT ST PORTERVILLE, CA 93257 Census Tract: 0036.02	EL NUEVO MEXICALI 2		5404
4)	424361	ACTIVE	21	4/25/2005	2/28/2015	KWIK STOP LIQUOR INC 1101 W OLIVE AVE PORTERVILLE, CA 93257 Census Tract: 0036.02	KWIK STOP LIQUOR INC		5404
5)	428883	ACTIVE	20	1/25/2006	12/31/2014	TARGET CORPORATION 1363 W HENDERSON AVE PORTERVILLE, CA 93257	TARGET T2420	33 S 6TH ST, CC-1028 ATTN: ERIN HOSFIELD MINNEAPOLIS, MN 55402	5404

						Census Tract: 0036.02			
6)	433294	ACTIVE	47	12/29/2005	11/30/2014	FARIAS, GRACIELA 1091 W OLIVE AVE PORTERVILLE, CA 93257 Census Tract: 0036.02			5404
7)	441474	ACTIVE	21	12/19/2006	11/30/2014	JOUDI, ADEL 1060 W OLIVE AVE PORTERVILLE, CA 93257-3030 Census Tract: 0036.02	EXPRESS MART & GAS		5404
8)	456371	ACTIVE	21	5/20/2008	6/30/2015	SMART & FINAL STORES LLC 1289 W OLIVE AVE PORTERVILLE, CA 93257-3031 Census Tract: 0036.02	SMART & FINAL 387	600 CITADEL DR LOS ANGELES, CA 90040-1562	5404
9)	477629	ACTIVE	21	6/22/2009	5/31/2015	GARFIELD BEACH CVS LLC 1155 W HENDERSON AVE PORTERVILLE, CA 93257-1452 Census Tract: 0036.02	CVS PHARMACY STORE 9845	1 CVS DR, MAIL DROP 23062A WOONSOCKET, RI 02895-6146	5404
10)	50030	ACTIVE	20	1/1/1994	10/31/2014	T & C FOODS INC 1310 W OLIVE AVE PORTERVILLE, CA 93257 Census Tract: 0036.02	TOWN & COUNTRY MARKET		5404
11)	501919	ACTIVE	20	10/27/2010 11:00:33 AM	9/30/2015	ALI, ABDO AHMED 1181 W PUTNAM AVE PORTERVILLE, CA 93257-3049 Census Tract: 0036.02	S & S MARKET	633 OAKMONT AVE PORTERVILLE, CA 93257-2048	5404

12)	509068	ACTIVE	20	3/23/2011 8:42:00 AM	9/30/2015	DAKHIL, MOUNIB MIKHAIL 1187 W HENDERSON AVE PORTERVILLE, CA 93257-1452 Census Tract: 0036.02	JJS FOOD MART		5404
13)	524094	ACTIVE	21	9/11/2012 1:00:16 PM	8/31/2015	DOLGEN CALIFORNIA LLC 1316 W OLIVE AVE PORTERVILLE, CA 93257-3034 Census Tract: 0036.02	DOLLAR GENERAL 13759	100 MISSION RIDGE, DOLGEN MIDWEST LLC, DIRECTOR OF TAX - BW DEPT GOODLETTSVILLE, TN 37072-2171	5404
14)	528964	ACTIVE	41	2/22/2013 4:06:51 PM	1/31/2015	WKBD ENTERPRISES INC. 1549 W OLIVE AVE PORTERVILLE, CA 93257-2946 Census Tract: 0036.02	RANDYS BISTRO	15591 BIRCH ST PORTERVILLE, CA 93257	5400
15)	541547	ACTIVE	20	4/4/2014 10:34:04 AM	3/31/2015	CHEERS & SPIRITS, INC. 1445 W HENDERSON AVE PORTERVILLE, CA 93257-1458 Census Tract: 0036.02	QWIK STOP		5404
16)	541801	ACTIVE	21	5/12/2014 1:28:05 PM	4/30/2015	KAEIB, SAID 212 N NEWCOMB ST PORTERVILLE, CA 93257-2820 Census Tract: 0036.02	APPLEGATE MARKET		5400

--- End of Report ---

For a definition of codes, view our [glossary](#).

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE CONTAINING FINDINGS AND CONDITIONS IN SUPPORT OF CONDITIONAL USE PERMIT (PRC 2014-024-C) TO ALLOW FOR THE SALE OF BEER AND WINE WITH A TYPE 41 ALCOHOL LICENSE IN CONJUNCTION WITH A RESTAURANT FOR ME-N-ED'S PIZZERIA LOCATED AT 1331 W. HENDERSON AVENUE, SUITE #101

WHEREAS: On October 21, 2014, the Environmental Coordinator made a preliminary determination that the project is exempt from the California Environmental Quality Act pursuant to Section 15061(b), (3) of the California Code of Regulation (CEQA Guidelines); and

WHEREAS: The City Council of the City of Porterville, at its regular scheduled meeting of November 4, 2014, conducted a public hearing to consider Conditional Use Permit (PRC 2014-024-C), to allow for the sale of alcohol under a Type 41 Beer and Wine License in conjunction with a restaurant for Me-N-Ed's Pizzeria located at 1331 W. Henderson Avenue, Suite #101; and

WHEREAS: The City Council of the City of Porterville authorized the mayor to sign the Letter of Public Convenience or Necessity because of the regional nature of the shopping center within which the restaurant is located; and

WHEREAS: The City Council of the City of Porterville received testimony from all interested parties related to said Conditional Use Permit; and

WHEREAS: The City Council made the following findings:

1. That the proposed project will advance the goals and objectives of and is consistent with the policies of the General Plan and any other applicable plan that the City has adopted.

The CR designation is intended to provide for retail and service uses that meet local and regional demand. The proposed restaurant with alcohol sales would suit the purpose of the zone designation. The restaurant is a permitted use in the CR Zone, and alcohol sales may be permitted in that zone with a Conditional Use Permit.

2. That the proposed location of the project and the conditions under which it will be operated or maintained will not be detrimental to the public health, safety, welfare, or materially injurious to properties or improvements in the vicinity.

Conditions of approval are included herein to ensure adequate development standards are met. The project is located within an existing building in a regional shopping center that has been well maintained since its original development. Further, all land owners within the city of Porterville are held to performance standards identified in Chapter 306 of the Development Ordinance. Specifically, Section 306.03 of the Ordinance states, "Land or buildings shall not be used or

occupied in a manner creating any dangerous, injurious, or noxious fire, explosive, or other hazard; noise, vibration, smoke, dust, odor, or form of air pollution; heat, cold, dampness, electrical or other disturbance; glare, refuse, or wastes; or other substances, conditions, or elements which would substantially adversely affect the surrounding area.”

3. This project is Categorical Exempt pursuant to CEQA Guidelines §15061(b), (3) - General Rule: the approval of the alcohol sales has no physical change to the environment.
4. The Department of Alcoholic Beverage Control (ABC) allows for a specific number of licenses per census tract, based on population. Whenever the ratio of on-sale licenses to population in a census tract exceeds the average ratio for the county, an “undue concentration” of licenses is determined to exist. The subject site is located within Census Tract 36.02, which allows a maximum of seven (7) off-sale and five (5) on-sale licenses without being deemed over-concentrated. According to the ABC, four (4) on-sale licenses currently exist in this tract. However, on October 7, 2014, City Council approved a Conditional Use Permit (PRC 2014-009-C) to allow for the on-sale of beer and wine for Tony’s Pizza Parlor located at 1304 W. Olive Avenue. With the approval of the fifth (5th) on-sale license for Tony’s Pizza Parlor in Census Tract 36.02, approval of Me-N-Ed’s request will deem Census Tract 36.02 over concentrated and a Letter of Public Convenience or Necessity was required.

NOW, THEREFORE, BE IT RESOLVED: That the City Council of the City of Porterville does hereby approve Conditional Use Permit (PRC 2014-024-C) subject to the following conditions:

1. The developer/applicant shall keep the beer and wine in a secure place with access only available to the employees, shown herein as the walk-in fridge and separate bar area in Exhibit “A.” Any future changes in operation which substantially alter the condition or nature of the subject business will require approval by the City Council if such modification involves expansion, relocation, or change in accessibility to the conditioned uses.
2. The facility shall be operated and maintained to comply with applicable State and Federal laws, and the City of Porterville Development Ordinance at all times.
3. The applicant shall maintain the security lighting on the exterior of the building and in the parking lot in a manner to allow reasonable surveillance of the area to the satisfaction of the Police Department and Zoning Administrator.
4. The applicant shall operate the establishment in such a manner as to preserve the public safety, health and welfare, to prevent the use from becoming a nuisance and operate the business in compliance with all laws, ordinances and regulations regarding the sale of alcohol. In the event that this or any other condition of

approval is violated, the City Council may modify or revoke the conditional use permit as provided in Section 601.10 of the Porterville Development Ordinance.

5. The elements of the conditional use permit approving on-site alcohol sales will be subject to modification or revocation if the State of California imposes sanctions on the on-sale license.
6. The entire site shall be permanently maintained free of accumulated dirt and litter and in an otherwise neat and attractive manner.
7. No alcohol advertising shall be displayed and/or viewed from the outside of the proposed building.
8. The consumption of alcoholic beverages shall be prohibited off-site or outside of the building.
9. Upon approval of the conditional use permit, any future violations of regulations of the codes relating to the sales or consumption of alcohol, and/or excessive service calls by the Police Department resulting from the sales of alcohol will result in revocation of the Conditional Use Permit.
10. Unless an extension of time is granted by the City Council, the conditional use permit shall expire two (2) years after the date of approval if the on-sale Type 41 Alcohol License for General Bona Fide Eating Place is not active or actively pursued. The alcohol license permits sale of beer and wine in conjunction with the serving of meals.
11. The hours of operation during which alcoholic beverages may be sold and served under the on-sale license shall be limited to only during business hours.
12. That a Letter of Public Convenience or Necessity shall be required.

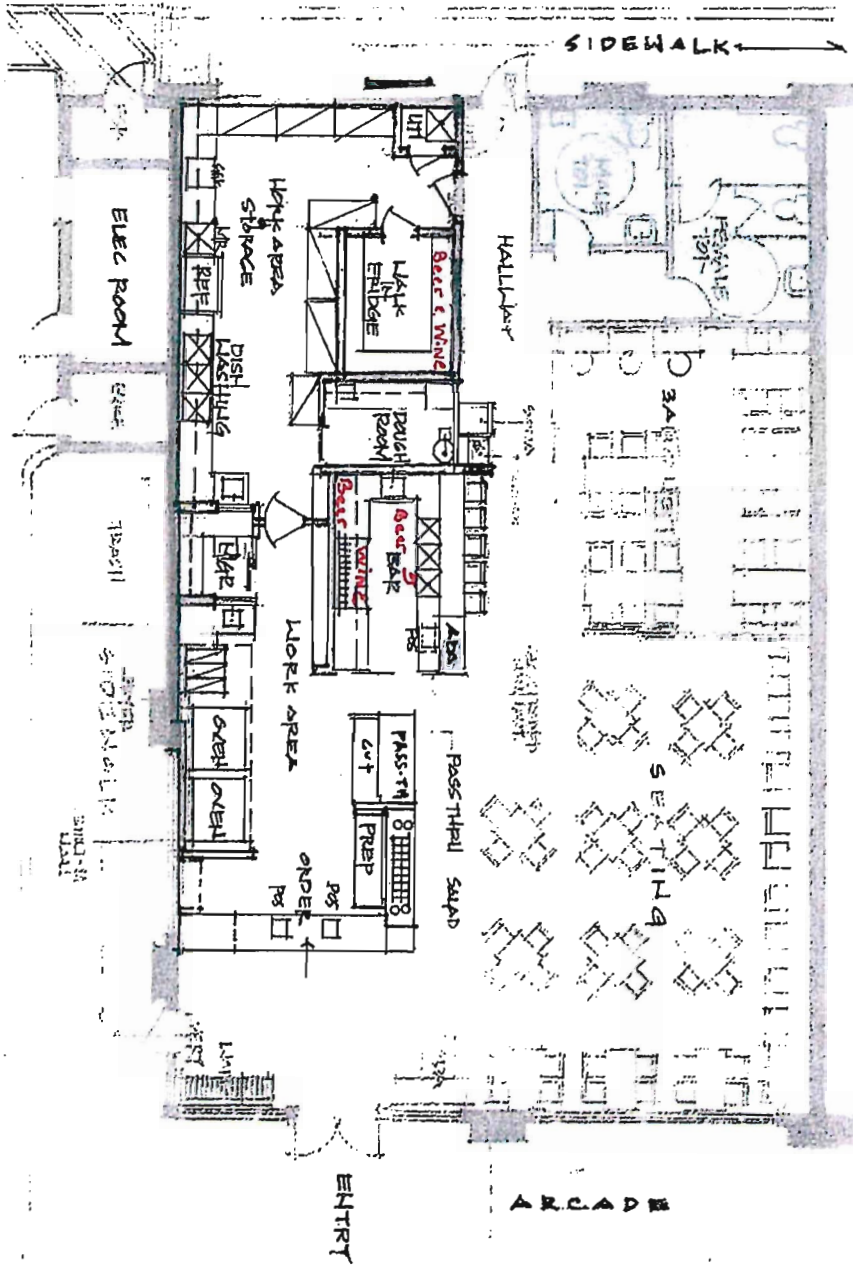
PASSED, APPROVED AND ADOPTED this 4th day of November, 2014.

Milt Stowe, Mayor

ATTEST:

John D. Lollis, City Clerk

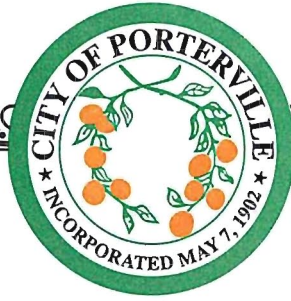
By _____
Patrice Hildreth, Chief Deputy City Clerk



CONCEPT FLOOR PLAN LAYOUT - SCHEME 'M'
(7/17/14)

CONCEPT DESIGN +
DOCUMENTATION
PACKAGE
PORTERVILLE
August 20, 2014





**Community Development
Department**

November 5, 2014

California Department of Alcoholic Beverage Control
Fresno District Office
3640 East Ashlan Ave
Fresno, CA 93726
ATTN: Christine Weldon

RE: Me-N-Ed's Pizzeria – 1331 W. Henderson Avenue, #101

Dear Ms. Weldon:

The City Council of the City of Porterville has elected to approve submittal of this letter regarding the public convenience or necessity to be served through issuance of an on-sale Type 41 (beer and wine) license for Me-N-Ed's Pizzeria located at 1331 W. Henderson Avenue, #101. The shopping center within which the proposed restaurant will be located is a regional center, and has significant economic draw beyond the boundaries of the census tract.

Approval of this letter was based on the following:

1. Per Section 23958.4 of the "Business and Professions Code," the subject site is located within Census Tract 36.02 which allows five (5) on-sale licenses. At the present time four (4) on-sale licenses currently exist in this tract. However, on October 7, 2014, City Council approved a Conditional Use Permit (PRC 2014-009-C) to allow for the on-sale of beer and wine license for Tony's Pizza Parlor located at 1304 W. Olive Avenue. With the approval of the fifth (5th) on-sale license for Tony's Pizza Parlor in Census Tract 36.02, approval of Me-N-Ed's Type 41 beer and wine license deemed Census Tract 36.02 over concentrated and a Letter of Public Convenience or Necessity was required.
2. On November 4, 2014, the City Council conditionally approved Conditional Use Permit (PRC 2014-024-C), review attached resolution, to allow the on-sale of beer and wine located at 1331 W. Henderson Avenue, #101. As a condition of approval, a Letter of Public Convenience or Necessity was required to be approved by the City Council.
3. In consideration of the above, the City Council determined that public convenience or necessity would be served by the issuance of an on-sale beer and wine license.

Further issuance of an on-sale license allowing beer and wine sales represents a viable economic asset to the community which will contribute tax revenues to the local economy. The subject site

**ATTACHMENT
ITEM NO. 6**

Me-N-Ed's Pizzeria
November 5, 2014

is consistent with the General Plan Land Use Designation and Zoning Standards for Retail Centers (CR). The CR designation is intended to provide for retail and service uses that meet local and regional demand. The proposed restaurant with alcohol sales would suit the purpose of the zone designation. The restaurant is a permitted use in the CR Zone, and alcohol sales may be permitted in that zone with the requested Conditional Use Permit.

For these reasons, the City Council of the City of Porterville supports issuance of an on-sale beer and wine license for Me-N-Ed's Pizzeria located in the Porterville Marketplace Shopping Center at 1331 W. Henderson Avenue, #101.

Sincerely,

Milt Stowe, Mayor

PUBLIC HEARING

SUBJECT: SOLID WASTE TRANSFER FACILITY PROJECT ENVIRONMENTAL REVIEW

SOURCE: COMMUNITY DEVELOPMENT DEPARTMENT – PLANNING DIVISION

COMMENT: The City of Porterville currently operates a Solid Waste Transfer Facility located within the existing City-owned public works complex/corporation yard at 555 N. Prospect Street. The current facility is permitted to receive and transfer up to 150 tons per day of recyclables, compostable materials and municipal solid waste. The Field Services Division of the Public Works Department has been working on a project to expand the City's existing direct transfer facility to a "Large Volume" station.

The Solid Waste Transfer Facility Expansion Project is primarily an operational expansion; there are few physical modifications to the site. In general, the project consists of the following activities:

- Expansion of the facility to accommodate 500 tons per day
- Construction of a 4,200 sq. ft. metal, canopy-type building at the site (should funds become available)
- The facility operations will include accepting and transferring of:
 - mixed recyclables,
 - green materials,
 - compostable materials, and
 - municipal solid waste (MSW)

Staff has completed the preparation of an Initial Study for the Solid Waste Transfer Facility Project and has made a preliminary determination that a Mitigated Negative Declaration is required. As a result of the environmental evaluation for the project, only two mitigation measures were identified; both relate to Cultural Resources. The mitigation measures require that during any ground disturbing activities that may result from the project, attention be given to cultural or paleontological remains that may be unearthed, and that work stop within that area to allow an archaeologist to evaluate said items. Implementing these standard protocols would reduce the potential environmental impacts to less than significant. The mitigation measure has been incorporated into a Mitigation Monitoring Program adopted as a part of the project. The mitigation measure will reduce all potential environmental impacts to a less than significant level. Excavation is not a part of the proposed project, but the implementation of this mitigation measure provides flexibility in the function of the transfer facility in the event such activities become applicable.

Adoption of the draft resolution approving the Mitigated Negative Declaration is a necessary step before the project can move forward. The next steps for the project include submitting application materials to the Tulare County Local Enforcement

DD JB Appropriated/Funded MP CM [Signature]

Item No. 14

Agency, the California Department of Resources Recycling and Recovery (CalRecycle), and obtaining proper permits to begin accepting additional materials at the facility.

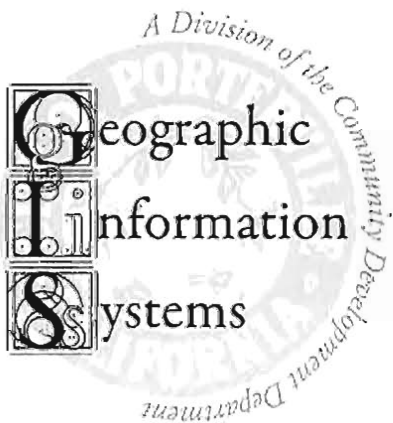
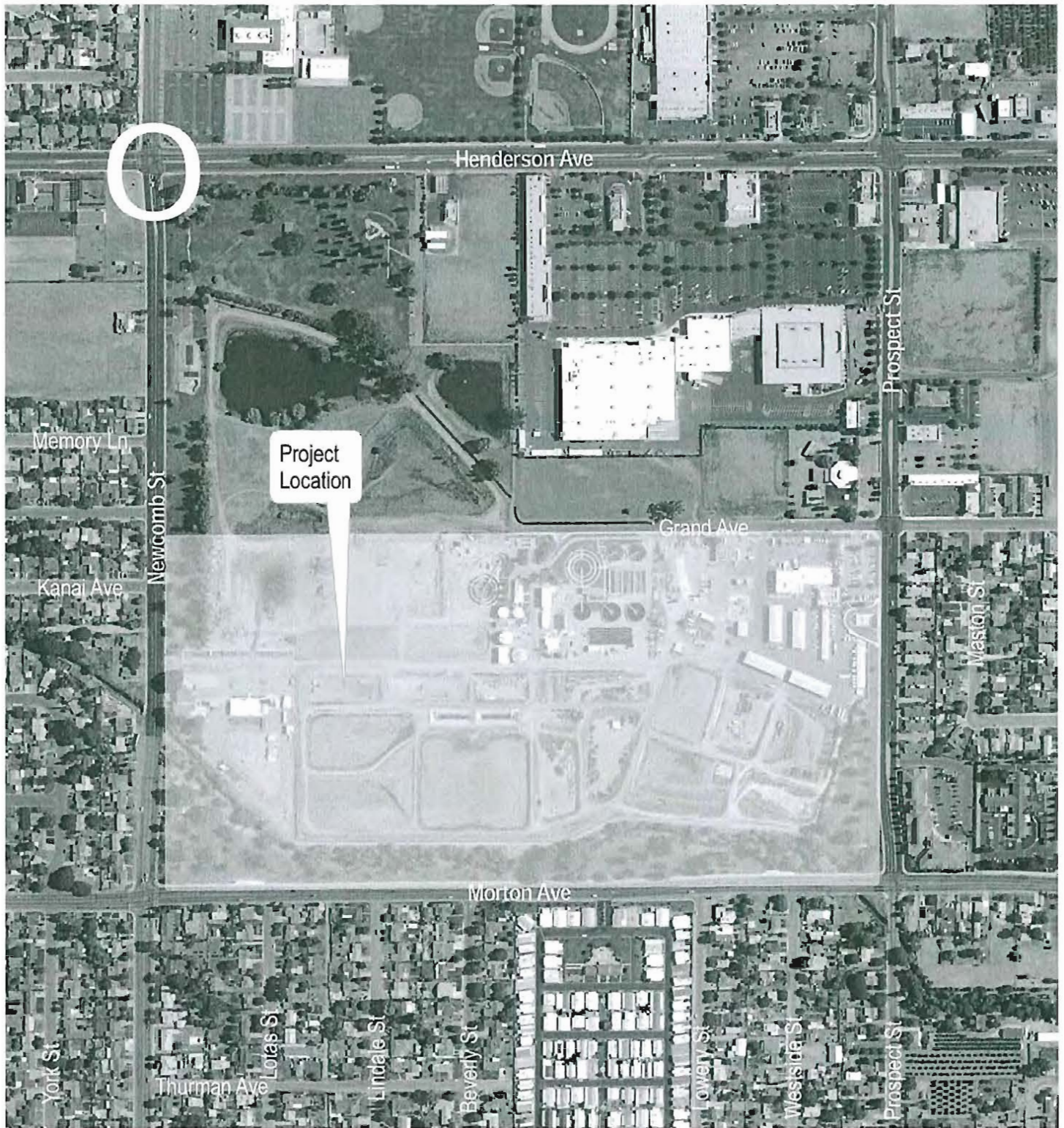
ENVIRONMENTAL REVIEW PERIOD:

On October 2, 2014, the Environmental Coordinator made a preliminary determination that a Mitigated Negative Declaration would be appropriate to evaluate the expansion of the Solid Waste Transfer Facility. The Initial Study was publicly noticed and transmitted to interested agencies, groups, and individuals for review and comment on October 3, 2014. Additionally, the document was made available at City Hall and in the Porterville Library. The review period ran for 30 days from October 3, 2014, to November 3, 2014. At the writing of this staff report, no comments were received from agencies or interested parties.

RECOMMENDATION: That the City Council adopt the draft resolution approving the Mitigated Negative Declaration for the Solid Waste Transfer Facility Project.

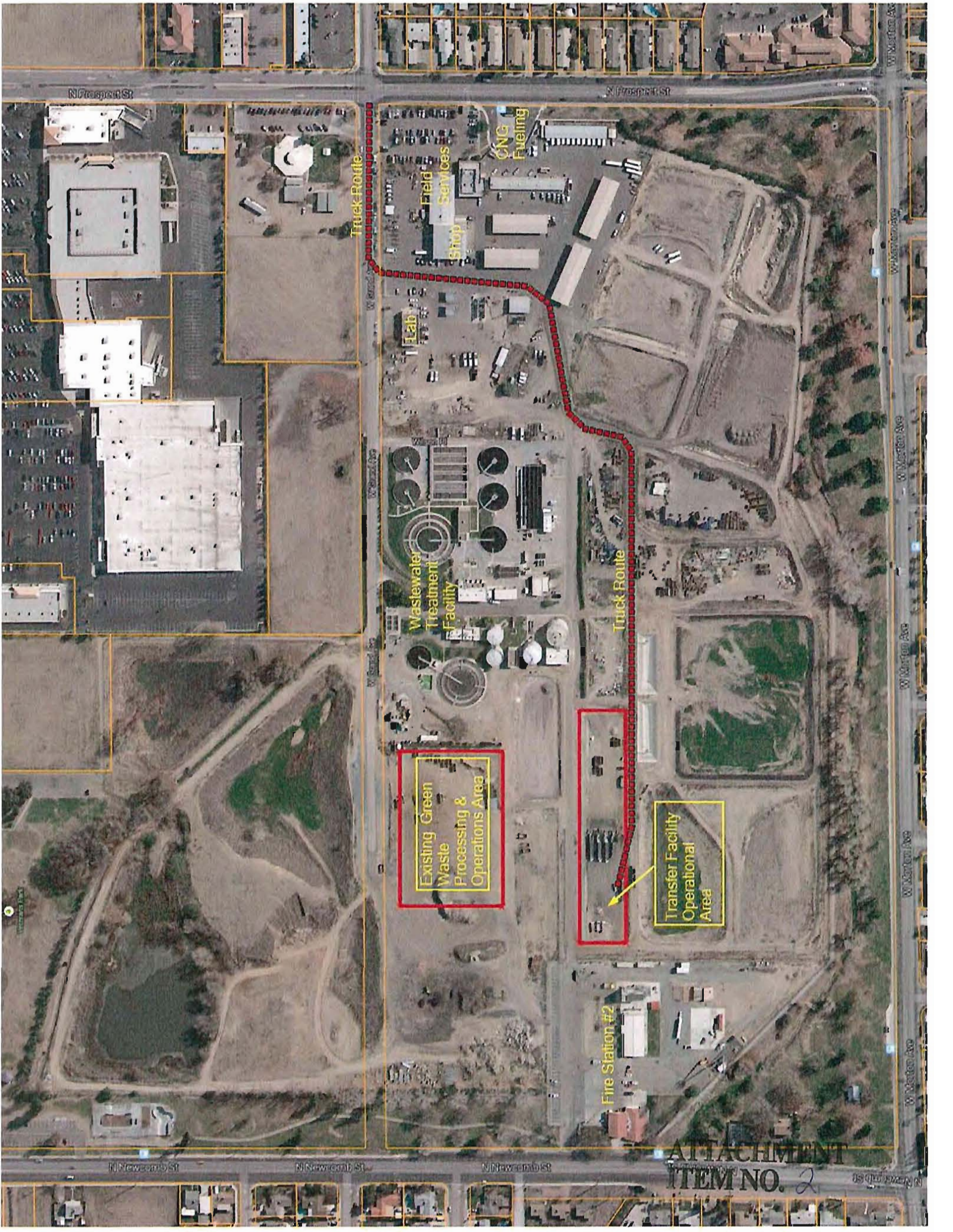
ATTACHMENTS:

1. Project Locator Map
2. Site Plan
3. Initial Study and Mitigated Negative Declaration
4. Draft Resolution



Solid Waste Transfer Facility Expansion Project Locator Map 1" = 500 ft.

**ATTACHMENT
ITEM NO. |**



Truck Route

Existing Green Waste Processing & Operations Area

Transfer Facility Operational Area

Wastewater Treatment Facility

Shop

Lab

Field Services

CNG Fueling

Fire Station #2

Truck Route

N Prospect St

N Prospect St

N Newcomb St

N Newcomb St

N Newcomb St

ATTACHMENT
ITEM NO. 2



MITIGATED NEGATIVE DECLARATION

Solid Waste Transfer Facility
Expansion
September 2014

PREPARED FOR:



City of Porterville
291 N. Main Street
Porterville, CA 93257

PREPARED BY:



Crawford & Bowen Planning, Inc.
113 N. Church Street, Suite 302
Visalia, CA 93291

Attachment No. 3

Initial Study/Mitigated Negative Declaration
Solid Waste Transfer Facility Expansion

Prepared for:



City of Porterville
291 North Main Street
Porterville, California 93257
(559) 782-7460
Contact: Julie Phillips, AICP

Prepared by:



Crawford & Bowen Planning, Inc.
113 N. Church Street, Suite 302
Visalia, CA 93291
(559) 840-4414
Contact: Travis Crawford, AICP

September 2014



Project Reference No. 013-1401

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Chapter 1

INTRODUCTION

INTRODUCTION

1.1 Project Summary

This document is the Initial Study/Mitigated Negative Declaration on the potential environmental effects of the City of Porterville’s (City) Solid Waste Facility Expansion Project (Project). The City intends to expand its direct Transfer Facility to a “Large Volume” station. The City of Porterville currently operates a Solid Waste Transfer Facility located within the existing City-owned public works complex at 555 N. Prospect Street. The current facility is permitted to receive and transfer up to 150 tons per day of recyclables, compostable materials and municipal solid waste. The proposed Project (Project), which is the subject of this document, is expansion of the facility to accommodate up to 500 tons per day of the same materials.

The proposed Project is more fully described in Chapter Two – Project Description.

The City of Porterville will act as the Lead Agency for this project pursuant to the *California Environmental Quality Act (CEQA)* and the *CEQA Guidelines*.

1.2 Document Format

This IS/MND contains five chapters, and appendices. Section 1, Introduction, provides an overview of the project and the CEQA environmental documentation process. Chapter 2, Project Description, provides a detailed description of project objectives and components. Chapter 3, Initial Study Checklist, presents the CEQA checklist and environmental analysis for all impact areas, mandatory findings of significance, and feasible mitigation measures. If the proposed project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected. If the project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and appropriate mitigation measures and/or permit requirements that would reduce those impacts to a less than significant level. Chapter 4, Mitigation Monitoring and Reporting Program, provides the proposed mitigation measures, completion timeline, and person/agency responsible for implementation and Chapter 5, List of Preparers, provides a list of key personnel involved in the preparation of the IS/MND.

Environmental impacts are separated into the following categories:

Potentially Significant Impact. This category is applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less than significant level. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.

Less Than Significant After Mitigation Incorporated. This category applies where the incorporation of mitigation measures would reduce an effect from a “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measure(s), and briefly explain how they would reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

Less Than Significant Impact. This category is identified when the project would result in impacts below the threshold of significance, and no mitigation measures are required.

No Impact. This category applies when a project would not create an impact in the specific environmental issue area. “No Impact” answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact does not apply to the specific project (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis.)

Regardless of the type of CEQA document that must be prepared, the basic purpose of the CEQA process as set forth in the CEQA Guidelines Section 15002(a) is to:

- (1) Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities.
- (2) Identify ways that environmental damage can be avoided or significantly reduced.
- (3) Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.
- (4) Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

According to Section 15070(b), a Mitigated Negative Declaration is appropriate if it is determined that:

- (1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
- (2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

The Initial Study contained in Section Three of this document has determined that with mitigation measures and features incorporated into the project design and operation, the environmental impacts are less than significant and therefore a Mitigated Negative Declaration will be adopted.

Chapter 2

PROJECT DESCRIPTION

Project Description

2.1 Project Background

The City of Porterville currently operates a Solid Waste Transfer Facility located within the existing City-owned public works complex at 555 N. Prospect Street. The current facility is permitted to receive and transfer up to 150 tons per day of recyclables, compostable materials and municipal solid waste. The proposed Project, which is the subject of this CEQA document, is expansion of the facility to accommodate up to 500 tons per day of the same materials.

2.2 Objectives

The following are the primary goals of the City of Porterville's Solid Waste Transfer Facility Expansion Project (PTF or Project):

- Improve sanitation, health, safety and environmental controls by providing a more robust centralized facility for waste handling.
- Enable additional processing and handling to occur at the site, to divert more materials from the solid waste stream
- Improve material handling efficiency to reduce operating and maintenance costs.

2.3 Location

The proposed Project is located on a five acre portion of a 113.5 acre site which is awaiting a new APN following a parcel merge in 2013 (formerly including APNs 251-010-001-000, 251-020-001-000, 251-070-001-000 and 251-350-001-000) – at 555 N. Prospect Street in the City of Porterville. The Project site is located in a municipally-owned, public works complex – which includes the City's wastewater treatment facility, vehicle maintenance and repair operations, administrative offices, a fire station, a city park, and solid waste operations. Access to the Project site is via N. Prospect St. to W. Grand Avenue, south through the entrance gate, and west to the site. Highway 65 is approximately 0.6 miles to the east of the site (see Figure 1 – Regional Map and Figure 2 - Vicinity Map).

Figure 1
Regional Map

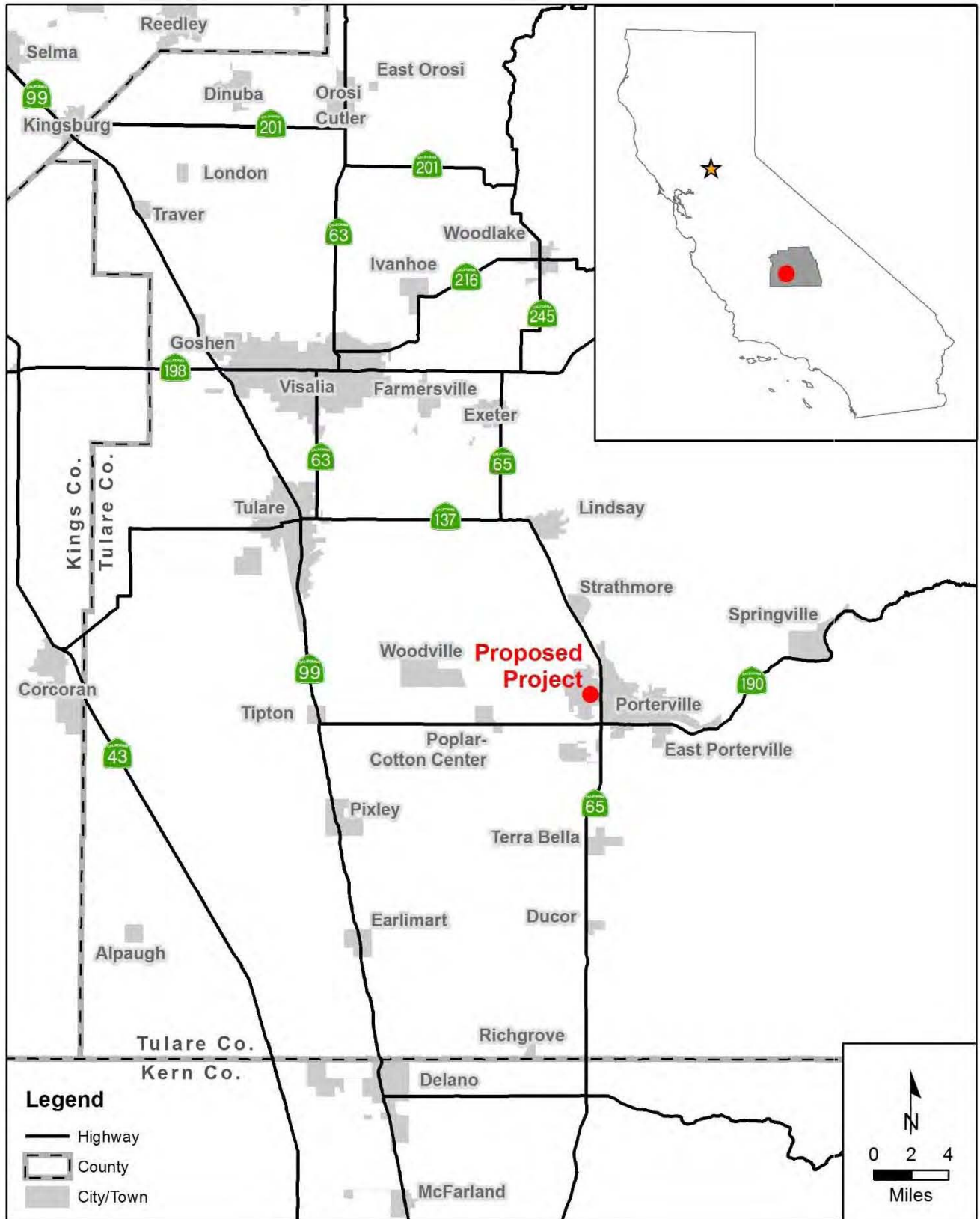
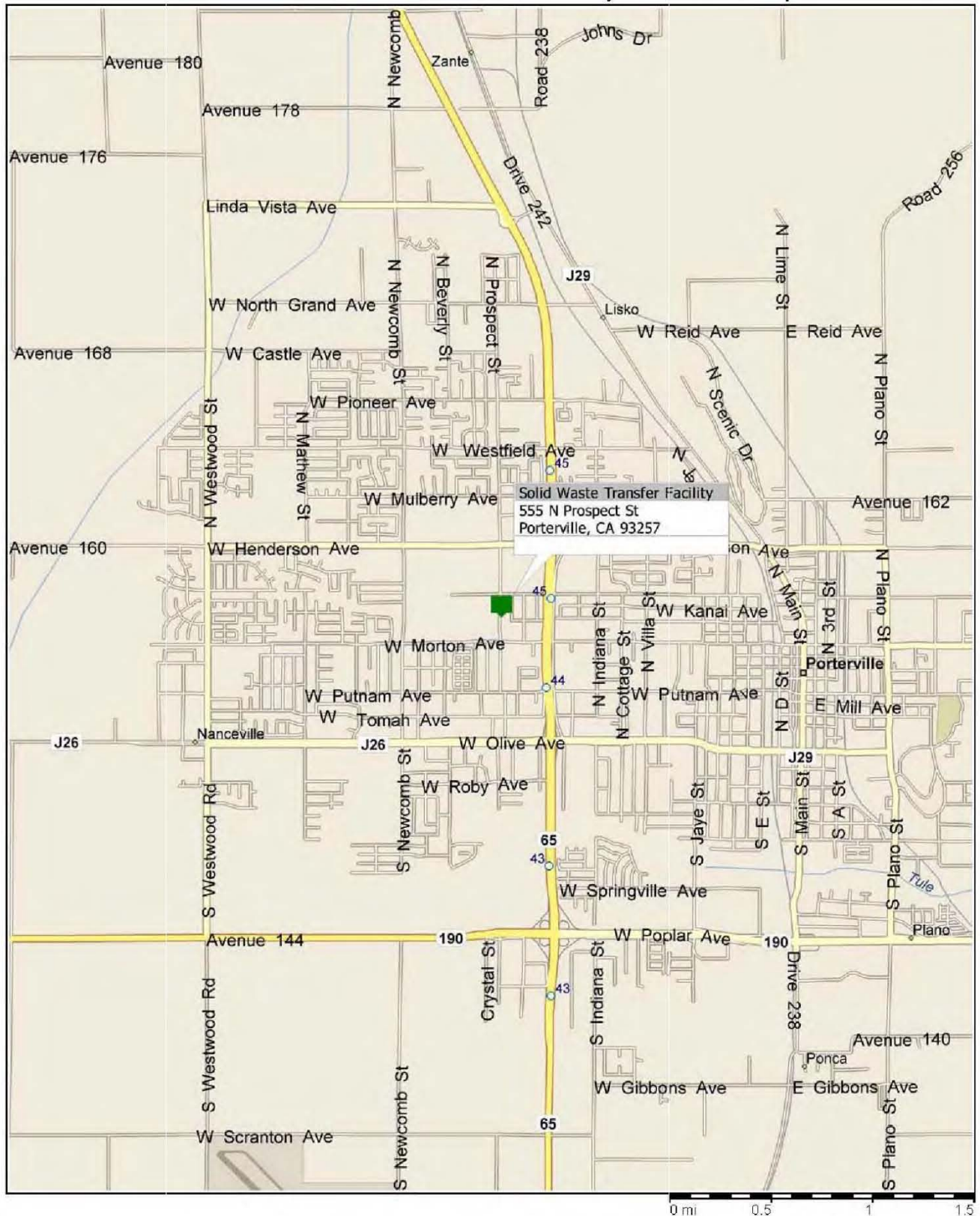


Figure 2
Vicinity Map



2.4 Setting and Surrounding Land Use

The Project site is located within the City’s existing public works complex and is surrounded by industrial, commercial, and residential uses. The nearest residences are approximately 600 feet to the west of the PTF site.

The southern side of the site is bounded by W. Morton Ave and the western side by N. Newcomb St., across both of which are residential neighborhoods; the northern side is bounded by W. Grand Ave., beyond which lies a city park (Veterans Park) and commercial shopping center; the eastern boundary is N. Prospect St., across which is a combination of commercial and residential development.

The site is zoned PS – Public and Semi-Public and is subject to conformance with the Porterville 2030 General Plan, where the site is classified as Public/Institutional.

Land use and zoning surrounding the site are identified in Table 1, as follows:

**Table 1
Land Use and Zoning**

Location	Existing Land Use	Current Zoning Classification	General Plan Designation
North	Veterans Park; commercial shopping area	Parks and Public Recreation Facilities (PK); Retail Centers (CR)	Parks and Recreation; Retail Centers
South	Residential neighborhood	Low Density Residential (RS-2); Planned Development (PD)	Low Density Residential; Medium Density Residential; High Density Residential
East	Residential neighborhood; commercial office	Medium Density Residential (RM-2); Professional Office (PO)	Medium Density Residential; Professional Office
West	Residential neighborhood	Low Density Residential (RS-2)	Low Density Residential

2.5 Project Description

Project Overview

The City of Porterville intends to expand its Solid Waste Transfer Facility Expansion Project (PTF or Project) to a “Large Volume” station. Generally, the proposed Project consists of the following:

- Expansion of the facility to accommodate 500 tons per day
- Construction of a 4,200 sq. ft. metal, canopy-type building at the site (should funds become available)
- The facility operations will include accepting and transferring of:
 - mixed recyclables,
 - green materials,
 - compostable materials, and
 - municipal solid waste (MSW)

Transfer Process

No more than 500 tons per day (TPD) of material will be received onsite. No material will be handled, separated, salvaged, or otherwise processed in the transfer area. The Operations Area for the PTF is a distinct operations area separated from other on-site activities and will be physically marked in the field to allow the Tulare County Local Enforcement Agency (LEA) to inspect the direct transfer operations as needed (See Figure 3 – Site Plan).

Typically, transfer operations will occur directly from collection vehicles (weighing an average of 6.5 tons per load) into transfer vehicles with approximately 21 tons capacity. All contents of the original load will be emptied in a single transfer into a Wilkens (or similar) Walking Floor Trailer that has a cover system. Tamping of materials in the transfer trailer may occur in order to ensure compaction for maximum payload. Recyclable materials may be stored onsite for up to 48 hours pending transfer so that maximum payload may be achieved in transfer trailers, thereby reducing the number of transfer truck trips. The recyclable materials may be stored in containers, bunkers, or stockpiles and will be loaded into transfer trailers using a wheeled loader.

Additionally, the City operates an on-site green materials processing operation adjacent to the PTF. The green material processing operations will only receive green waste and wood waste, up to 200 tons per day (TPD), which is included within the proposed 500 TPD capacity for the PTF. The green waste will be stored in a stockpile in the Operations Area, as shown on the Site Plan. The materials will be loaded into transfer trailers by a front-end loader either within the processing Operations Area or at the transfer area, and be hauled to a permitted facility to further process the green waste.

Compostable material will be directed to a composting facility and recyclables will be delivered to the appropriate facility for processing or delivery to destination markets. Recyclable materials may be stored up to 48 hours at the PTF prior to transfer to a regional processing facility in order to maximize efficient usage of transfer trailers.

Service Area

The service area for the facility is the City of Porterville. Recyclable materials are transferred out to Pena's Disposal in Cutler (or another permitted facility) for further processing. Compostable materials are transferred out to regional permitted composting facilities, primarily to Pena's Disposal in Cutler. MSW is transferred for disposal to Teapot Dome Landfill (southwest of the City), Woodville Landfill (near Tulare), or another permitted regional landfill.

Vehicle Trips and Hours of Operation

The PTF will handle peak tonnage of 500 tons per day. This translates into peak traffic of 97 collection vehicles and 39 transfer trailers utilizing the facility in a peak traffic day, when collection vehicles and transfer vehicles may not be filled to capacity, resulting in less than peak efficiency for the operations. The *existing* facility is permitted for peak traffic of 70 collection vehicles and 20 transfer trailers utilizing the facility in a peak traffic day. This CEQA document analyzes the impacts associated with the proposed expansion (27 collection and 19 transfer vehicles). The PTF is expected to be developed in phases, with 150 to 200 TPD to be handled at the onset of operations.

The solid waste and recycling industry traffic trips are typically during off peak hours, where normal peak traffic times are considered to be between 7:00 a.m. and 9:00 a.m. and 4:00 p.m. and 6:00 p.m. On a daily basis, Monday through Saturday, the collection trucks leave the facility before 7:00 a.m. and typically return after 9:00 a.m. Additional routes are performed during mid-morning and early afternoon, with the collection trucks typically parked before 3:30 p.m., completely avoiding the evening peak traffic period.

Design and Permitting

The proposed PTF will meet the state standards for solid waste handling defined in California Code of Regulations (CCR), Title 14. The proposed PTF will generally operate utilizing technology specific to Direct Transfer Facilities under state regulations for solid waste. A Registration Solid Waste Facility Permit (SWFP) has been issued by the County of Tulare Environmental Health Division for the current 150 TPD recyclables and compostable materials direct transfer operations, and where no materials are stored on site; a full SWFP will be required for throughput in excess of 150 TPD or when recyclable materials are stored at the facility.

The Project Description, in its entirety, can be found in Appendix A.

Facility Information

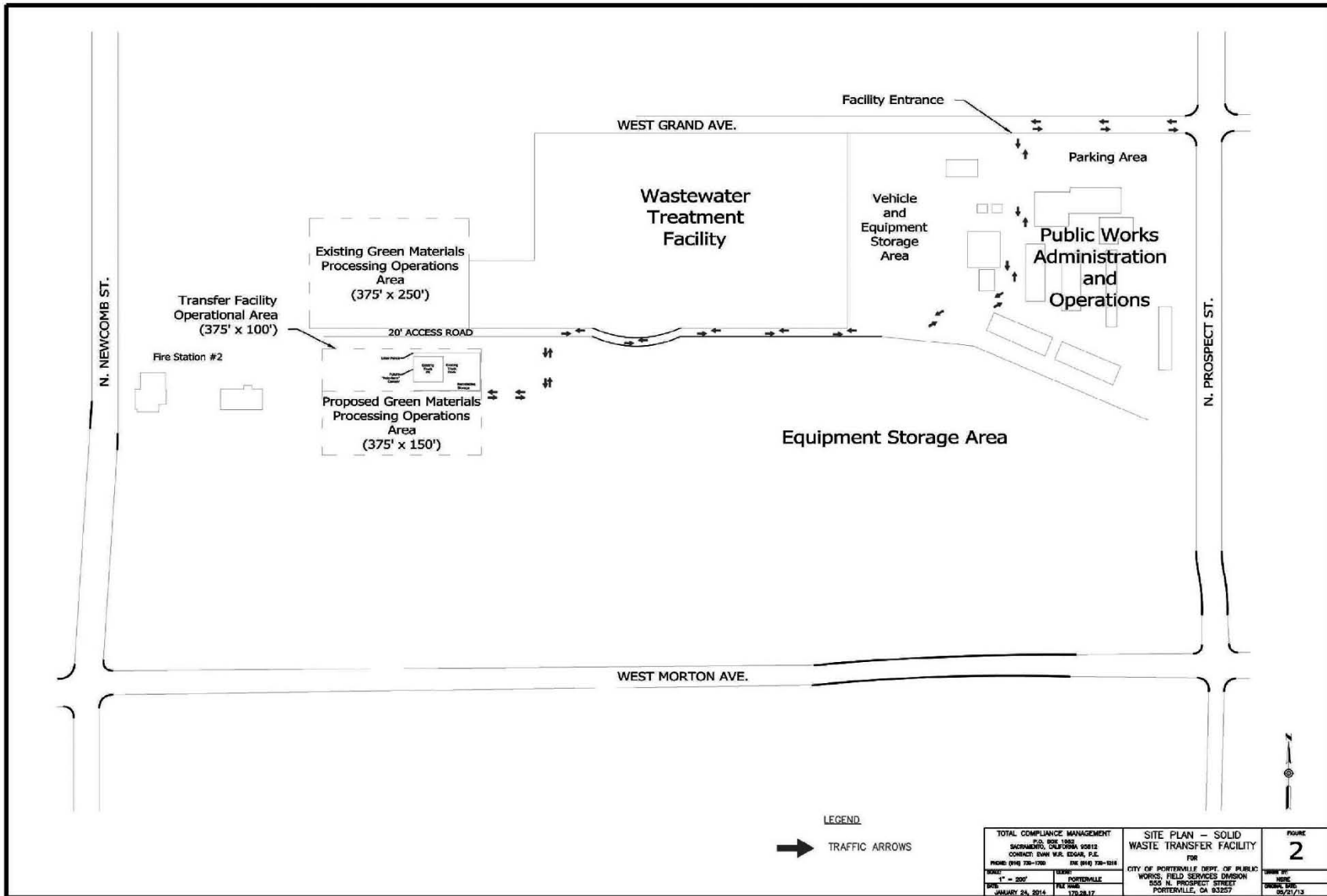
Property Owner:	City of Porterville
Operator:	City of Porterville
Operations Name:	City of Porterville Transfer Facility
Address	555 N. Prospect St. Porterville, CA 93257
Mailing Address:	291 N. Main St. Porterville, CA 93257
Telephone:	(559) 782-7514
Operations Hours:	6:00 AM to 6:00 PM Monday – Saturday
Peak Loading	
Tons per Day:	500 TPD
Peak Loading	
Vehicles per Day:	136 Vehicles per day
Waste Types:	Mixed Recyclables, Compostable Materials, and Municipal Solid Waste
Waste Source:	City of Porterville
Tons per Load-Out:	3 to 9 tons
Incoming Traffic Count:	Up to 97 incoming loads per day
Operations Area:	~ 5 acres, Transfer Facility Area and Green Materials Processing Operations Area” as shown on Site Plan, Figure 3
Tons per Load:	10 to 21 tons per transfer trailer
Outgoing Traffic Count:	Up to 39 round trips per day

2.6 Other Required Approvals

The current solid waste activities at the Project site operate under two separate permits issued by the LEA, the Tulare County Division of Environmental Health, who will continue to regulate the facility under CCR Title 14 requirements with the issuance of a Full Solid Waste Facilities Permit upon completion of the proposed expansion.

The Direct Transfer Facility – under which up to 149 TPD of recyclables and MSW can be transferred – currently holds a Registration Solid Waste Facility Permit. The Green Waste Processing Operations – under which up to 200 TPD of green waste and wood waste can be processed – currently holds an EA Notification type of permit.

**Figure 3
Site Plan**



Chapter 3

IMPACT ANALYSIS

Initial Study Checklist

3.1 Environmental Checklist Form

Project title:

City of Porterville Solid Waste Transfer Facility Expansion

Lead agency name and address:

City of Porterville
291 North Main Street
Porterville, CA 93257

Contact person and phone number:

Julie Phillips, AICP, Community Dev. Manager
City of Porterville
(559) 782-7460

Project location:

The facility is located on ~5 acres – on a site of approximately 72.1 acres (APN 251-360-001) – at 555 N. Prospect Street in the City of Porterville.

Project sponsor's name/address:

City of Porterville
291 North Main Street
Porterville, CA 93257

General plan designation:

Public / Institutional

Zoning:

Public and Semi-Public

Description of project:

Expansion of the City's waste transfer facility. See Section Two, Project Description.

Surrounding land uses/setting:

The Project site is located in a municipally-owned, public works complex – which includes the City’s wastewater treatment facility, vehicle maintenance and repair operations, administrative offices, a fire station, a city park, and solid waste operations –and which is surrounded by industrial, commercial, and residential uses. The nearest residences are approximately 600 feet to the west and south of the site. The southern side of the site is bounded by W. Morton Ave and the western side by N. Newcomb St., across both of which are located residential neighborhoods; the northern side is bounded by W. Grand Ave., beyond which lies a city park (Veterans Park) and commercial shopping center; the eastern boundary is N. Prospect St., across which is a combination of commercial and residential development.

Other public agencies whose approval or consultation is required (e.g., permits, financing approval, participation agreements):

- California Department of Resources Recycling and Recovery (CalRecycle)
- Tulare County - Local Enforcement Agency (LEA) for Integrated Waste
- State of California Native American Heritage Commission
- California State Clearinghouse, within the Office of Permit Assistance
- State of California Department of Transportation (Caltrans)
- San Joaquin Valley Air Pollution Control District
- Central Valley Regional Water Quality Control Board

3.2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- | | | |
|--|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources
and Forest Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Greenhouse Gas
Emissions | <input type="checkbox"/> Hazards & Hazardous
Materials | <input type="checkbox"/> Hydrology / Water
Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities / Service
Systems | <input type="checkbox"/> Mandatory Findings
of Significance |

3.3 Determination

On the basis of this initial evaluation:

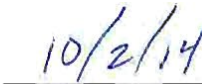
- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable

legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Jennifer M. Byers
Acting Community Development Director
City of Porterville



Date

I. AESTHETICS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SETTING

Environmental Setting

The Project is located within the City’s public works facility in an area of minimal topographic relief, and views of the site are easily obscured by buildings, existing berms, other structures and trees. Neither the Project area nor any surrounding land use contains features typically associated with scenic vistas (e.g., ridgelines, peaks, overlooks) or scenic highways.

Regulatory Setting

Federal

Aesthetic resources are protected by several federal regulations, none of which are relevant to the proposed Project because it will not be located on lands administered by a federal agency, and the proposed Project applicant is not requesting federal funding or a federal permit.

State

Nighttime Sky – Title 24 Outdoor Lighting Standards

The Energy Commission adopted changes to Title 24, Parts 1 and 6, Building Energy Efficiency Standards (Standards), on April 23, 2008. These new Standards became effective on January 1, 2010. Requirements for outdoor lighting remained consistent with past Standards and the requirements vary according to which “Lighting Zone” the equipment is in. The Standards contain lighting power allowances for newly installed equipment and specific alterations that are dependent on which Lighting Zone the Project is located in. Existing outdoor lighting systems are not required to meet these lighting power allowances. However, alterations that increase the connected load, or replace more than 50% of the existing luminaires, for each outdoor lighting application that is regulated by the Standards, must meet the lighting power allowances for newly installed equipment.

An important part of the Standards is to base the lighting power that is allowed on how bright the surrounding conditions are. The eyes adapt to darker surrounding conditions, and less light is needed to properly see; when the surrounding conditions get brighter, more light is needed to see. The least power is allowed in Lighting Zone 1 and increasingly more power is allowed in Lighting Zones 2, 3, and 4.

The Energy Commission defines the boundaries of Lighting Zones based on U.S. Census Bureau boundaries for urban and rural areas as well as the legal boundaries of wilderness and park areas. By default, government designated parks, recreation areas and wildlife preserves are Lighting Zone 1; rural areas are Lighting Zone 2; and urban areas are Lighting Zone 3. Lighting Zone 4 is a special use district that may be adopted by a local government.

California Scenic Highway Program

The Scenic Highway Program allows county and city governments to apply to the California Department of Transportation (Caltrans) to establish a scenic corridor protection program which was created by the Legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 263. While not Designated State Scenic Highways, two Eligible State Scenic Highways occur in Tulare County, State Route (SR) 198 and SR 190.

Local

Porterville General Plan Policies

- LU-G-4: Promote sustainability in the design and development of public and private development projects.
- LU-I-18: Protect existing residential neighborhoods from the encroachment of incompatible activities and land uses, and environmental hazards.

- LU-I-25: Establish buffering requirements and performance standards intended to minimize harmful effects of excessive noise, light, glare, and other adverse environmental impacts.

RESPONSES

a. Have a substantial adverse effect on a scenic vista?

Less than Significant Impact. The proposed site features and layout are shown in Figure 3 – Site Plan. In addition to the permitted transfer facility, other existing buildings on-site house the truck maintenance facility, administrative offices, and a wastewater treatment facility. The Project area occupies approximately 5 acres on the western side of the site, as shown on the Site Plan. The facility is located in an area that was excavated many decades ago for water storage, and as a result is somewhat hidden below grade, and has appropriate treatment of areas open to public view to create and maintain an aesthetically acceptable appearance.

A fence with a locking metal gate and accompanying landscaping along the surrounding frontage blocks views of the facility. The existing landscaping screening consists of trees and low growing shrubs.

The transfer area may also include a 4,200 square foot metal, canopy-type building at the site, as shown on Figure 4 - Elevation, housing the constructed truck dock and pit which allows the collection vehicles to back onto the dock and deposit their loads into the transfer trailers, in addition to a scale, access area, equipment storage, and parking area. The collection truck unloads recyclable or compostable material to walking-floor transfer trailers designated for the particular material type. The building will be constructed as budgets allow and/or regulatory requirements become apparent, generally related to water quality at the site. The building will be of similar height and form of buildings within the existing complex.

The City of Porterville General Plan does not identify any scenic vistas within the Project area. A scenic vista is generally considered a view of an area that has remarkable scenery or a resource that is indigenous to the area. The Project is located in an area of minimal topographic relief, and views of the site are easily obscured by buildings, other structures and trees. The proposed canopy height is consistent with other buildings in the vicinity, including the existing buildings on site. Neither the Project area nor any surrounding land use contains features typically associated with scenic vistas (e.g., ridgelines, peaks, overlooks). Therefore, the proposed Project's impact on scenic vistas would be considered *less than significant*.

Mitigation Measures: None are required.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less than Significant Impact. There are no state designated scenic highways within the immediate proximity to the Project site. California Department of Transportation Scenic Highway Mapping System identifies State Route 190 (SR-190) east of SR-65 as an Eligible State Scenic Highway. This is the closest highway, located approximately 1.2 miles south of the Project site. However, the Project site is both physically and visually separated from SR-190 by intervening land uses. In addition, no scenic highways or roadways are listed within the Project area in the City of Porterville’s General Plan or Tulare County’s General Plan. Based on the National Register of Historic Places (NRHP) and the City’s General Plan, no historic buildings exist on the Project site. The proposed Project would not damage any trees, rock outcroppings or historic buildings within a State scenic highway corridor. Any impacts would be considered *less than significant*.

Mitigation Measures: None are required.

c. Substantially degrade the existing visual character or quality of the site and its surroundings?

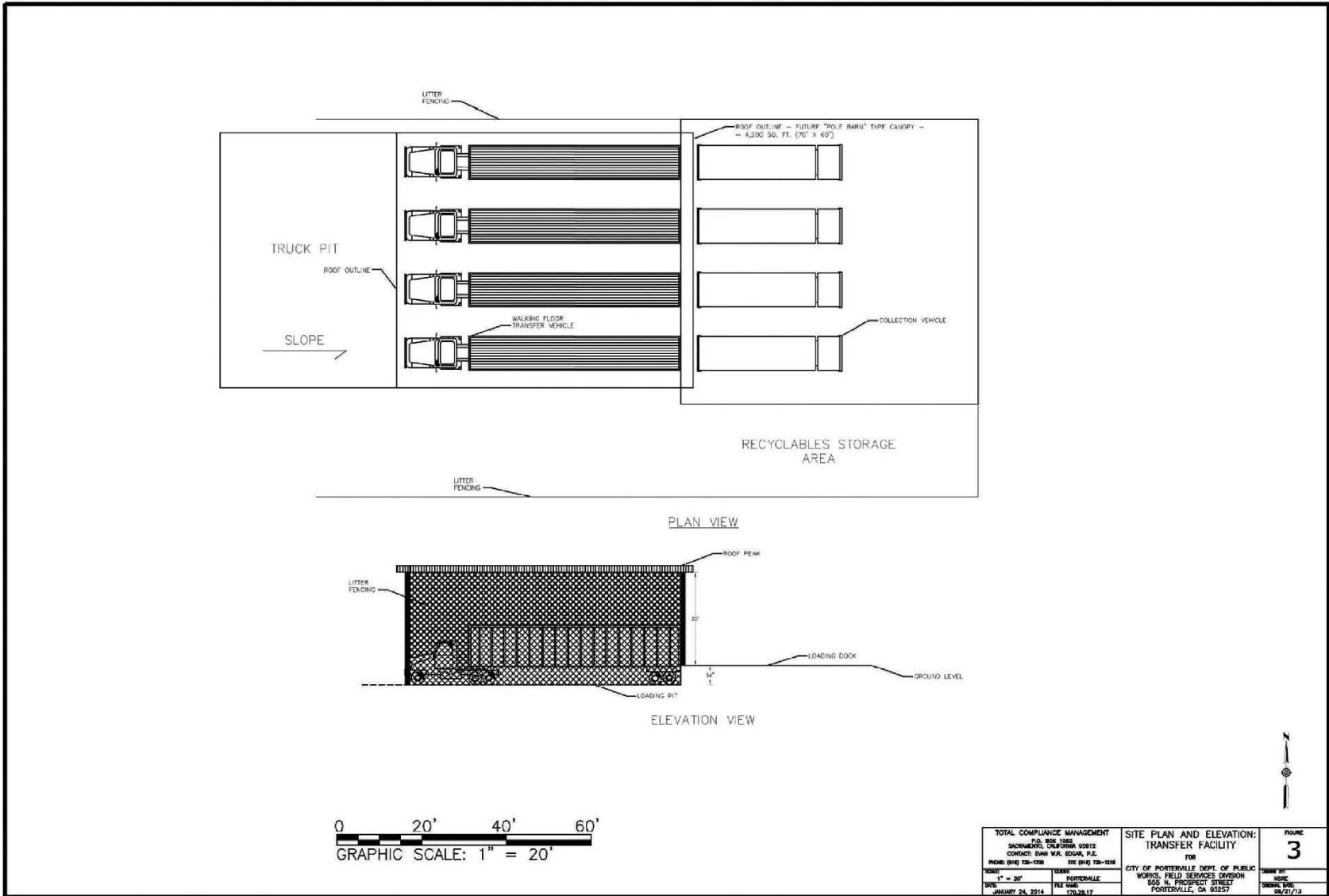
Less than Significant Impact. The proposed Project would not substantially change the visual character of the Project area. The existing transfer operation and surrounding facilities are an existing feature of the landscape (see photo of the existing transfer facility). The Project would not introduce new contrasting elements to the landscape. As such, impacts to the visual character of the site are *less than significant*.

Mitigation Measures: None are required.

Existing Transfer Facility



Figure 4
Elevation



d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than Significant Impact. Elevated lighting on the Project site could result in new sources of nighttime light and glare. Depending on the choice of roofing materials, the roof of the canopy-type building could cause substantial new daytime glare in the area. The Project would utilize site lighting that is similar to the lighting used in and around the Project site. It should be noted that the lighting would be designed to minimize glare, including shielding to ensure that the light does not spill over onto adjacent properties. In addition, the Project is subject to Porterville Development Ordinance 300.07, which ensures that outdoor lighting does not produce obtrusive glare onto the public right-of-way or adjoining properties. Therefore, impacts from light and glare are *less than significant*.

Mitigation Measures: None are required.

II. AGRICULTURE AND FOREST RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SETTING

Environmental Setting

The Project site is located in an area of the City considered urban, built up land by the State Farmland Mapping and Monitoring Program. No *Prime Farmland, Unique Farmland, or Farmland of Statewide Importance* or land under the Williamson Act contracts occurs in the Project area.

Regulatory Setting

Federal

Federal regulations for agriculture and forest resources are not relevant to the proposed Project because it is not a federal undertaking (the Project site is not located on lands administered by a federal agency, and the Project applicant is not requesting federal funding or a federal permit).

State

State regulations for agriculture and forest resources are not relevant to the proposed Project because no agricultural resources exist on the site.

Local

Porterville General Plan Policies

Porterville General Plan Policies for agriculture and forest resources are not relevant to the proposed Project because no agricultural resources exist on the site and no agricultural or forest resources will be impacted by the Project.

RESPONSES

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The Project site is located in an area of the City considered urban, built up land by the State Farmland Mapping and Monitoring Program. No *Prime Farmland, Unique Farmland, or Farmland of Statewide Importance* or land under the Williamson Act contracts occurs in the Project area. Therefore, no land conversion from Farmland would occur for the Project. Surrounding land uses include residential, commercial, and recreational uses; as such, the proposed Project does not have the potential to result in the conversion of Farmland to non-agricultural uses or forestland uses to non-forestland. There is *no impact*.

Mitigation Measures: None are required.

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project site is not zoned for agriculture nor is the site covered by a Williamson Act contract; No impacts would occur. The Project is not zoned for forestland and does not propose any zone changes related to forest or timberland. There is *no impact*.

Mitigation Measures: None are required.

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The Project site is not zoned for agriculture nor is the site covered by a Williamson Act contract; No impacts would occur. The Project is not zoned for forestland and does not propose any zone changes related to forest or timberland. There is *no impact*.

Mitigation Measures: None are required.

d. Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. No conversion of forestland, as defined under Public Resource Code or General Code, as referenced above, will occur as a result of the Project. There is *no impact*.

Mitigation Measures: None are required.

e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. No land conversion from Farmland would occur for the Project. Surrounding land uses include residential, commercial, and recreational uses; as such, the proposed Project does not have the potential to result in the conversion of Farmland to non-agricultural uses or forestland uses to non-forestland. There is *no impact*.

Mitigation Measures: None are required.

III. AIR QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SETTING

Environmental Setting

The climate of the San Joaquin Valley is characterized by long, hot summers and stagnant, foggy, winters. Precipitation is low and temperature inversions are common. These characteristics are conducive to the formation and retention of air pollutants and are in part influenced by the surrounding mountains which intercept precipitation and act as a barrier to the passage of cold air and air pollutants.

The proposed Project lies within the San Joaquin Valley Air Basin, which is managed by the San Joaquin Valley Air Pollution Control District (SJVAPCD or Air District). National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone (O3), sulfur dioxide (SO2), nitrogen

dioxide (NO₂), particulate matter (PM₁₀ and PM_{2.5}), and lead (Pb). The CAAQS also set standards for sulfates, hydrogen sulfide, and visibility.

Air quality plans or attainment plans are used to bring the applicable air basin into attainment with all state and federal ambient air quality standards designed to protect the health and safety of residents within that air basin. Areas are classified under the Federal Clean Air Act as either “attainment”, “non-attainment”, or “extreme non-attainment” areas for each criteria pollutant based on whether the NAAQS have been achieved or not. Attainment relative to the State standards is determined by the California Air Resources Board (CARB). The San Joaquin Valley is designated as a State and Federal extreme non-attainment area for O₃, a State and Federal non-attainment area for PM_{2.5}, a State non-attainment area for PM₁₀, and Federal and State attainment area for CO, SO₂, NO₂, and Pb⁸.

Regulatory Setting

Federal

Clean Air Act

The federal Clean Air Act of 1970 (as amended in 1990) required the U.S. Environmental Protection Agency (EPA) to develop standards for pollutants considered harmful to public health or the environment. Two types of National Ambient Air Quality Standards (NAAQS) were established. Primary standards protect public health, while secondary standards protect public welfare, by including protection against decreased visibility, and damage to animals, crops, landscaping and vegetation, or buildings. NAAQS have been established for six “criteria” pollutants: carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), ozone (O₃), particulate matter (PM₁₀ and PM_{2.5}), and lead (Pb).

State

California Air Resources Board

The California Air Resources Board (CARB) is the state agency responsible for implementing the federal and state Clean Air Acts. CARB has established California Ambient Air Quality Standards (CAAQS), which include all criteria pollutants established by the NAAQS, but with additional regulations for Visibility Reducing Particles, sulfates, hydrogen Sulfide (H₂S), and vinyl chloride.

The proposed Project is located within the San Joaquin Valley Air Basin, which includes San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and parts of Kern counties and is managed by the SJVAPCD.

Air basins are classified as attainment, nonattainment, or unclassified. Attainment is achieved when monitored ambient air quality data is in compliance with the standards for a specified

pollutant. Non-compliance with an established standard will result in a nonattainment designation and an unclassified designation indicates insufficient data is available to determine compliance for that pollutant.

Standards and attainment status for listed pollutants in the Air District can be found in Table 2. Note that both state and federal standards are presented.

Table 2
Standards and Attainment Status for Listed Pollutants in the Air District

Pollutant	Federal Standard	California Standard
Ozone	0.075 ppm (8-hr avg)	0.07 ppm (8-hr avg) 0.09 ppm (1-hr avg)
Carbon Monoxide	9.0 ppm (8-hr avg) 35.0 ppm (1-hr avg)	9.0 ppm (8-hr avg) 20.0 ppm (1-hr avg)
Nitrogen Dioxide	0.053 ppm (annual avg)	0.30 ppm (annual avg) 0.18 ppm (1-hr avg)
Sulfur Dioxide	0.03 ppm (annual avg) 0.14 ppm (24-hr avg) 0.5 ppm (3-hr avg)	0.04 ppm (24-hr avg) 0.25 ppm (1hr avg)
Lead	1.5 µg/m ³ (calendar quarter) 0.15 µg/m ³ (rolling 3-month avg)	1.5 µg/m ³ (30-day avg)
Particulate Matter (PM10)	150 µg/m ³ (24-hr avg)	20 µg/m ³ (annual avg) 50 µg/m ³ (24-hr avg)
Particulate Matter (PM2.5)	15 µg/m ³ (annual avg)	35 µg/m ³ (24-hr avg) 12 µg/m ³ (annual avg)

µg/m³ = micrograms per cubic meter

Additional State regulations include:

CARB Portable Equipment Registration Program – This program was designed to allow owners and operators of portable engines and other common construction or farming equipment to register their equipment under a statewide program so they may operate it statewide without the need to obtain a permit from the local air district.

U.S. EPA/CARB Off-Road Mobile Sources Emission Reduction Program – The California Clean Air Act (CCAA) requires CARB to achieve a maximum degree of emissions reductions from off-road mobile sources to attain State Ambient Air Quality Standards (SAAQS); off-road mobile sources include most construction equipment. Tier 1 standards for large compression-ignition engines used in off-road mobile sources went into effect in California in 1996. These standards, along with ongoing rulemaking, address emissions of nitrogen oxides (NOX) and toxic particulate matter from diesel engines. CARB is currently developing a control measure to reduce diesel PM and NOX emissions from existing off-road diesel equipment throughout the state.

California Global Warming Solutions Act – Established in 2006, Assembly Bill 32 (AB 32) requires that California’s GHG emissions be reduced to 1990 levels by the year 2020. This will be implemented through a statewide cap on GHG emissions, which will be phased in beginning in 2012. AB 32 requires

CARB to develop regulations and a mandatory reporting system to monitor global warming emissions levels.

In addition, the proposed Project is being evaluated pursuant to CEQA.

Local

San Joaquin Valley Air Pollution Control District

The San Joaquin Valley Air Pollution Control District (Air District) is the local agency charged with preparing, adopting, and implementing mobile, stationary, and area air emission control measures and standards. The Air District has several rules and regulations that may apply to the Project:

Rule 3135 (Dust Control Plan Fees) – This rule requires the project applicant to submit a fee in addition to a Dust Control Plan. The purpose of this rule is to recover the Air District’s cost for reviewing these plans and conducting compliance inspections.

Rules 4101 (Visible Emissions) and 4102 (Nuisance) – These rules apply to any source of air contaminants and prohibits the visible emissions of air contaminants or any activity which creates a public nuisance.

Rule 4601 (Architectural Coatings) – This rule limits volatile organic compounds (VOC) from architectural coatings. This rule specifies architectural coatings storage, clean up, and labeling requirements. It is applicable to any person who supplies, sells, offers for sale, applies, or solicits the application of any architectural coating, or who manufactures any architectural coating for use within the district.

Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations) – This rule applies to use of asphalt for paving new roadways or restoring existing roadways disturbed by project activities.

Regulation VIII (Fugitive PM₁₀ Prohibitions) – This regulation, a series of eight regulations, is designed to reduce PM₁₀ emissions by reducing fugitive dust. Regulation VIII requires implementation of control measures to ensure that visible dust emissions are substantially reduced. The control measures are summarized in Table 3.

**Table 3
San Joaquin Valley Air Pollution Control District
Regulation VIII Control Measures for Construction Related Emissions of PM10**

The following are required to be implemented at all construction sites:

All disturbed areas, including storage piles, which are not actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizers/suppressants, covered with a tarp or other similar cover, or vegetative ground

All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions during construction using water or chemical stabilizer suppressant.

All land clearing, grubbing, scraping, excavation, land leveling, grading cut and fill, and demolition activities during construction shall be effectively controlled of fugitive dust emissions utilizing application of water or pre-soaking.

When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from top of container shall be maintained.

All operations shall limit, or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.

Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.

Within urban areas, trackout shall be immediately removed when it extends 50 or more feet from the site at the end of each workday.

Any site with 150 or more vehicle trips per day shall prevent carryout and trackout.

Porterville General Plan Policies

- OSC-G-9: Improve and protect Porterville’s air quality by making air quality a priority in land use and transportation planning and in development review.
- OSC-I-59: Require preparation of a Health Risk Assessment for any development subject to the Air Toxics “Hot Spots” Act.
- OSC-I-61: Coordinate air quality planning efforts with other local, regional and State agencies.
- OSC-I-63: Notify local and regional jurisdictions of proposed projects that may affect regional air quality.
- OSC-G-10: Reduce and conserve energy use in existing and new commercial, industrial, and public structures.

RESPONSES

a. Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. The San Joaquin Valley Air Basin (SJVAB) is designated nonattainment of state and federal health based air quality standards for ozone and PM_{2.5}. The SJVAB is designated nonattainment of state PM₁₀. To meet Federal Clean Air Act (CAA) requirements, the SJVAPCD has multiple air quality attainment plan (AQAP) documents, including:

- Extreme Ozone Attainment Demonstration Plan (EOADP) for attainment of the 1-hour ozone standard (2004);
- 2007 Ozone Plan for attainment of the 8-hour ozone standard;
- 2007 PM₁₀ Maintenance Plan and Request for Redesignation; and
- 2008 PM_{2.5} Plan.

Because of the region's non-attainment status for ozone, PM_{2.5}, and PM₁₀, if the project-generated emissions of either of the ozone precursor pollutants (ROG or NO_x), PM₁₀, or PM_{2.5} were to exceed the SJVAPCD's significance thresholds, then the project uses would be considered to conflict with the attainment plans. In addition, if the project uses were to result in a change in land use and corresponding increases in vehicle miles traveled, they may result in an increase in vehicle miles traveled that is unaccounted for in regional emissions inventories contained in regional air quality control plans.

As discussed in Impact c), below, predicted operational emissions would not exceed the SJVAPCD's significance thresholds for ROG, NO_x, PM₁₀, and PM_{2.5}. As a result, the Project uses would not conflict with emissions inventories contained in regional air quality attainment plans, and would not result in a significant contribution to the region's air quality non-attainment status. In addition, the Project would not result in a change of land use and would not result in an increase in vehicle miles traveled unaccounted for in regional emissions inventories. Additionally, the Project would comply with all applicable rules and regulations. Therefore, this impact is *less than significant*.

Mitigation Measures: None are required.

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less than Significant Impact. Because ozone is a regional pollutant (SJVAPCD 2002), the pollutants of concern for localized impacts are CO and fugitive PM₁₀ dust from construction. Ozone and PM₁₀ exhaust impacts are addressed under Impact c), below. The proposed Project would not result in localized CO hotspots or PM₁₀ impacts, as discussed below. Therefore, the proposed Project would not violate an air quality standard or contribute to a violation of an air quality standard in the Project area.

Localized PM10

Localized PM10 would be generated by Project construction activities, which would include earth-disturbing activities. The SJVAPCD indicates that all control measures in Regulation VIII are required for all construction sites by regulation. The SJVAPCD's Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI) (SJVAPCD 2002) lists additional measures that may be required of very large projects or projects close to sensitive receptors. If all appropriate "enhanced control measures" in the GAMAQI are not implemented for very large projects or those close to sensitive receptors, then construction impacts would be considered significant (unless the Lead Agency provides a satisfactory detailed explanation as to why a specific measure is unnecessary). The GAMAQI also lists additional control measures (Optional Measures) that may be implemented if further emission reductions are deemed necessary by the Lead Agency. The SJVAPCD's Regulation VIII (Fugitive PM10 Prohibitions) has been updated and expanded since the GAMAQI guidance was written in 2002. Regulation VIII now includes the "enhanced control measures" contained in the GAMAQI.

The proposed Project would comply with the SJVAPCD's Regulation VIII dust control requirements during any proposed construction (including Rules 8011, 8031, 8041, and 8071). Compliance with this regulation would reduce the potential for significant localized PM10 impacts to less than significant levels.

CO Hotspot

Localized high levels of CO are associated with traffic congestion and idling or slow-moving vehicles. The SJVAPCD provides screening criteria to determine when to quantify local CO concentrations based on impacts to the level of service (LOS) of roadways in the Project vicinity.

As further discussed in the Transportation/Traffic checklist evaluation, the Project would not generate, or substantially contribute to, additional traffic that would reduce the level of surface on local roadways. Therefore, the Project would not significantly contribute to an exceedance that would exceed state or federal CO standards. Impacts are considered less than significant.

Mitigation Measures: None are required.

- c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less than Significant Impact. The nonattainment pollutants for the SJVAPCD are ozone, PM₁₀ and PM_{2.5}. Therefore, the pollutants of concern for this impact are ozone precursors, regional PM₁₀, and PM_{2.5}. Ozone is a regional pollutant formed by chemical reaction in the atmosphere, and the Project's incremental increase in ozone precursor generation is used to determine the potential air quality impacts, as set forth in the GAMAQI.

The SJVAPCD does not have a threshold for regional PM₁₀ or PM_{2.5}. This document proposes a PM₁₀ threshold using the same basis as the ozone precursor thresholds. Since the GAMAQI was published, the SJVAPCD has been recommending use of a PM₁₀ threshold of 15 tons per year. However, a similar basis of threshold is not available for PM_{2.5} emissions. Because the SJVAB is in nonattainment for PM_{2.5}, the threshold for PM_{2.5} for this Project will be nine tons per year. The justification for this number is that PM_{2.5} is in nonattainment and should have a more stringent threshold than PM₁₀ to provide a worst-case assessment. The annual standard for PM₁₀ is 20 µg/m³ and the annual standard for PM_{2.5} is 12 µg/m³. Therefore, the ratio of PM₁₀ to PM_{2.5} results in a threshold for PM_{2.5} of nine tons per year.

The annual significance thresholds to be used for the Project for operational and construction emissions are as follows:

- 10 tons per year ROG;
- 10 tons per year NO_x;
- 15 tons per year PM₁₀; and
- 9 tons per year PM_{2.5}.

The estimated annual operational emissions are shown below. The California Emissions Estimator (CalEEMod), Version 2013.2.2, was used to estimate construction (small canopy-type metal structure) and operational (truck and employee trip) emissions resulting from the proposed Project. The modeling results are provided in Table 4 and the CalEEMod output files are provided in Appendix B.

**Table 4
Proposed Project Construction and Operation Emissions**

	VOC (ROG) (tons/year)	NO _x	PM10	CO2
Total Project Construction Emissions	0.21	1.30	0.09	111.89
Total Project Operation and Area Emissions	0.15	1.14	0.07	242.21
Total Project Emissions	0.36	2.44	0.16	354.10
Threshold of Significance	10	10	15	--

Any impacts would be considered *less than significant*.

Mitigation Measures: None are required.

d. Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. The proposed Project would not expose sensitive receptors to substantial concentrations of localized PM₁₀, carbon monoxide, diesel particulate matter, or hazardous pollutants, naturally occurring asbestos, or valley fever, as discussed below.

LOCALIZED PM₁₀

As shown in Impact b), above, the Project would not generate a significant impact for construction-generated, localized PM₁₀. Therefore, the Project would not expose sensitive receptors to unhealthy levels of PM₁₀.

PM HOTSPOT

A PM_{2.5} and PM₁₀ Hotspot Analysis is not required for the Project because it is not a Project of Air Quality Concern (POAQC).

CARBON MONOXIDE HOTSPOT

As shown in Impact b), above, the Project would not generate a CO hotspot. In addition, the existing background concentrations of CO are low and any CO emissions would disperse rapidly. The nearest SJVAPCD monitoring station located approximately 45 miles south of the Project site (Bakersfield-Golden State Highway) shows the highest 1-hour and 8-hour CO concentrations for the past three years as 2.08 ppm and 1.46 ppm, respectively. The 1-hour and 8-hour CO standard are 20 ppm and 9 ppm, respectively. Therefore, the Project would not expose sensitive receptors to unhealthy levels of CO.

NATURALLY OCCURRING ASBESTOS

The Department of Conservation, Division of Mines and Geology published a guide entitled *A General Location Guide for Ultramafic Rocks in California - Areas More Likely to Contain Naturally Occurring Asbestos*, for generally identifying areas that are likely to contain naturally occurring asbestos. The guide includes a map of areas where formations containing naturally occurring asbestos in California are likely to occur. Foothill areas within Tulare County are identified as areas with ultramafic rocks. The City of Porterville's General Plan, Chapter Seven: Public Health and Safety provides a more detailed map, Figure 7-2 that shows some foothill locations adjacent to the City as areas with ultramafic rocks. Those areas are not located near the Project site. For this reason, the Project is not anticipated to expose workers or nearby receptors to naturally occurring asbestos. Any impacts to this analysis area would be considered *less than significant*.

e. Create objectionable odors affecting a substantial number of people?

Less than Significant Impact. California Code of Regulations (14CCR) Title 14, Section 17863.4 (effective on April 4, 2003) requires an Odor Impact Minimization Plan (OIMP) for all compostable material handling operations and facilities. A detailed Odor Impact Minimization Plan (OIMP) is provided in Appendix C of Appendix A. An overview of the facility and potential odor generation is summarized below.

The municipal solid waste (MSW), green waste, food material, and recyclables transfer operations have the potential to generate odor as some putrescible materials may have begun the decomposition process before collection. MSW and certain types of green waste such as material small in size, wet material or material high in grass clippings or other succulent green waste has a much greater potential to generate odor than large, woody, brushy material; the green waste may also contain co-collected food material. Thus, the propensity to generate odor varies with each load of waste. Recyclable materials do not typically contain odorous materials.

In order to control odor releases, staff will transfer the MSW, green waste, and food material within eight hours of acceptance. Malodorous loads will be removed immediately after the transfer trailer is full, typically within an hour. Loads of MSW, food material, and green waste leaving the facility will also be covered to minimize odor generation from transfer vehicles.

Nearby receptors include commercial and residential establishments surrounding the City Corporation Yard. The closest receptors will be City Fire Department staff at the adjacent fire station. Each day the operator will evaluate onsite odors and evaluate planned operations for the potential to release objectionable odors. If the operator detects an objectionable onsite odor, he will take the following actions:

- Investigate and determine the likely source of the odor
- Determine if onsite management practices could remedy the problem and immediately take steps to remedy the situation.
- Determine whether or not the odor is traveling beyond the site by patrolling the site perimeter and noting existing wind patterns.
- Determine whether or not the odor event is significant enough to warrant contacting the adjacent neighbors.

In the event of significant odors where a complaint has been filed, the protocol is for the operator to inspect the location of a received complaint. The operator shall attempt to determine if an offensive odor exists. In the event that the complaint cannot be verified in this manner, the operator will continue to perform self-monitoring and continue the best management practices (BMPs) described in this operating document. In the event an offensive odor is detected, the operator shall discuss additional or enhanced BMPs to minimize the likelihood of future odor detection.

Complaint Response Protocol

- Complaints may be received by either the Operator or a regulatory body on referral.
- Should the LEA receive a complaint, they will notify the Operator within 24 hours and file the complaint on the attached form.

- The Operator receives and reviews the complaint.
- The Operator will go to the location of the complaint to assess if the site may be responsible for the odor.
- The Operator documents complaints in the site operations log.
- The Operator assesses complaint and responds in the on-site log within 24 hours of receiving the complaint, or 48 hours should the citizen complaint be received on a weekend or holiday.
- The Operator implements reasonable recommendations suggested by experts or regulatory agencies. The Operator will continue operations utilizing best management practices.
- The Operator and complainant (if known and choosing to participate) meet within a reasonable time frame to assess the original problem and results from implementing the recommendations.
- Results and actions must be documented in the site operations log, which serves as the operation's permanent record.

Design Considerations and Procedures to Minimize Odors.

Facility Siting: The Project site is located in a primarily industrial area and is surrounded by other industrial and commercial facilities, away from most sensitive receptors; these are the advantageous siting criteria to reduce the potential for odor complaints.

Implementation of the measures included in this OIMP will reduce odor impacts associated with the green waste processing operations to a less than significant level.

Proper Drainage: Standing water is a potential source of odors. The facility will be on a compacted surface, sloped to drain, to minimize the onsite ponding of water. Liquids are not accepted.

Operational Considerations and Procedures to Minimize Odors.

The green waste processing operations has the potential to generate odor as some green material may have begun the decomposition process before collection. Certain types of green waste such as material small in size, wet material or material high in grass clippings or other succulent green waste has a much greater potential to generate odor than large, woody, brushy material. Thus, the propensity to generate odor varies with each load of waste.

The operator will also employ a regular cleaning and maintenance program for the operations area, the collection and transfer vehicles, and associated equipment that may be stored at the facility to minimize odors and vector attraction, as part of standard good housekeeping practices at the facility.

The operator may suspend the transfer operations during periods of high winds, those exceeding 25 miles per hour, to minimize odor transfer and dust generation, should potentially offensive odors be present. As such, any impacts would be considered *less than significant*.

Mitigation Measures: None are required.

IV. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

- f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

SETTING

Environmental Setting

The Project site is located on the City’s public works facility in an area that provides a very low probability of containing biological resources. There are no waterways or vegetation on the subject site and the area consists of paved areas, gravel and graded/compact dirt. The site is surrounded on all sides by intense urban activity.

Regulatory Setting

Federal

Endangered Species Act

The Federal Endangered Species Act (FESA) protects plants and wildlife that are listed as endangered or threatened by the USFWS and National Oceanic and Atmospheric Administration (NOAA) Fisheries. Section 9 of the FESA prohibits the taking of listed wildlife, where taking is defined as “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in such conduct” (50 CFR 17.3). For plants, this statute governs removing, possessing, maliciously damaging, or destroying any listed plant on federal land and removing, cutting, digging-up, damaging, or destroying any listed plant on non-federal land in knowing violation of state law (16USC1538). Pursuant to Section 7 of the FESA, federal agencies are required to consult with the USFWS if their actions, including permit approvals or funding, could adversely affect a listed plant or wildlife species or its critical habitat. Through consultation and the issuance of a biological opinion, the USFWS may issue an incidental take statement allowing take of the species that is incidental to another authorized activity, provided the action will not jeopardize the continued existence of the species. Section 10 of the FESA provides for issuance of incidental take permits to private parties, provided a Habitat Conservation Plan (HCP) is developed.

Migratory Bird Treaty Act

The MBTA implements international treaties devised to protect migratory birds and any of their parts, eggs, and nests from activities such as hunting, pursuing, capturing, killing, selling, and shipping, unless expressly authorized in the regulations or by permit. As authorized by the MBTA, the USFWS issues permits to qualified applicants for the following types of activities: falconry, raptor propagation, scientific collecting, special purposes (rehabilitation, education, migratory game bird propagation, and salvage), take of depredating birds, taxidermy, and waterfowl sale and disposal. The regulations governing migratory bird permits are in 50 CFR part 13 General Permit Procedures and 50 CFR part 21 Migratory Bird Permits. The State of California has incorporated the protection of birds of prey in Sections 3800, 3513, and 3503.5 of the CDFG Code.

Federal Clean Water Act

The federal Clean Water Act's (CWA's) purpose is to "restore and maintain the chemical, physical, and biological integrity of the nation's waters." Section 404 of the CWA prohibits the discharge of dredged or fill material into waters of the United States without a permit from the U.S. Army Corps of Engineers (ACOE). The definition of waters of the United States includes rivers, streams, estuaries, the territorial seas, ponds, lakes, and wetlands. Wetlands are defined as those areas "that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions (33 CFR 328.3 7b)." The USEPA also has authority over wetlands and may override an ACOE permit. Substantial impacts to wetlands may require an individual permit. Projects that only minimally affect wetlands may meet the conditions of one of the existing Nationwide Permits. A Water Quality Certification or Waiver pursuant to Section 401 of the CWA is required for Section 404 permit actions; this certification or waiver is issued by the RWQCB.

State

California Endangered Species Act

The California Endangered Species Act (CESA) generally parallels the main provisions of the FESA, but unlike its federal counterpart, the CESA applies the take prohibitions to species proposed for listing (called candidates by the state). Section 2080 of the CDFG Code prohibits the taking, possession, purchase, sale, and import or export of endangered, threatened, or candidate species, unless otherwise authorized by permit or in the regulations. Take is defined in Section 86 of the CDFG Code as to "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." The CESA allows for take incidental to otherwise lawful development projects. State lead agencies are required to consult with the CDFG to ensure that any action they undertake is not likely to jeopardize the continued existence of any endangered, threatened, or candidate species or result in destruction or adverse

modification of essential habitat. The CDFG administers the act and authorizes take through Section 2081 agreements (except for designated fully protected species).

Fully Protected Species

The State of California first began to designate species as fully protected prior to the creation of the CESA and FESA. Lists of fully protected species were initially developed to provide protection to those animals that were rare or faced possible extinction, and included fish, amphibians, reptiles, birds, and mammals. Most fully protected species have since been listed as threatened or endangered pursuant to the CESA and/or FESA. The regulations that implement the Fully Protected Species Statute (CDFG Code Section 4700) provide that fully protected species may not be taken or possessed at any time. Furthermore, the CDFG prohibits any state agency from issuing incidental take permits for fully protected species, except for necessary scientific research.

Native Plant Protection Act

Regarding listed rare and endangered plant species, the CESA defers to the California Native Plant Protection Act (NPPA) of 1977 (CDFG Code Sections 1900 to 1913), which prohibits importing of rare and endangered plants into California, and the taking and selling of rare and endangered plants. The CESA includes an additional listing category for threatened plants that are not protected pursuant to NPPA. In this case, plants listed as rare or endangered pursuant to the NPPA are not protected pursuant to CESA, but can be protected pursuant to the CEQA. In addition, plants that are not state listed, but that meet the standards for listing, are also protected pursuant to CEQA (Guidelines, Section 15380). In practice, this is generally interpreted to mean that all species on lists 1B and 2 of the CNPS Inventory potentially qualify for protection pursuant to CEQA, and some species on lists 3 and 4 of the CNPS Inventory may qualify for protection pursuant to CEQA. List 3 includes plants for which more information is needed on taxonomy or distribution. Some of these are rare and endangered enough to qualify for protection pursuant to CEQA. List 4 includes plants of limited distribution that may qualify for protection if their abundance and distribution characteristics are found to meet the standards for listing.

California Lake and Streambed Alteration Agreement

Sections 1600 through 1616 of the CDFG Code require that a Lake and Streambed Alteration Program Notification Package be submitted to the CDFG for “any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake.” The CDFG reviews the proposed actions and, if necessary, submits to the applicant a proposal for measures to protect affected fish and wildlife resources. The final proposal on which the CDFG and the applicant agree is the Lake and Streambed Alteration Agreement. Often, projects that require a Lake and Streambed Alteration Agreement also require a permit from the ACOE pursuant to Section

404 of the CWA. In these instances, the conditions of the Section 404 permit and the Lake and Streambed Alteration Agreement may overlap.

In addition, the proposed Project is being evaluated pursuant to CEQA.

Local

Porterville General Plan Policies

- OSC-G-7: Protect habitat for special status species, designated under State and federal law.

RESPONSES

- a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less than Significant Impact. A desktop review of literature resources was conducted to determine if the Project area is located within the range of sensitive biological resources such as state and/or federally-listed threatened and/or endangered species. A list of special-status species that could potentially occur in the Project area and a 9-quad search of the Project area was compiled (see Appendix C) by accessing the California Natural Diversity Database (CNDDDB) (2014), the California Native Plant Society (CNPS) (2014) online inventory and the United States Fish and Wildlife Service (USFWS) online database (accessed July 2014) for the USGS 7.5-minute quadrangle of Porterville in which the Project area is located as well as the eight surrounding quads of Fountain Springs, Ducor, Sausalito School, Frazier Valley, Success Dam, Lindsay, Cairn's Corner, and Woodville.

The Project site does not include suitable habitat for any special status plant or animal species. They are considered absent from the Project site. There are no waterways or vegetation on the subject site and the area consists of paved areas, gravel and graded/compact dirt that are highly disturbed by existing day to day operations of the public works complex. A *less than significant* impact to special-status plant or animal species would occur.

Mitigation Measures: None are required.

- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less than Significant Impact. There are no waterways or vegetation on the subject site and the area consists of paved areas, gravel and graded/compact dirt. There is no riparian habitat or other sensitive

natural community on site or adjacent to the Project. As such, any impacts would be *less than significant*.

Mitigation Measures: None are required.

- c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less than Significant Impact. No wetlands occur in or near the Project site. Impacts would be *less than significant*.

Mitigation Measures: None are required.

- d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less than Significant Impact. There are no waterways or vegetation on the subject site and the area consists of paved areas, gravel and graded/compact dirt. The Project site is located in the City's public works facility and is an existing transfer station that is surrounded by intense urban development. There are no waterways or migratory wildlife corridors on site or in the Project vicinity. Any impacts to native species movement would be *less than significant*.

Mitigation Measures: None are required.

- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than Significant Impact. The City of Porterville's General Plan includes various policies for the protection of biological resources. The proposed Project would not conflict with any of the adopted policies and any impacts would be considered *less than significant*.

Mitigation Measures: None are required.

- f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Less than Significant Impact. Several conservation and recovery plans apply to land in the City, including the Recovery Plan for Upland Species of the San Joaquin Valley and the Valley Elderberry Longhorn Beetle Habitat Conservation Plan. A review of Figure 6-4 (Special Status Species and Sensitive Vegetation) in the City of Porterville's General Plan indicates the Project site is not within an area set aside for the conservation of habitat or sensitive plant or animal species pursuant to such plans.

The nearest such areas are the Valley Elderberry Longhorn Beetle Conservation Area located southeast of the Project site along the Tule River within the Yaudanchi Ecological Reserve. As such, any impacts would be *less than significant*.

Mitigation Measures: None are required.

V. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SETTING

Environmental Setting

Archaeological resources are places where human activity has measurably altered the earth or left deposits of physical remains. Archaeological resources may be either prehistoric (before the introduction of writing in a particular area) or historic (after the introduction of writing). The majority of such places in this region are associated with either Native American or Euroamerican occupation of the area. The most frequently encountered prehistoric and early historic Native American archaeological sites are village settlements with residential areas and sometimes cemeteries; temporary camps where food and raw materials were collected; smaller, briefly occupied sites where tools were manufactured or repaired; and special-use areas like caves, rock shelters, and sites of rock art. Historic archaeological sites may include foundations or features such as privies, corrals, and trash dumps.

City of Porterville and Tulare County was inhabited by indigenous California Native American groups consisting of the Southern Valley Yokuts, Foothill Yokuts, Monache, and Tubatulabal. Most information regarding these groups is based on Spanish government and Franciscan mission records of the 18th and 19th centuries, and in studies conducted during the 1900s to 1930s by American and British ethnographers. The ethnographic setting presented below is derived from the early works,

compiled by W. J. Wallace, Robert F.G. Spier, and Charles R. Smith, with statistical information provided by the California Native American Heritage Commission.

Of the four main groups inhabiting the Tulare County area, the Southern Valley Yokuts occupied the largest territory, which is defined roughly by the crest of the Diablo Range on the west and the foothills of the Sierra Nevada on the east, and from the Kings River on the north, to the Tehachapi Mountains on the south. The Foothill Yokuts inhabited the western slopes of the Sierra Nevada, between the Fresno River and Kern River, with settlements generally occurring between the 2,000 to 4,000-foot elevations. The Tubatulabal inhabited the Sierra Nevada Mountains, at the higher elevations, near Mt. Whitney in the east, extending westward along the drainages of the Kern River, and the Kern River-South Fork. The Monache were comprised of six small groups that lived in the Sierras east of the Foothill Yokuts, in locations ranging between 3,000 to 7,000 foot elevations.

The proposed Project site has been highly disturbed for many years due to the previous and continuing operation of the City's public works complex. A records search was conducted at the Southern San Joaquin Valley Information Center (SSJVIC), California Historical Resources Information System (See Appendix D) in July 2014. According to the SSJVIC records, there have been no previous cultural resource studies conducted within the Project area. There have been four studies conducted within the ½ mile radius.

Regulatory Setting

Federal

Cultural resources are protected by several federal regulations, none of which are relevant to this proposed Project because it will not be located on lands administered by a federal agency and the Project applicant is not requesting federal funding.

State

The proposed Project is subject to CEQA which requires public or private projects financed or approved by public agencies to assess their effects on historical resources. CEQA uses the term "historical resources" to include buildings, sites, structures, objects or districts, each of which may have historical, prehistoric, architectural, archaeological, cultural, or scientific importance. CEQA states that if implementation of a project results in significant effects on historical resources, then alternative plans or mitigation measures must be considered; however, only significant historical resources need to be addressed (CCR 15064.5, 15126.4). For the purposes of this CEQA document, a significant impact would occur if project implementation:

- Causes a substantial change in the significance of a historical resource
- Causes a substantial adverse change in the significance of an archaeological resource

- Disturbs any human remains, including those interred outside of formal cemeteries

Therefore, before impacts and mitigation measures can be identified, the significance of historical resources must be determined. CEQA guidelines define three ways that a property may qualify as a historical resource for the purposes of CEQA review:

- If the resource is listed in or determined eligible for listing in the California Register of Historical Resources (CRHR)
- If the resource is included in a local register of historical resources, as defined in Section 5020.1(k) of the PRC or identified as significant in an historical resource survey meeting the requirements of Section 5024.1(g) of the PRC unless the preponderance of evidence demonstrates that it is not historically or culturally significant
- The lead agency determines the resource to be significant as supported by substantial evidence in light of the whole record (CCR, Title 14, Division 6, Chapter 3, Section 15064.5(a))

Each of these ways of qualifying as a historical resource for the purpose of CEQA is related to the eligibility criteria for inclusion in the CRHR (PRC 5020.1(k), 5024.1, 5024.1(g)).

A historical resource may be eligible for inclusion in the CRHR if it:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage
- Is associated with the lives of persons important in our past
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values
- Has yielded, or may be likely to yield, information important in prehistory or history Properties that area listed in or eligible for listing in the National Register of Historic Places are considered eligible for listing in the CRHR, and thus are significant historical resources for the purpose of CEQA (PRC Section 5024.1(d)(1)).

Public Resources Code §5097.5

California Public Resources Code §5097.5 prohibits excavation or removal of any "vertebrate paleontological site...or any other archaeological, paleontological or historical feature, situated on public lands, except with express permission of the public agency having jurisdiction over such lands." Public lands are defined to include lands owned by or under the jurisdiction of the state or any city, county, district, authority or public corporation, or any agency thereof. Section 5097.5 states that any unauthorized disturbance or removal of archaeological, historical, or paleontological materials or sites located on public lands is a misdemeanor.

Human Remains

Section 7050.5 of the California Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the coroner's authority. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Native American Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper and dignified treatment of the remains and associated grave artifacts.

Paleontological Resources

Paleontological resources are the fossilized remains of plants and animals and associated deposits. The Society of Vertebrate Paleontology has identified vertebrate fossils, their taphonomic and associated environmental indicators, and fossiliferous deposits as significant nonrenewable paleontological resources. Botanical and invertebrate fossils and assemblages may also be considered significant resources.

CEQA requires that a determination be made as to whether a project would directly or indirectly destroy a unique paleontological resource or site or unique geological feature (CEQA Appendix G(v)(c)). If an impact is significant, CEQA requires feasible measures to minimize the impact (CCR Title 14(3) §15126.4 (a)(1)). California Public Resources Code §5097.5 (see above) also applies to paleontological resources.

Local

Porterville General Plan Policies

- OSC-G-11: Identify and protect archaeological, paleontological, and historic resources.
- OSC-I-72: Develop an agreement with Native American representatives for consultation in the cases where new development may result in disturbance to Native American sites.
- OSC-I-73: Require that new development analyze and avoid any potential impacts to archaeological, paleontological, and historic resources by:
 - Requiring a records review for development proposed in areas that are considered archaeologically sensitive, including hillsides and near the Tule River;
 - Studying the potential effects of development and construction (as required by CEQA);

- Developing, where appropriate, mitigation measures to minimize potential impacts; and Implementing appropriate measures to avoid the identified impacts.

RESPONSES

- a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Less than Significant Impact with Mitigation. The records search conducted at the SSJVIC (Appendix D) indicated that no cultural resource sites listed on the National Register of Historic Places, the California Register of Historic Resources, California Points of Historical Interest, State Historic Landmarks, or the California Inventory of Historic Resources have been documented within 0.25 mile radius of the Project site.

Although considered unlikely since there is no indication of any historic resources on the Project site, subsurface construction activities associated with the proposed Project could potentially damage or destroy previously undiscovered historic resources. This is considered a *potentially significant impact*. Mitigation is proposed requiring implementation of standard inadvertent discovery procedures to reduce potential impacts to previously undiscovered subsurface historic resources.

Mitigation Measure #CUL1: Although there is no recorded evidence of historic or archaeological sites on the Project site, there is the potential during Project-related excavation and construction for the discovery of cultural resources. The City of Porterville shall incorporate into the construction contract(s) for the Project a provision that includes the following measures:

- Before initiation of construction or ground-disturbing activities associated with the Project, the Project proponent for all Project phases shall require all construction personnel to be alerted to the possibility of buried cultural resources, including historic, archeological and paleontological resources;
- The general contractor and its supervisory staff shall be responsible for monitoring the construction Project for disturbance of cultural resources; and
- If a potentially significant historical, archaeological, or paleontological resource, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains or trash deposits are encountered during subsurface construction activities (i.e., trenching, grading), all construction activities within a 100-foot radius of the identified potential resource shall cease until a qualified archaeologist evaluates the item for its significance and records the item on the appropriate State Department of Parks and Recreation (DPR) forms. The archaeologist shall determine whether the item requires further study. If, after the qualified archaeologist conducts appropriate technical analyses, the item is determined to be significant under California Environmental Quality Act, the archaeologist shall recommend feasible mitigation measures,

which may include avoidance, preservation in place or other appropriate measure, as outlined in Public Resources Code section 21083.2. The City of Porterville shall implement said measures.

Effectiveness of Measure: Implementation of this Mitigation Measure #CUL1 would reduce the impact on historic resources to a level that is *less than significant with mitigation incorporated*.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less than Significant Impact with Mitigation. As indicated above, the records search did not identify any prehistoric resources. Nonetheless, the possibility exists that subsurface construction activities may encounter undiscovered archaeological resources. This would be a potentially significant impact. Implementation of Mitigation Measure #CUL1 above would require inadvertently discovery practices to be implemented should previously undiscovered archeological resources be located. As such, impacts to undiscovered archeological resources would be less than significant.

Effectiveness of Measure: Implementation of this Mitigation Measure would reduce the impact on historic resources to a level that is *less than significant with mitigation incorporated*.

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact with Mitigation. There are no unique geological features or known fossil-bearing sediments in the vicinity of the Project site. However, there remains the possibility for previously unknown, buried paleontological resources or unique geological sites to be uncovered during subsurface construction activities. Therefore, this would be a potentially significant impact. Mitigation is proposed requiring standard inadvertent discovery procedures to be implemented to reduce this impact to a level of less than significant.

Mitigation Measure #CUL2: The City of Porterville will incorporate into the construction contract(s) a provision that in the event a fossil or fossil formations are discovered during any subsurface construction activities for the proposed Project (i.e., trenching, grading), all excavations within 100 feet of the find shall be temporarily halted until the find is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall notify the appropriate representative at the City of Porterville, who shall coordinate with the paleontologist as to any necessary investigation of the find. If the find is determined to be significant under CEQA, the City shall implement those measures, which may include avoidance, preservation in place, or other appropriate measures, as outlined in Public Resources Code section 21083.2.

Effectiveness of Measure: Implementation of Mitigation Measure #CUL2 would reduce the impact on paleontological resources to a level that is *less than significant with mitigation incorporated*.

d. Disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact. Although unlikely given the highly disturbed nature of the site and the records search did not indicate the presence of such resources, subsurface construction activities associated with the proposed Project could potentially disturb previously undiscovered human burial sites. Accordingly, this is a potentially significant impact. The California Health and Safety Code Section 7050.5 states that if human remains are discovered on-site, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition. If the Coroner determines that the remains are not subject to his or her authority and if the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC. The NAHC shall identify the person or persons it believes to be the “most likely descendant” (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resource Code Section 5097.98.

Although considered unlikely subsurface construction activities could cause a potentially significant impact to previously undiscovered human burial sites, however compliance with regulations would reduce this impact to *less than significant*.

Mitigation Measures: None are required.

VI. GEOLOGY AND SOILS

Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

ii. Strong seismic ground shaking?

iii. Seismic-related ground failure, including liquefaction?

iv. Landslides?

b. Result in substantial soil erosion or the loss of topsoil?

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

d. Be located on expansive soil, as defined in Table 18-1-B of the most recently adopted Uniform Building Code

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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creating substantial risks to life or property?

- e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

SETTING

Environmental Setting

Porterville is situated along the western slope of a northwest-trending belt of rocks comprising the Sierra Nevada and within the southern portion of the Cascade Range. The Sierra Nevada geomorphic province is primarily composed of cretaceous granitic plutons and remnants of Paleozoic and Mesozoic metavolcanic and metasedimentary rocks, and Cenozoic volcan and sedimentary rocks. The majority of Porterville has elevations ranging from 400 to 800 feet. However, the eastern portion of the City is in the Sierra Nevada foothills where elevations reach almost 1,800 feet above sea level.

Faulting and Seismicity

There are no known active earthquake faults in the City of Porterville. The proposed Project site is not located within an Alquist-Priolo Earthquake Fault Zone and no known faults cut through the local soil at the site. There are several faults located within a 70 mile radius of the proposed Project site. An unnamed fault is approximately 7.3 miles south, Poso Creek Fault is 30 miles southwest, White Wolf Fault Zone is 60 miles south, San Andreas and Cholame-Carrizo Fault sections are approximately 69 miles southwest of the proposed Project site. These faults are small and have exhibited activity in the last 1.6 million years, but not in the last 200 years. It is possible, but unlikely, that previously unknown faults could become active in the area. No Alquist-Priolo Earthquake Fault Zones are in or near Porterville. Porterville is located in a Seismic Zone 3 of the 1994 Uniform Building Code (UBC). This zone is expected to experience moderate effects from earthquake ground shaking. This seismic zone is expected to experience moderate effects from earthquake ground shaking activity.

Soils

According to the City’s General Plan EIR, much of the Project area has soils with moderate to high erosion potential. Generally, areas most susceptible to soil erosion are hilly or have slopes greater than 15 percent. Lower flatlands, such as the subject site, are usually less likely to erode than those located on slopes.

Regulatory Setting

Federal

Federal regulations for geology and soils are not relevant to the proposed Project because it is not a federal undertaking (the Project site is not located on lands administered by a federal agency, and the Project applicant is not requesting federal funding or a federal permit).

State

Uniform Building Code

The California Code of Regulations (CCR) Title 24 is assigned to the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. The California Building Code incorporates by reference the Uniform Building Code with necessary California amendments. The Uniform Building Code is a widely adopted model building code in the United States published by the International Conference of Building Officials. About one-third of the text within the California Building Code has been tailored for California earthquake conditions.

In addition, the proposed Project is being evaluated pursuant to CEQA.

Local

Porterville General Plan Policies

- OSC-G-5: Preserve soil resources to minimize damage to people, property, and the environment resulting from potential hazards.
- OSC-G-6: Protect significant mineral resources.
- OSC-I-21: Adopt soil conservation regulations to reduce erosion caused by overgrazing, plowing, mining, new roadways and paths, construction, and off-road vehicles.
- OSC-I-23: Require adequate grading and replanting to minimize erosion and prevent slippage of manmade slopes.
- PHS-G-4: Protect soils, surface water, and groundwater from contamination from hazardous materials.
- PHS-I-17: Require remediation and cleanup of sites contaminated with hazardous substances.

RESPONSES

a-i. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. The Project site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone. Since no known surface expression of active faults is believed to cross the site, fault rupture through the site is not anticipated. *No impacts* would occur.

Mitigation Measures: None are required.

a-ii. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Less than Significant Impact. The City of Porterville’s 2030 General Plan identified the City as being within the Uniform Building Code Seismic Zone 3. The California Geological Survey maintains a web-based computer model that estimates probabilistic seismic ground motions for any location with California. The computer model estimates the “Design Basis Earthquake” ground motion, which is defined as the peak ground acceleration with a 10-percent chance of exceedance in 50 years (475-year return period). For an alluvium soil type, the Project site’s estimated peak ground acceleration is approximately 0.22g.

The Project is in an established area within the City’s public works complex on graded/compacted soil. The only construction associated with the Project is the installation of a 4,200 square foot metal, canopy-type building at the site, as shown on Figure 4 - Elevation, housing the constructed truck dock and pit which allows the collection vehicles to back onto the dock and deposit their loads into the transfer trailers. The structure will be constructed as budgets allow and/or regulatory requirements become apparent, generally related to water quality at the site. Project related building construction will conform to the latest standards for seismic design as adopted by the Uniform Building Code. Therefore, the impact is *less than significant*.

Mitigation Measures: None are required.

a-iii. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Less than Significant Impact. See Response a-ii. According to the City of Porterville General Plan, Public Health and Safety Element the Project site is in the Seismic -3 zone, the site has a moderate to high risk of damaging ground motion; however the Project’s Valley location has a low risk of

liquefaction. No Subsidence prone soils or oil or gas production is involved with the proposed Project. Therefore, the impact is *less than significant*.

Mitigation Measures: None are required.

a-iv. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Less than Significant Impact. The City of Porterville’s 2030 General Plan, Figure 7-1 (Geological and Soil Hazards) indicates that the Project site is located on relatively flat topography and is not located adjacent to any steep slopes or areas that would otherwise be subject to landslides. Therefore, the impact is *less than significant*.

Mitigation Measures: None are required.

b. Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. The City of Porterville sits on top of the alluvial fans of the Tule River and its distributaries. The bedrock is present at relatively shallow depths beneath the eastern end of Porterville. The soil in the Project area is characterized as moderately deep, well-drained, sandy loam underlain by hardpan. The Project site has a generally flat topography, is in an established area within the City’s public works complex, and does not include any Project features that would result in soil erosion or loss of topsoil. Therefore, the impact is *less than significant*.

Mitigation Measures: None are required.

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

No Impact. The City of Porterville sits on top of the alluvial fans of the Tule River and its distributaries. The bedrock is present at relatively shallow depths beneath the eastern end of Porterville. The soil in the Project area is characterized as moderately deep, well-drained, sandy loam underlain by hardpan. See also Response a-ii. There is *no impact*.

Mitigation Measures: None are required.

d. Be located on expansive soil, as defined in Table 18-1-B of the most recently adopted Uniform Building Code creating substantial risks to life or property?

Less than Significant Impact. See Responses c and a-ii. The impact is *less than significant*.

Mitigation Measures: None are required.

- e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. No permanent wastewater facilities using septic tanks or alternative wastewater disposal systems would be required by the Project. There is no domestic waste discharge from the Project (restroom facilities are provided on-site in the administration office). There is *no impact*.

Mitigation Measures: None are required.

VII. GREENHOUSE GAS EMISSIONS

Would the project:

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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SETTING

Environmental Setting

Various gases in the earth’s atmosphere play an important role in moderating the earth’s surface temperature. Solar radiation enters earth’s atmosphere from space and a portion of the radiation is absorbed by the earth’s surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. GHGs are transparent to solar radiation, but are effective in absorbing infrared radiation. Consequently, radiation that would otherwise escape back into space is retained, resulting in a warming of the earth’s atmosphere. This phenomenon is known as the greenhouse effect. Scientific research to date indicates that some of the observed climate change is a result of increased GHG emissions associated with human activity. Among the GHGs contributing to the greenhouse effect are water vapor, carbon dioxide (CO2), methane (CH4), ozone, Nitrous Oxide (NOx), and chlorofluorocarbons. Human-caused emissions of these GHGs in excess of natural ambient concentrations are considered responsible for enhancing the greenhouse effect. GHG emissions contributing to global climate change are attributable, in large part, to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation. Global climate change is, indeed, a global issue. GHGs are global pollutants, unlike criteria pollutants and TACs (which are pollutants of regional and/or local concern). Global climate change, if it occurs, could potentially affect water resources in California. Rising temperatures could be anticipated to result in sea-level rise (as polar ice caps melt) and possibly change the timing and amount of precipitation, which could alter water quality. According to some, climate change could result in more extreme weather patterns; both heavier precipitation that could lead to flooding, as well as more extended drought periods. There is

uncertainty regarding the timing, magnitude, and nature of the potential changes to water resources as a result of climate change; however, several trends are evident.

Snowpack and snowmelt may also be affected by climate change. Much of California's precipitation falls as snow in the Sierra Nevada and southern Cascades, and snowpack represents approximately 35 percent of the state's useable annual water supply. The snowmelt typically occurs from April through July; it provides natural water flow to streams and reservoirs after the annual rainy season has ended. As air temperatures increase due to climate change, the water stored in California's snowpack could be affected by increasing temperatures resulting in: (1) decreased snowfall, and (2) earlier snowmelt.

Regulatory Setting

Federal

The USEPA Mandatory Reporting Rule (40 CFR Part 98), which became effective December 29, 2009, requires that all facilities that emit more than 25,000 metric tons CO₂-equivalent per year beginning in 2010, report their emissions on an annual basis. On May 13, 2010, the USEPA issued a final rule that established an approach to addressing GHG emissions from stationary sources under the CAA permitting programs. The final rule set thresholds for GHG emissions that define when permits under the New Source Review Prevention of Significant Deterioration and title V Operating Permit programs are required for new and existing industrial facilities.

In addition, the Supreme Court decision in *Massachusetts v. EPA* (Supreme Court Case 05-1120) found that the USEPA has the authority to list GHGs as pollutants and to regulate emissions of GHGs under the CAA. On April 17, 2009, the USEPA found that CO₂, CH₄, NO_x, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride may contribute to air pollution and may endanger public health and welfare. This finding may result in the USEPA regulating GHG emissions; however, to date the USEPA has not proposed regulations based on this finding.

State

California is taking action to reduce GHG emissions. In June 2005, Governor Schwarzenegger signed Executive Order S-3-05 to address climate change and GHG emissions in California. This order sets the following goals for statewide GHG emissions:

- Reduce to 2000 levels by 2010
- Reduce to 1990 levels by 2020
- Reduce to 80 percent below 1990 levels by 2050

In 2006, California passed AB 32, the California Global Warming Solutions Act of 2006 (Act). The Act requires ARB to design and implement emission limits, regulations, and other feasible cost-effective

measures to reduce statewide GHG emissions to 1990 levels by 2020. Senate Bill 97 was signed into law in August 2007. The Senate Bill required the Office of Planning and Research (OPR) to prepare, develop, and transmit to the Resource Agency guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions by July 1, 2009. On April 13, 2009, the OPR submitted to the Secretary for Natural Resources its recommended amendments to the State CEQA Guidelines for addressing GHG emissions. On July 3, 2009, the Natural Resources Agency commenced the Administrative Procedure Act rulemaking process for certifying and adopting the amendments. Following a 55-day public comment period and 2 public hearings, and in response to comments, the Natural Resources Agency proposed revisions to the text of the proposed Guidelines amendments. The Natural Resources Agency transmitted the adopted amendments and the entire rulemaking file to the Office of Administrative Law on December 31, 2009. On February 16, 2010, the Office of Administrative Law approved the amendments, and filed them with the Secretary of State for inclusion in the CCR. The Amendments became effective on March 18, 2010.

The AB 32 Scoping Plan contains the main strategies California will use to reduce GHG emissions that cause climate change. The scoping plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 cost of implementation fee regulation to fund the program. The first regulation adopted by the ARB pursuant to AB 32 was the regulation requiring mandatory reporting of GHG emissions. The regulation requires large industrial sources emitting more than 25,000 metric tons of CO₂ per year to report and verify their GHG emissions from combustion of both fossil fuels and biomass-derived fuels. The California Cap and Trade program is being developed and the ARB must adopt regulations by January 1, 2011. Finally, Governor Schwarzenegger directed the ARB, pursuant to Executive Order S-21-09, to adopt a regulation by July 31, 2010, requiring the state's load serving entities to meet a 33 percent renewable energy target by 2020.

In addition, the proposed Project is being evaluated pursuant to CEQA.

Local

Porterville General Plan Policies

- OSC-G-9: Improve and protect Porterville's air quality by making air quality a priority in land use and transportation planning and in development review.
- OSC-I-59: Require preparation of a Health Risk Assessment for any development subject to the Air Toxics "Hot Spots" Act.
- OSC-I-60: Require preparation of a Health Risk Assessment for any development subject to the Air Toxics "Hot Spots" Act.

- OSC-I-61: Coordinate air quality planning efforts with other local, regional and State agencies.
- OSC-I-63: Notify local and regional jurisdictions of proposed projects that may affect regional air quality.

RESPONSES

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact. The U.S. Environmental Protection Agency published a rule for the mandatory reporting of greenhouse gases from sources that in general emit 25,000 metric tons or more of carbon dioxide equivalent (CO₂e) per year. As shown in Tables 2.1 and 2.2 of Appendix B (CalEEMod output files), the Project is estimated to produce 354.1 tons per year of CO₂e (combined construction and operation totals). This represents only 1 percent of the reporting threshold. Because of the relatively small contributions of greenhouse gases, the projects operational impacts are *less than significant*.

Emissions from construction are temporary in nature. The SJVAPCD has implemented a guidance policy for development projects within their jurisdiction. This policy, “Guidance for Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA,” approved by the Board on December 17, 2009, does not address temporary GHG emissions from construction, nor does this policy establish numeric thresholds for ongoing GHG emissions. AB 32 requires that emissions within the State be reduced to 1990 levels by the year 2020. These construction emissions are minimal and would mainly occur prior to 2020; therefore, construction-generated GHGs are *less than significant*.

Mitigation Measures: None are required.

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. The City of Porterville does not have an adopted Climate Action Plan. Therefore, the plan adopted for the purpose of reducing the emissions of GHGs applicable to the proposed project is ARB’s approved Scoping Plan, which will be used to determine significance for this criterion. As discussed previously, AB 32 requires that emissions within the State be reduced to 1990 levels by the year 2020. The project would generate temporary construction emissions prior to the year 2020; therefore, impacts would be *less than significant*.

Mitigation Measures: None are required.

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a safety hazard for people residing or working in the project area?

- g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

- h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands

SETTING

Environmental Setting

The Project site is located in a municipally-owned, public works complex – which includes the City’s wastewater treatment facility, vehicle maintenance and repair operations, administrative offices, a fire station, a city park, and solid waste operations – and which is surrounded by industrial, commercial, and residential uses.

The nearest residences are approximately 600 feet to the west of the Project site. The Project site is approximately 2.8 miles north of the Porterville Municipal Airport. Fresno-Yosemite International Airport is the closest regional airport to the proposed Project site.

The Teapot Dome Landfill plant is approximately 4.7 miles southwest of the proposed Project site, while the Porterville Wastewater Treatment Plant is located adjacent to the site. The site is approximately 1,900 feet (0.37 miles) from the fenceline of the nearest school (Monache High School).

Regulatory Setting

Federal

The primary federal agencies with responsibility for hazardous materials management include the EPA, U.S. Department of Labor Occupational Safety and Health Administration (OSHA), and the U.S. Department of Transportation (DOT). The Environmental Protection Agency (EPA) was created to protect human health and to safeguard the natural environment – air, water and land – and works closely with other federal agencies, and state and local governments to develop and enforce regulations under existing environmental laws. Where national standards are not met, EPA can issue sanctions

and take other steps to assist the states in reaching the desired levels of environmental quality. EPA also works with industries and all levels of government in a wide variety of voluntary pollution prevention programs and energy conservation efforts.

State

The proposed Project will be required to meet the state standards for solid waste handling defined in California Code of Regulations, Title 14, Chapter 5, Article 3.2, Section 18221.6 and Chapter 3, Article 6.0, where a Transfer/Processing Report is required to describe the facility operations.

The California Department of Industrial Relations, Division of Occupational Safety and Health is the administering agency designed to protect worker health and general facility safety. The California Department of Forestry and Fire Protection has designated the area that includes the, proposed Project site as a Local Responsibility Area, defined as an area where the local fire jurisdiction is responsible for emergency fire response.

In addition, the proposed Project is being evaluated pursuant to CEQA.

Local

The current solid waste activities at the Project site operate under two separate permits issued by the LEA, the Tulare County Division of Environmental Health, who will continue to regulate the facility under CCR Title 14 requirements with the issuance of a Full Solid Waste Facilities Permit upon completion of the proposed expansion.

The Direct Transfer Facility – under which up to 149 tons per day of recyclables and municipal solid waste can be transferred – currently holds a Registration Solid Waste Facility Permit. The Green Waste Processing Operations, under which up to 200 tons per day of green waste and wood waste can be processed – currently holds an EA Notification type of permit.

City of Porterville Fire Department

The City of Porterville Fire Department, Fire Prevention Division provides limited oversight of hazardous materials. The Fire Department is responsible for conducting inspections for code compliance and fire-safe practices, permitting of certain hazardous materials, and for investigation of fire and hazardous materials incidents. The Fire Department regulates explosive and hazardous materials under the Uniform Fire Code, and permits the handling, storage and use of any explosive or other hazardous material.

Tulare County Environmental Health Division

The Tulare County Environmental Health Division (TCEHD) is the Certified Unified Program Agency (CUPA) for all cities and unincorporated areas within Tulare County. The CUPA was created by the California Legislature to minimize the number of inspections and different fees for businesses. The TCEHD provides the management and record keeping of hazardous materials and underground storage tank (UST) sites for Tulare County, including the City of Porterville.

Porterville General Plan Policies

- PHS-G-1: Minimize risks of property damage and personal injury posed by geologic and seismic hazards.
- PHS-I-2: Maintain and enforce appropriate building standards and codes to avoid and/or reduce risks associated with geologic constraints and to ensure that all new construction is designed to meet current safety regulations.
- PHS-I-17: Require remediation and cleanup of sites contaminated with hazardous substances.
- PHS-I-18: Adopt a Household Hazardous Waste Program and support the proper disposal of hazardous household waste and waste oil; encourage citizens and crime watch organizations to report unlawful dumping of hazardous materials.
- PHS-I-19: Ensure that all specified hazardous facilities conform to the Tulare County Hazardous Waste Management Plan.
- PHS-I-21: Coordinate enforcement of the Hazardous Material Disclosure Law and the implementation of the Hazardous Material Emergency Response Plan with the Tulare County Health and Human Service Agency.
- C-I-28: Designate specific truck routes to provide for the safe movement of goods and hazardous materials throughout the City, ensure that adequate pavement depth, land widths, and turn radii are maintained on the designated truck routes, and prohibit commercial trucks from non-truck routes except for deliveries.

RESPONSES

- a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact. The Facility will not intentionally accept hazardous wastes, including paint, and special wastes. Should unauthorized hazardous wastes be discovered during the transfer process, control measures as necessary to protect public health, safety and the environment will be implemented by staff, such as elimination or control of dusts, fumes, mists, vapors or gases and shall

be taken prior to isolation or removal from the operation or Facility. Liquid wastes and sludges will not be accepted or stored at the Facility.

The load checking protocol for the Facility consists of the following:

- The curbside collected MSW, recyclables, green waste and co-collected organics will have already been initially screened by the collection driver before the load arrives at the site. Remaining unacceptable materials are detected during the transfer process.
- Only non-hazardous wastes are accepted at the site. Typical unacceptable materials include liquid wastes, paint containers, and aerosol cans, which will be stored in a Title 22-compliant hazardous waste storage locker at the adjacent household hazardous waste (HHW) facility upon detection.
- All loads are visually checked as they are transferred or deposited at the green materials processing operations.
- Hidden hazardous waste, special wastes, or other prohibited wastes in the waste stream may occur. The loads are visually screened for unacceptable materials by employees helping with the transfer process. Unacceptable materials identified are extracted from the waste and stored in a Title 22-compliant hazardous waste storage locker at the HHW facility, where it is collected by a licensed contractor to manage properly.
- The solid waste program experiences a very low incidence of unacceptable waste being mixed in the recyclable and compostable materials. Staff provides residential and commercial customers with educational information on acceptable and unacceptable materials.

Medical Wastes

Medical waste will not be accepted, and is strictly prohibited, at the PTF. Should medical waste be identified at the facility, the LEA would be notified immediately. Where a solid waste collector is suspect that medical waste may be commingled with recyclable or compostable materials at the point of generation, the solid waste collector will load check the bins prior to collection at the point of generation, and will not collect the loads where a visual inspection would indicate that medical waste is present. The operator would also notify the LEA of the medical waste identification.

Should the medical waste be discovered in received loads of materials at the PTF, by visually identifying the medical waste “red bag” or containers, the LEA will be contacted immediately, to alert them of the medical waste identification. A registered hazardous waste handler will be contacted, with guidance from the LEA, as needed, to recover the medical waste from the loads at the PTF. Supervisors and employees are trained to properly manage HHW and medical wastes at the facility.

Personnel Health and Safety

The Injury, Illness, and Prevention Program (IIPP) will be available for review by local and state inspectors during normal business hours. A copy of the Injury, Illness, and Prevention Program will be made available for review by the LEA in the administrative offices of the facility.

Risks to the public will be mitigated by the operator having an operations plan in place with adequate training of site personnel. Risks are further minimized or obviated by compliance with solid waste facility permit conditions, approved land use conditions, permit conditions and regulations of other responsible agencies. The operator conducts regular training and auditing of the safety program to assure compliance with applicable regulations and a safe work environment.

Safety equipment is available and accessible to all site personnel. Eye washes and first-aid kits are located at the facility for quick treatment. Workers are equipped with appropriate safety clothing, including high-visibility vests, gloves, hard hats, ear protection, and goggles, where appropriate. Eye washes are located at the facility or in the nearby vehicle maintenance building should employees need immediate treatment.

Employees are trained by staff skilled in (1) various aspects of the work and (2) the proper use of facility equipment for which they may be responsible. Potential hazards and safety features are stressed. No employee is permitted to operate equipment until the employee has demonstrated proficiency in its use. Annual review and refresher training ensures continued safe operations of the facility and compliance with regulations.

This facility will not collect or transfer hazardous materials as part of its business operation. Collection drivers, managers, supervisors, and all employees engaged in the handling of solid waste and recyclables will have received training on load checking. As a standard required for commercial and industrial operations in Tulare County, the facility has a Hazardous Materials Business Plan in place. The plan depicts the inventory of hazardous materials used in the operation (types, quantities and locations), such as vehicle fuel, lubricants, solvents, etc. used for maintenance of collection and processing equipment, and the plan will also include provisions for and any hazardous materials which may be accidentally brought to the facility and kept there pending removal by a licensed hazardous waste hauler. The business plan will include requirements for storage/containment, notification, and contingency measures in the event of a spill, fire, or other incident.

Protection of Users

The facility has been designed, constructed, operated, and maintained so that contact between the public and solid wastes is minimized. The general public is not allowed on site. The users of the facility are employees of the City of Porterville or contracted companies who are familiar with the facility and its operations plan. There is a driver training program and enforcement policy in place to train new drivers and to enforce the safety, tarping, and dust minimization programs.

Therefore, with implementation of these Project features, as well as existing regulations, the impact is *less than significant*.

Mitigation Measures: None are required.

- b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact. See Response a. above. Any accumulated hazardous wastes will be transported by a licensed hazardous waste hauler. As a standard required for commercial and industrial operations in Tulare County, the facility has a Hazardous Materials Business Plan in place. The plan depicts the inventory of hazardous materials used in the operation (types, quantities and locations), such as vehicle fuel, lubricants, solvents, etc. used for maintenance of collection and processing equipment, and the plan will also include provisions for and any hazardous materials which may be accidentally brought to the facility and kept there pending removal by a licensed hazardous waste hauler. The business plan will include requirements for storage/containment, notification, and contingency measures in the event of a spill, fire, or other incident.

Therefore, with implementation of these Project features, as well as existing regulations, the impact is *less than significant*.

Mitigation Measures: None are required.

- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than Significant Impact. The site is approximately 1,900 feet (0.37 miles) from the fenceline of the nearest school (Monache High School) and is therefore outside of the one-quarter mile proximity. See also Responses a. and b. regarding hazardous material handling. The impact is *less than significant*.

Mitigation Measures: None are required.

- d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. The Project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Geotracker and DTSC Envirostor databases – accessed in July 2014). The nearest Department of Toxic Substances Control listed site is the Beckman Instruments – Porterville facility that is located at 187 West Poplar Avenue in Porterville (approximately 2.3 miles southeast of the Project site). In addition, there are two occurrences of a Leaking Underground Tank (LUST) Cleanup sites (both are closed). One is located at the circle drive near the public recycle/drop-off facility on N. Prospect Street (approximately 1,800 feet east of the Project site). The second is located near the intersection of Newcomb Street and Grand Avenue (approximately 1,000 feet northwest of the

Project site). There are no hazardous materials sites that impact the Project. As such, *no impacts* would occur that would create a significant hazard to the public or the environment.

Mitigation Measures: None are required.

- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. Based on review of the 2030 General Plan, the Project site is approximately 2.8 miles north of the Porterville Municipal Airport. Land use controls for this area are provided by the City of Porterville General Plan and Development Ordinance, and the Tulare County General Plan and Zoning Ordinance, Part 77.21. The City of Porterville has also prepared an airport master plan for the Porterville Municipal Airport. The Project site is outside the height and safety restriction zones imposed by these plans. There is *no impact*.

Mitigation Measures: None are required.

- f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. There are no private airstrips in the Project vicinity and as such, there is *no impact*.

Mitigation Measures: None are required.

- g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. The Project consists of an expansion of the existing waste transfer operation. Existing emergency response plans and emergency evacuation plans will continue to apply to the waste transfer operation. The expansion will not interfere with any adopted emergency response or evacuation plan. Any impacts are *less than significant*.

Mitigation Measures: None are required.

- h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. There are no wildlands on or near the Project site. There is *no impact*.

Mitigation Measures: None are required.

IX. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

IX. HYDROLOGY AND WATER QUALITY

Would the project:

provide substantial additional sources of polluted runoff?

f. Otherwise substantially degrade water quality?

g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

j. Inundation by seiche, tsunami, or mudflow?

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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SETTING

Environmental Setting

The City of Porterville has a dry climate with evaporation rates that exceeds rainfall. The local climate is considered warm desert with annual precipitation between approximately 7 to 9 inches, and rainfall rates are highly variable. The majority of precipitation (roughly 84%) falls during the months of November through April.

The Porterville area is underlain by an unconfined aquifer that is part of the Tule Sub-basin of the San Joaquin Valley Groundwater Basin. Groundwater supplies have not been significantly impacted by

droughts in the past, and, as a result, there is no history of any water supply deficiencies for the City water system. Even during the 1976-1977 drought records indicate a sufficient supply of water.

Regulatory Setting

Federal

Clean Water Act

The Clean Water Act (CWA) is intended to restore and maintain the chemical, physical, and biological integrity of the nation's waters (33 CFR 1251). The regulations implementing the CWA protect waters of the U.S. including streams and wetlands (33 CFR 328.3). The CWA requires states to set standards to protect, maintain, and restore water quality by regulating point source and some non-point source discharges. Under Section 402 of the CWA, the National Pollutant Discharge Elimination System (NPDES) permit process was established to regulate these discharges.

The National Flood Insurance Act (1968) makes available federally subsidized flood insurance to owners of flood-prone properties. To facilitate identifying areas with flood potential, Federal Emergency Management Agency (FEMA) has developed Flood Insurance Rate Maps (FIRM) that can be used for planning purposes.

State

State Water Resources Control Board

The State Water Resources Control Board (SWRCB), located in Sacramento, is the agency with jurisdiction over water quality issues in the State of California. The SWRCB is governed by the Porter-Cologne Water Quality Act (Division 7 of the California Water Code), which establishes the legal framework for water quality control activities by the SWRCB. The intent of the Porter-Cologne Act is to regulate factors which may affect the quality of waters of the State to attain the highest quality which is reasonable, considering a full range of demands and values. Much of the implementation of the SWRCB's responsibilities is delegated to its nine Regional Boards. The proposed Project site is located within the Central Valley Region.

Regional Water Quality Board

The Regional Water Quality Control Board (RWQCB) administers the NPDES storm water-permitting program in the Central Valley region. Construction activities on one acre or more are subject to the permitting requirements of the NPDES General Permit for Discharges of Storm Water Runoff Associated with Construction Activity (General Construction Permit). The General Construction Permit requires the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The plan will include specifications for Best Management Practices (BMPs) that will be implemented during proposed Project construction to control degradation of surface water by

preventing the potential erosion of sediments or discharge of pollutants from the construction area. The General Construction Permit program was established by the RWQCB for the specific purpose of reducing impacts to surface waters that may occur due to construction activities. BMPs have been established by the RWQCB in the California Storm Water Best Management Practice Handbook (2003), and are recognized as effectively reducing degradation of surface waters to an acceptable level. Additionally, the SWPPP will describe measures to prevent or control runoff degradation after construction is complete, and identify a plan to inspect and maintain these facilities or project elements.

In addition, the proposed Project is being evaluated pursuant to CEQA.

Local

Porterville General Plan Policies

- OSC-I-43: Work with agricultural and industrial uses to ensure that water contamination and waste products are handled in a manner that protects the long-term viability of water resources.
- OSC-I-44: Work with the Regional Water Quality Control Board to ensure that all point source pollutants are adequately mitigated (as part of the CEQA review and project approval process) and monitored to ensure long-term compliance.
- OSC-I-45: Continue to require use of feasible and practical best management practices (BMPs) and other mitigation measures designed to protect surface water and groundwater from the adverse effects of construction activities and urban runoff in coordination with the Regional Water Quality Control Board.
- OSC-I-51: Prior to the approval of individual projects, require the City Engineer and/or Building Official to verify that the provisions of applicable point source pollution programs have been satisfied.
- PHS-G-2: Protect the community from risks to life and property posed by flooding and stormwater runoff.

RESPONSES

a. Violate any water quality standards or waste discharge requirements?

Less than Significant Impact. There is no domestic waste discharge from the Project (restroom facilities are provided on-site in the corporation yard). The facility is located within an existing, former sludge drying bed for the adjacent wastewater treatment facility. All liquids from the facility flow to a depressed collection area, where they are removed from the drainage area with a vacuum truck and disposed of at the adjacent wastewater treatment facility. The anticipated volume of process water from the facility is the minor amount of liquids that may make contact with the municipal solid waste,

green waste, food material or recyclable materials during transfer. The amount of free liquids that may be generated from this material is minimal, as the waste materials remain covered except for a brief moment at the point of release from the collection vehicle or debris box, and will be collected with a vacuum truck.

A proposed canopy-type building will cover waste transfer operations and reduce the potential generation of process water. Should water quality concerns dictate, the recyclable materials storage activities could be covered, either with tarps or canopies to reduce potential process water generation.

Dust mitigation may involve spraying of water from hand held hoses onto excessively dust-producing materials during transfer operations. The amount of liquids added for dust suppression is minimal and is not enough to generate any ponding or standing water.

Therefore, with implementation of these Project features, as well as existing regulations, the impact is *less than significant*.

Mitigation Measures: None are required.

- b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less than Significant Impact. Water use at the facility includes dust suppression and cleaning. Municipal water is provided by the City of Porterville Public Works Department. The water use from the proposed Project is not a significant increase from the existing operation and therefore the minimal use is considered a *less than significant* impact.

Mitigation Measures: None are required.

- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Less than Significant Impact. There are no natural lakes or streams within or adjacent to the Project area. The site is presently covered over in impervious surfaces as well as compacted dirt and decomposed granite. No natural drainage or riparian areas occur within the Project area. Storm water will be managed as part of the Storm Water Pollution Prevention Plan (SWPPP). A copy of the SWPPP is retained on-site. As a result, impacts would be *less than significant*.

Mitigation Measures: None are required.

- d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less than Significant Impact. The only construction associated with the Project is the potential installation of a canopy-type structure (See Figure 4). Soil disturbance for this structure would be limited to installation of footings for the metal building. The structure would serve only as a cover and there are no surface structures such as paving or ground flooring associated with the Project. No additional facilities are being proposed that would alter the existing drainage pattern of the area. Storm water will be managed as part of the Storm Water Pollution Prevention Plan (SWPPP). A copy of the SWPPP is retained on-site. As a result, impacts are *less than significant*.

Mitigation Measures: None are required.

- e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant Impact. See Responses a, c and d. The impact is *less than significant*.

Mitigation Measures: None are required.

- f. Otherwise substantially degrade water quality?

Less than Significant Impact. See Responses a, c and d. The Project would not otherwise degrade water quality and therefore the impact is *less than significant*.

Mitigation Measures: None are required.

- g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The Project site is not within a 100-year or 500-year flood zone, as shown on Figure 7-3 of the 2030 General Plan. There is no housing associated with this Project. Therefore, there is *no impact*.

Mitigation Measures: None are required.

- h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. The Project site is not within a 100-year or 500-year flood zone, as shown on Figure 7-3 of the 2030 General Plan. The only construction associated with the Project is the potential installation of a canopy-type structure (See Figure 4). Soil disturbance for this structure would be limited to installation of footings for the metal building. The structure would serve only as a cover and there are no surface structures such as paving or ground flooring associated with the Project. No additional

facilities are being proposed that would alter the existing drainage pattern of the area and therefore there is *no impact*.

Mitigation Measures: None are required.

- i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less than Significant Impact. Flows into the Tule River (located approximately 1.2 miles south of the Project site) are controlled by the Success Dam located approximately five miles upstream from the City. A dam failure is usually the result of neglect, poor design, or structural damage caused by a major event such as an earthquake. Dams must be operated and maintained in a safe manner, which is ensured through inspections for safety deficiencies, analyses using current technologies and designs, and taking corrective actions as needed based on current engineering practices.

The Project site is located within the Success Dam inundation area, as shown on Figure 7-3 of the 2030 General Plan. This inundation area runs through Porterville, to a location downstream of Corcoran, a distance of approximately 44 miles. The ACOE is in the process of completing an environmental impact statement for reinforcing the strength of the dam in the event of seismically induced failure. The Project site is within the 0.5-hour to 1-hour inundation zone of Success Dam. In the event of a dam failure, most of the City would be flooded within one hour. The Porterville Emergency Operations Plan (EOP), adopted in 2004, includes planning and response scenarios for seismic hazards, extreme weather conditions, landslides, dam failure and other flooding. The City has designated several evacuation routes through Porterville to be used in case of catastrophic emergencies. In the unlikely event that the dam fails before the ACOE's proposed dam reinforcement completion date of 2014–2015, the dam owner would follow the emergency action plan (EAP) developed for Success Dam. The EAP includes a notification flowchart, early detection systems, notification for warning and evacuation by state and local emergency management officials, steps to moderate or alleviate the effects of a dam failure, and inundation maps. The only construction associated with the Project is the potential installation of a canopy-type structure (See Figure 4). The structure would serve only as a cover and there are no surface structures such as paving or ground flooring associated with the Project. No additional facilities are being proposed. As such, impacts related to exposure of people or structures to a risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam would be *less than significant*.

Mitigation Measures: None are required.

- j. Inundation by seiche, tsunami, or mudflow?

No Impact. There are no inland water bodies that could be potentially susceptible to a seiche in the Project vicinity. This precludes the possibility of a seiche inundating the Project site. The Project site

is more than 100 miles from the Pacific Ocean, a condition that precludes the possibility of inundation by tsunami. There are no steep slopes that would be susceptible to a mudflow in the Project vicinity, nor are there any volcanically active features that could produce a mudflow in the City of Porterville. This precludes the possibility of a mudflow inundating the Project site. *No impacts* would occur.

Mitigation Measures: None are required.

X. LAND USE AND PLANNING

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SETTING

Environmental Setting

The proposed Project site is located in the central portion of City of Porterville. The site is zoned PS – Public and Semi-Public and is surrounded completely by intense urban uses. Porterville is located in Tulare County within the San Joaquin Valley. Tulare County lies south of the Sacramento-San Joaquin Delta, and is comprised of 4,863 square miles. The County is bordered by Fresno County to the north, Kings County to the west, Kern County to the south, and Inyo County to the east.

Regulatory Setting

Federal

Federal regulations for land use are not relevant to the proposed Project because it is not a federal undertaking (the proposed Project site is not located on lands administered by a federal agency, and the Project applicant is not requesting federal funding or a federal permit).

State

The proposed Project is being evaluated pursuant to CEQA; however, there are no state regulations, plans, programs, or guidelines associated with land use and planning that are applicable to the proposed Project.

*Local***Porterville General Plan Policies**

- LU-G-15: Promote clustering of industrial uses into areas that have common needs and are compatible in order to maximize their efficiency.
- LU-G-16: Discourage industrial development in locations where access and operations conflict with neighboring land uses.

RESPONSESa. Physically divide an established community?

No Impact. The Project is located within the City's existing public works complex. The Project would not result in any surrounding land use change nor would it divide an established community. *No impacts* would occur as a result of this Project.

Mitigation Measures: None are required.

b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant Impact. The site is zoned PS – Public and Semi-Public and is subject to conformance with the Porterville 2030 General Plan, where the site is classified as Public/Institutional. The Project does not involve any change to, or conflict with, applicable land use plans, policies, or regulations. Any impacts are *less than significant*.

Mitigation Measures: None are required.

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. A review of the 2030 General Plan, Figure 6-4 (Special Status Species and Sensitive Vegetation) indicates the Project site is not within an adopted or proposed conservation plan area. The nearest such plan area is the Valley Elderberry Longhorn Beetle Conservation Area, located along the

Tule River within the Yaudanchi Ecological Reserve. There would be *no impact* to an adopted or proposed conservation plan area.

Mitigation Measures: None are required.

XI. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SETTING

Environmental Setting

Porterville is situated along the western slope of a northwest-trending belt of rocks comprising the Sierra Nevada and within the southern portion of the Cascade Range. The Sierra Nevada geomorphic province is primarily composed of cretaceous granitic plutons and remnants of Paleozoic and Mesozoic metavolcanic and metasedimentary rocks, and Cenozoic volcan and sedimentary rocks. The majority of the Planning Area has elevations ranging between 400 and 800 feet; however, the eastern portion is in the Sierra Nevada foothills where elevations reach almost 1,800 feet above sea level.

Historically, the quarrying of magnesite was a significant industry in the City of Porterville. Currently, the most economically significant mineral resources in Tulare County are sand, gravel, and crushed stone, used as sources for aggregate (road materials and other construction). The two major sources of aggregate are alluvial deposits (river beds, and floodplains), and hard rock quarries. Consequently, most Tulare County mines are located along rivers at the base of the Sierra foothills.

Tule River contains various State-classified mineral resource zones (MRZ-2a, MRZ-2b, and MRZ-3a). While this area was once suitable for mining operations, it is now surrounded by urban development. Approximately 890 acres along the Tule River, or 2.5 percent of all lands within the Planning Area, are within mineral resource zones. Tule River contains various State-classified mineral resource zones (MRZ-2a, MRZ-2b, and MRZ-3a). While this area was once suitable for mining operations, it is now surrounded by urban development. Approximately 890 acres along the Tule River, or 2.5 percent of all lands within the Project Area, are within mineral resource zones.

Regulatory Setting

Federal

There are no federal or local regulations pertaining to mineral resources relevant to the proposed Project.

State

California Surface Mining and Reclamation Act of 1975

Enacted by the State Legislature in 1975, the Surface Mining and Reclamation Act (SMARA), Public Resources Code Section 2710 et seq., ensures a continuing supply of mineral resources for the State.

In addition, the proposed Project is being evaluated pursuant to CEQA.

Local

Porterville General Plan Policies

- OSC-I-21: Adopt soil conservation regulations to reduce erosion caused by overgrazing, plowing, mining, new roadways and paths, construction, and off-road vehicles.
- OSC-I-23: Require adequate grading and replanting to minimize erosion and prevent slippage of manmade slopes.
- PHS-G-4: Protect soils, surface water, and groundwater from contamination from hazardous materials.
- PHS-I-17: Require remediation and cleanup of sites contaminated with hazardous substances.

RESPONSES

- a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. As shown in Figure 6-3 of the 2030 General Plan, the Project area is not included in a State classified mineral resource zones. Further, the Project requires no excavation. The only construction associated with the Project is the potential installation of a canopy-type structure (See Figure 4). Soil disturbance for this structure would be limited to installation of footings for the metal building. Therefore, there is *no impact*.

Mitigation Measures: None are required.

- b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. As shown in Figure 6-3 of the 2030 General Plan, the Project area is not included in a State classified mineral resource zones. Further, the Project requires no excavation. The only construction associated with the Project is the potential installation of a canopy-type structure (See Figure 4). Soil disturbance for this structure would be limited to installation of footings for the metal building. Therefore, there is *no impact*.

Mitigation Measures: None are required.

XII. NOISE

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SETTING

Environmental Setting

The Project site is located in a municipally-owned, public works complex – which includes the City’s wastewater treatment facility, vehicle maintenance and repair operations, administrative offices, a fire station, a city park, and solid waste operations. Existing noise levels around the site are typically associated with traffic, municipal operations and associated activities. Much of the area adjacent to the Project site is currently in an established noise contour as shown in Figure 9-3 of the City’s General Plan Noise Element. The nearest sensitive noise receptor is a residential neighborhood located approximately 600 feet west of the Project site.

Regulatory Setting

Federal

The Federal Railway Administration (FRA) and the Federal Transit Administration (FTA) have published guidance relative to vibration impacts. According to the FRA, fragile buildings can be exposed to ground-borne vibration levels of 0.5 PPV without experiencing structural damage³². The FTA has identified the human annoyance response to vibration levels as 80 RMS.

State

The California Noise Control Act was enacted in 1973 (Health and Safety Code § 46010 et seq.), and states that the Office of Noise Control (ONC) should provide assistance to local communities in developing local noise control programs. It also indicates that ONC staff will work with the OPR to provide guidance for the preparation of the required noise elements in city and county General Plans, pursuant to Government Code § 65302(f). California Government Code § 65302(f) requires city and county general plans to include a noise element. The purpose of a noise element is to guide future development to enhance future land use compatibility.

In addition, this proposed Project is being evaluated pursuant to CEQA.

Local

Measuring and reporting noise levels involves accounting for variations in sensitivity to noise during the daytime versus nighttime hours. Noise descriptors used for analysis need to factor in human sensitivity to nighttime noise when background noise levels are generally lower than in the daytime and outside noise intrusions are more noticeable. Common descriptors include the Community Noise Equivalent Level (CNEL) and the Day-Night Average Level (Ldn). Both reflect noise exposure over an average day with weighting to reflect the increased sensitivity to noise during the evening and night. The two descriptors are roughly equivalent. The CNEL descriptor is used in relation to major continuous noise sources, such as aircraft or traffic, and is the reference level for the Noise Element

under State planning law. The Noise Element included in the 2030 City of Porterville General Plan (2008) includes noise and land use compatibility standards for various land uses. These are shown in Table 5 below.

**Table 5
Land Use Compatibility for Community Noise Environments**

Land Use Category	Community Noise Exposure, <i>L_{dn}</i> or CNEL dB			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Low density single family, duplex, mobile	<65 (<45 Interior)	65 to 70	70 to 75	>75 (>45 Interior)
Residential – Multiple family	<65 (<45 Interior)	65 to 70	70 to 75	>75 (>45 Interior)
Schools, libraries, churches, hospitals, nursing	<70	60 to 75	70 to 80	>80
Industrial, manufacturing, utilities, agriculture	<75	70 to 80	75 to 85	No levels identified

Interpretation: Normally acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally unacceptable – New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly unacceptable – New construction or development should generally not be undertaken.

Porterville General Plan Policies

- N-G-1: Minimize vehicular and stationary noise levels and noise from temporary activities.
- N-G-2: Ensure that new development is compatible with the noise environment.

- N-G-5: Reduce noise intrusion generated by miscellaneous noise sources through conditions of approval to control noise-generating activities.
- N-I-7: Require noise from existing mechanical equipment to be reduced by soundproofing materials and sound-deadening installation.

RESPONSES

- a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant Impact. According to the City’s General Plan EIR, the major noise sources in Porterville are related to roadways and vehicle traffic. Much of the area adjacent to the Project site is in an established noise contour (particularly from HWY 65, Morton Avenue, Prospect Street, and Henderson Avenue) as shown in Figure 9-3 of the City’s General Plan Noise Element. The site itself is located in an existing City-owned public works complex that includes industrial-type operations such as the wastewater treatment facility, vehicle maintenance and repair operations, administrative offices, a fire station, and solid waste operations. Noise from the expanded transfer facility will be similar to the existing facility and will generally include noise from transfer trucks, loaders and other similar equipment. Because the Project includes only an expansion of an existing operation, and because of its central location within the City’s public works complex (with the nearest sensitive receptor located 600 feet west), the on-site operational noise impacts are determined to be *less than significant*.

A more noticeable noise impact may be from an increase in truck traffic associated with the Project. According to the Traffic Impact Study (see section XVI herein), the Project will handle peak tonnage of 500 tons per day. This translates into peak traffic of 97 collection vehicles and 39 transfer trailers utilizing the facility in a peak traffic day, when collection vehicles and transfer vehicles may not be filled to capacity, resulting in less than peak efficiency for the operations. The *existing* facility is permitted for peak traffic of 70 collection vehicles and 20 transfer trailers utilizing the facility in a peak traffic day. However, the increase in traffic above and beyond existing conditions is 27 *additional* collection vehicles and 19 *additional* transfer trucks. This CEQA document analyzes the impacts associated with the proposed expansion (27 collection and 19 transfer vehicles). The additional collection and transfer truck trips will be dispersed throughout the day but will generally miss typical a.m. and p.m. peak hours when traffic (and corresponding noise) is at its greatest.

Given the amount of current truck activity associated with the existing waste transfer operation (and other public works activities) as well as trucks and vehicles on and around the Project site, it is not anticipated that the addition of 27 collection trucks and 19 transfer vehicles will have a significant impact. Any impacts would be *less than significant*.

Mitigation Measures: None are required.

b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. Typical outdoor sources of perceptible ground borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. Construction vibrations can be transient, random, or continuous. The only construction associated with the Project is the installation of a 4,200 square foot metal, canopy-type building at the site, as shown on Figure 4 - Elevation, housing the constructed truck dock and pit which allows the collection vehicles to back onto the dock and deposit their loads into the transfer trailers. The building will be constructed as budgets allow and/or regulatory requirements become apparent, generally related to water quality at the site.

The approximate threshold of vibration perception is 65 VdB, while 85 VdB is the vibration acceptable only if there are an infrequent number of events per day. Table 6 describes the typical construction equipment vibration levels.

**Table 6
Typical Construction Vibration Levels**

Equipment	VdB at 25 ft
Small Bulldozer	58
Jackhammer	79

Vibration from construction activities will be temporary and not exceed the FTA threshold for the nearest residences which are located approximately 600 feet west of the facility. The impact will be *less than significant*.

Mitigation Measures: None are required.

c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact. See Response a. There will be no substantial permanent increase in ambient noise levels and therefore the impact is *less than significant*.

Mitigation Measures: None are required.

XIII. POPULATION AND HOUSING

Would the project:

- a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SETTING

Environmental Setting

Over the past 30 years, the City of Porterville’s population has grown at an average annual rate of 3.7 percent. However, the City’s population growth slowed to an average annual rate of 2.8 percent over the most recent 15 years. In 2006, the California Department of Finance (DOF) estimated the City with a population of 45,220 residents. In 2010, the City had an estimated population of 54,165 residents. In 2011 the City grew to 54,676 residents, while the City recorded an approximate population of 55,490 in 2012. According to the most recent California DOF report, the City currently is at approximately 55,490 residents, a 0.5 percent increase from 2012. Build-out of the 2030 General Plan will accommodate a population of approximately 107,300 in Porterville, which represents an annual population growth rate of 3.7 percent.

Regulatory Setting

The proposed Project is being evaluated pursuant to CEQA; however, there are no federal, state or local regulations, plans, programs, and guidelines associated with population or housing that are applicable to the proposed Project.

RESPONSES

- a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. There are no new homes, businesses, or infrastructure associated with the Project. The Project may require a minor amount of additional truck drivers and/or facility employees. However, it is anticipated that any new employees would come from the City and/or surrounding area's job applicant pool and would not induce significant population growth. The proposed Project will not affect any regional population, housing, or employment projections anticipated by City policy documents. There is *no impact*.

Mitigation Measures: None are required.

- b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project will not displace any housing and therefore there is *no impact*.

Mitigation Measures: None are required.

- c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. The Project will not displace any people and therefore there is *no impact*.

Mitigation Measures: None are required.

XIV. PUBLIC SERVICES

Would the project:

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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- a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SETTING

Environmental Setting

The nearest fire station is Porterville Fire Station 2, which is located on the same Public Works complex as the Project. The physical address of the fire station is 500 N Newcomb Street. The Porterville Police Department is located approximately 1.8 miles east of the proposed Project site at 350 N D Street.

The Teapot Dome Landfill plant is approximately 4.7 miles southwest of the proposed Project site, while the Porterville Wastewater Treatment Plant is located adjacent to the site. The site is approximately 1,900 feet (0.37 miles) from the fenceline of the nearest school (Monache High School). Veteran’s Park is located adjacent to the Public Works complex to the northwest of the Project site.

The Transfer Facility will not be open to the general public. There will be a site attendant present during receiving hours from 6:00 a.m. to 6:00 p.m., Monday through Saturday, when the facility is in operation. During operational hours, there will either be the Operations Manager or a supervisor available.

Regulatory Setting

Federal

National Fire Protection Association

The National Fire Protection Association (NFPA) is an international nonprofit organization that provides consensus codes and standards, research, training, and education on fire prevention and public safety. The NFPA develops, publishes, and disseminates more than 300 such codes and standards intended to minimize the possibility and effects of fire and other risks. The NFPA publishes the NFPA 1, Uniform Fire Code, which provides requirements to establish a reasonable level of fire safety and property protection in new and existing buildings.

State

California Fire Code and Building Code

The 2007 California Fire Code (Title 24, Part 9 of the California Code of Regulations) establishes regulations to safeguard against hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The Fire Code also establishes requirements intended to provide safety and assistance to fire fighters and emergency responders during emergency operations. The provision of the Fire Code includes regulations regarding fire-resistance rated construction, fire protection systems such as alarm and sprinkler systems, fire service features such as fire apparatus access roads, fire safety during construction and demolition, and wildland urban interface areas.

In addition, the proposed Project is being evaluated pursuant to CEQA.

Local

Porterville General Plan Policies

- LU-G-5: Promote sustainability in the design and development of public and private development projects.
- OSC-G-10: Reduce and conserve energy use in existing and new commercial, industrial, and public structures.
- PHS-I-28: Ensure that new development incorporates safety concerns into the site, circulation, building design and landscaping plans.

RESPONSES

- a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

Less than Significant Impact. The Project will continue to be served by the City of Porterville fire department. The proposed Project will have fire suppression equipment continuously available, properly maintained and inspected, and located as required by the local fire authority. A fire extinguisher is available at the PTF site, extinguishers are in the Maintenance Shop, and are located throughout the administration building. Water hoses for dust suppression purposes are also available to suppress small fires, should they occur. Fire hydrants are located on site as required by the City of Porterville Fire Department and as specified in the local building code. No additional fire personnel or equipment is anticipated. The impact is *less than significant*.

Police Protection?

Less than Significant Impact. The Project will continue to be served by the City of Porterville police department. The facility has been designed to discourage unauthorized access by persons and vehicles through the use of perimeter fencing surrounding the property. Currently, the site is fenced with locking metal gates at the surrounding frontage of the site. A block wall along Prospect Street serves to screen views of the interior of the site. The site may have night lighting, primarily for site security, consisting of downward directed lights mounted on building exteriors or poles located in the operations area. No additional police personnel or equipment is anticipated. The impact is *less than significant*.

Schools?

No Impact. The direct increase in demand for schools is normally associated with new residential projects that bring new families with school-aged children to a region. The proposed Project does not contain any residential uses. The Project, therefore, would not result in an influx of new students in the Project area and is not expected to result in an increased demand upon District resources and would not require the construction of new facilities. There is *no impact*.

Parks?

No Impact. The Project would not result in an increase in demand for parks and recreation facilities because it would not result in an increase in population. Accordingly, the proposed Project would have *no impacts* on parks.

Other public facilities?

No Impact. The proposed Project does not propose residential, commercial, or industrial development. The Project, therefore, would not result in increased demand for, or impacts on, other public facilities such as library services. Accordingly, *no impact* would occur.

Mitigation Measures: None are required.

XV. RECREATION

Would the project:

- a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SETTING

Environmental Setting

Veterans Park is located adjacent to the City’s Public Works complex and is located northwest of the Project site. The City of Porterville provides its residents several types of parks and recreational facilities. Parks are defined as land owned or leased by the City and used for public recreational purposes. The City classifies parks and recreational facilities in five categories: Pocket Parks, Neighborhood Parks, Community Parks, Specialized Recreation, and Trail/Parkways. Currently, the City of Porterville has 15 parks for a total of approximately 295 acres of parkland.

These facilities range in size from the 0.1-acre North Park pocket park up to the 95-acre Sports Complex facility. With a 2006 population of 45,220 residents, the City has a ratio of 5.1 acres of parkland per 1,000 residents. The park ratio is based on Neighborhood Parks, Community Parks, and Specialized Recreation areas only. Trails, Community Facilities and Pocket Parks do not contribute to the ratio.

Regulatory Setting

The proposed Project is being evaluated pursuant to CEQA; however, there are no additional federal, state or local regulations, plans, programs, and guidelines associated with recreation that are applicable to the proposed Project.

RESPONSES

- a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. The proposed Project does not include the construction of residential uses and would not directly induce population growth. Therefore, the Project would not cause physical deterioration of existing recreational facilities from increased usage or result in the need for new or expanded recreational facilities. The project will have *no impact* to existing parks.

Mitigation Measures: None are required.

- b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The proposed Project does not include the construction of residential uses and would not directly induce population growth. Therefore, the Project would not cause physical deterioration of existing recreational facilities from increased usage or result in the need for new or expanded recreational facilities. There is *no impact*.

Mitigation Measures: None are required.

XVI. TRANSPORTATION/ TRAFFIC

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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Would the project:

a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

SETTING

Environmental Setting

The Project site is located in a municipally-owned, Public Works complex – which includes the City’s wastewater treatment facility, vehicle maintenance and repair operations, administrative offices, a fire station, a city park, and solid waste operations. Access to the Project site is via N. Prospect St. to W. Grand Avenue, south through the entrance gate, and west to the site. Highway 65 is approximately 0.6 miles to the east of the site.

Regulatory Setting

Federal

Several federal regulations govern transportation issues. They include:

- Title 49, CFR, Sections 171-177 (49 CFR 171-177), governs the transportation of hazardous materials, the types of materials defined as hazardous, and the marking of the transportation vehicles.
- 49 CFR 350-399, and Appendices A-G, Federal Motor Carrier Safety Regulations, address safety considerations for the transport of goods, materials, and substances over public highways.
- 49 CFR 397.9, the Hazardous Materials Transportation Act of 1974, directs the U.S. Department of Transportation to establish criteria and regulations for the safe transportation of hazardous materials.

State

State of California Transportation Department Transportation Concept Reports

Each District of the State of California Transportation Department (Caltrans) prepares a Transportation Concept Report (TCR) for every state highway or portion thereof in its jurisdiction. The TCR usually represents the first step in Caltrans’ long-range corridor planning process. The purpose of the TCR is to determine how a highway will be developed and managed so that it delivers the targeted LOS and quality of operations that are feasible to attain over a 20-year period, otherwise known as the “route concept” or beyond 20 years, for what is known as the “ultimate concept”.

State Route 190 is designated as Segment 3 in the proposed Project vicinity. Route 190 is classified by Caltrans as rural except for the portion in Porterville that is designated urban. The route is also

predominately indicated as a Minor Arterial and Major Collector. Therefore, the Route Concept LOS of D has been assigned to the entire route. Segment 3 is a 4-lane expressway and there are no changes expected to this segment.

SR 65 is designated as Segment 7 in the vicinity of the proposed Project site and has a LOS of C. The route concept for Segment 7 of Route 65 is described by Caltrans as a two-lane expressway, with improvements potentially being a four-lane expressway over the next 10 years.

In addition, the proposed Project is being evaluated pursuant to CEQA.

Local

The City of Porterville and the Tulare County Regional Transportation Plan designate level of service “D” as the minimum acceptable intersection peak hour level of service standard.

Porterville General Plan Policies

- C-G-6: Maintain acceptable levels of service and ensure that future development and the circulation system are in balance.
- C-G-7: Ensure that new development pays its fair share of the costs of transportation facilities.
- C-I-12: Continue to require that new development pay a fair share of the costs of street and other traffic and local transportation improvements based on traffic generated and impacts on traffic service levels.

RESPONSES

- a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less than Significant Impact. A Traffic Impact Study (TIS) was prepared for the proposed Project and is included as Appendix E and is summarized herein.

Overview

The PTF will handle peak tonnage of 500 tons per day. This translates into peak traffic of 97 collection vehicles and 39 transfer trailers utilizing the facility in a peak traffic day, when collection vehicles and transfer vehicles may not be filled to capacity, resulting in less than peak efficiency for the operations.

The *existing* facility is permitted for peak traffic of 70 collection vehicles and 20 transfer trailers utilizing the facility in a peak traffic day. Therefore, the increase in traffic from existing conditions is 27 *additional* collection vehicles and 19 *additional* transfer trucks. This CEQA document analyzes the impacts associated with the proposed expansion (27 collection and 19 transfer vehicles).

The solid waste and recycling industry traffic trips are typically during off peak hours, where peak traffic times are considered to be between 7:00 a.m. and 9:00 a.m. and 4:00 p.m. and 6:00 p.m. On a daily basis, Monday through Saturday, the collection trucks leave the facility before 7:00 a.m. and typically return after 9:00 a.m. Additional routes are performed during mid-morning and early afternoon, with the collection trucks typically parked before 3:30 p.m., completely avoiding the evening peak traffic period.

The Project trip generation assumes that all Project traffic exits the facility between 6:00-7:00 a.m. and returns between 2:30-3:30 p.m. This assumption produces a worst case scenario for the Project traffic.

Trip Distribution

The Project trip distribution and assignment assumptions were based on information provided by the City of Porterville staff. Based on the provided information, traffic was distributed as follows:

Collection Vehicles

The majority of collection vehicles were directed south on North Prospect Street and then eastward along West Morton Avenue. A small number of collection vehicles were directed north on North Prospect Street and then westward along West Henderson Avenue.

Transfer Vehicles

The transfer vehicles were directed north on North Prospect Street and then eastward along West Henderson Avenue where they accessed State Route 65.

Existing Traffic

Existing weekday peak hour turning movement volumes were field measured at the following intersections in July 2014:

- W. Grand Ave. and N. Prospect St.
- W. Henderson Ave. and N. Newcomb St.
- N. Prospect St. and W. Henderson Ave.
- W. Henderson Ave. and SR65 SB on/off ramps
- W. Henderson Ave. and SR65 NB on/off ramps

- Indiana St. and Morton Ave.
- Prospect St. and Morton Ave.
- N. Porter and Morton Ave.

Future Traffic

Future traffic was estimated based on the TCAG traffic model data. Based on this data, a conservative annual growth rate of 2% was applied to existing traffic volumes to estimate future traffic volumes for the year 2035.

Scenarios

The analysis was performed for the following a.m. and p.m. peak hour traffic scenarios:

- Existing (2014)
- Existing + Project (2014)
- Future (2035)
- Future + Project (2035)

Intersection Analysis

Level of service for the study intersections is presented in Tables 7 and 8. The City of Porterville and the Tulare County Regional Transportation Plan designate LOS “D” as the minimum acceptable intersection peak hour level of service standard.

Table 7
Signalized Intersection Level of Service
AM Peak Hour

#	Intersection	2014	2014+ Project	2035	2035+ Project
1	N Newcomb St & Henderson Ave	C	C	C	C
2	Prospect St & Henderson Ave	B	B	B	B
3	SR 65 SB Ramps & Henderson Ave	B	B	B	B
4	SR 65 NB Ramps & Henderson Ave	B	B	B	B
5	N. Prospect St & W. Grand Ave	C	C	B	C
6	N. Prospect St & W. Morton Ave	B	B	B	B

7	N. Porter Rd & W. Morton Ave	B	B	B	B
8	N. Indiana St & W. Morton Ave	B	B	B	B

Table 8
Signalized Intersection Level of Service
PM Peak Hour

#	Intersection	2014	2014+ Project	2035	2035+ Project
1	N Newcomb St & Henderson Ave	C	C	C	C
2	Prospect St & Henderson Ave	C	B	C	C
3	SR 65 SB Ramps & Henderson Ave	A	B	B	B
4	SR 65 NB Ramps & Henderson Ave	B	B	C	C
5	N. Prospect St & W. Grand Ave	B	B	A	A
6	N. Prospect St & W. Morton Ave	B	B	C	B
7	N. Porter Rd & W. Morton Ave	B	B	C	C
8	N. Indiana St & W. Morton Ave	C	C	C	C

As can be seen in the above tables, all study intersections currently operate at an acceptable level of service under a worst case scenario and will continue to do so through 2035 for both AM and PM Peak Hours. In some cases, such as with intersection 5 (N. Prospect St. & W. Grand Ave.), the level of service improved with the addition of traffic. This is primarily the result of how the Synchro 6 software models the “system,” and not just individual intersections. At times, the interaction of adjacent facilities, and the increase in certain trips (i.e. trips where there is excess capacity in the intersection) will cause the level of service of an intersection to improve with the higher traffic volumes.

Roadway Segment Analysis

As shown in Table 9, all roadway segments in the Project vicinity will operate at acceptable levels of service with and without the Project.

**Table 9
Roadway Level of Service**

Street	2014		2014+Project Directional LOS		2035		2035+Project Directional LOS	
	East AM/PM	West AM/PM	East AM/PM	West AM/PM	South AM/PM	North AM/PM	South AM/PM	North AM/PM
W Morton Ave:	A/A	A/A	A/A	A/A	A/A	A/B	A/A	A/B
W Morton Ave: N Porter Rd - N Indiana St	A/A	A/A	A/A	A/A	A/A	A/A	A/A	A/A
W Henderson Ave:	A/A	A/A	A/A	A/A	A/A	A/B	A/A	A/B
W Henderson Ave:	A/A	A/B	A/A	A/B	A/B	A/C	A/B	A/C
W Henderson Ave:	A/A	A/B	A/A	A/B	A/B	A/B	A/B	A/B
N Prospect St:	A/A	A/A	A/A	A/A	A/A	A/A	A/A	A/A
N Prospect St: W Grand Ave - W Morton Ave	A/A	A/A	A/A	A/A	A/A	A/A	A/A	A/A

Conclusions

All intersections and roadway segments within the study area currently operate at acceptable levels of service and will continue to do so through 2035 with and without the addition of Project traffic.

No mitigation is necessary for the existing and future conditions as a result of increased future traffic or Project traffic from the proposed waste transfer facility. Any impacts to this analysis area would be *less than significant*.

Mitigation Measures: None are required.

- b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less than Significant Impact. As shown in Response a., the Project will have a *less than significant* impact on any existing level of service or other travel demand measures. The Project will not conflict with any congestion management programs, as none are applicable to the Project.

Mitigation Measures: None are required.

- c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?

No Impact. The Project site is approximately 2.8 miles north of the Porterville Municipal Airport. There are no characteristics of the Project that would have any impact on air traffic patterns. There is *no impact*.

Mitigation Measures: None are required.

d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The Project involves the expansion of an existing waste transfer operation. There would be no substantial increase in traffic and there is no design feature associated with the Project that would cause an increase in a hazardous condition. There is *no impact*.

Mitigation Measures: None are required.

XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- g. Comply with federal, state, and local statutes and regulations related to solid waste?

SETTING

Environmental Setting

The Teapot Dome Landfill plant is approximately 4.7 miles southwest of the proposed Project site. This landfill is one of three that serve all of Tulare County as well as parts of surrounding counties and they accept wood, green waste, and tires for recycling purposes in addition to solid waste.

Regulatory Setting

State

State Water Resources Control Board (SWRCB)

Waste Discharge Requirements Program. State regulations pertaining to the treatment, storage, processing, or disposal of solid waste are found in Title 27, CCR, Section 20005 et seq. (hereafter Title 27). In general, the Waste Discharge Requirements (WDRs) Program (sometimes also referred to as the "Non Chapter 15 (Non 15) Program") regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. Exemptions from Title 27 may be granted for nine categories of discharges (e.g., sewage, wastewater, etc.) that meet, and continue to meet, the preconditions listed for each specific exemption. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 2744. Several SWRCB programs are administered under the WDR Program, including the Sanitary Sewer Order and recycled water programs.

National Pollutant Discharge Elimination System (NPDES) Permit

As authorized by the Clean Water Act (CWA), the National Pollutant Discharge Elimination System (NPDES) Permit Program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. In California, it is the responsibility of Regional Water Quality Control Boards (RWQCB) to preserve and enhance the quality of the state's waters through the development of water quality control plans and the issuance of waste discharge requirements (WDRs). WDRs for discharges to surface waters also serve as NPDES permits⁴⁵. Tulare County is within the Central Valley RWQCB's jurisdiction.

In addition, the proposed Project is being evaluated pursuant to CEQA.

*Local***Porterville General Plan Policies**

- OSC-G-10: Reduce and conserve energy use in existing and new commercial, industrial, and public structures.
- OSC-I-41: Work with agricultural and industrial uses to ensure that water contamination and waste products are handled in a manner that protects the long-term viability of water resources.
- OSC-I-44: Work with the Regional Water Quality Control Board to ensure that all point source pollutants are adequately mitigated (as part of the CEQA review and project approval process) and monitored to ensure long-term compliance.
- OSC-I-51: Prior to the approval of individual projects, require the City Engineer and/or Building Official to verify that the provisions of applicable point source pollution programs have been satisfied.

RESPONSES

- a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less than Significant Impact. There is no domestic waste discharge from the Project (restroom facilities are provided on-site in the administration office). The facility is located within an existing, former sludge drying bed for the adjacent wastewater treatment facility. All liquids from the facility flow to a depressed collection area, where they are removed from the drainage area with a vacuum truck and disposed of at the adjacent wastewater treatment facility. The anticipated volume of process water from the facility is the minor amount of liquids that may make contact with the municipal solid waste, green waste, food material or recyclable materials during transfer. The amount of free liquids that may be generated from this material is minimal, as the waste materials remain covered except for a brief moment at the point of release from the collection vehicle or debris box, and will be collected with a vacuum truck. The existing wastewater facility has sufficient capacity to support the Project. Therefore, the impact is *less than significant*.

Mitigation Measures: None are required.

- b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. See Response a. The Project will not require construction of any new water or wastewater facilities. Therefore, the impact is *less than significant*.

Mitigation Measures: None are required.

- c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. No additional facilities are being proposed that would require the construction of new or expanded storm water facilities. Storm water will be managed as part of the Storm Water Pollution Prevention Plan (SWPPP). A copy of the SWPPP is retained on-site. As a result, any impacts are *less than significant*.

Mitigation Measures: None are required.

- d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less than Significant Impact. Water use at the facility includes dust suppression and cleaning. Municipal water is provided by the City of Porterville Public Works Department. No expanded water entitlements or facilities are required. The water use from the proposed Project is not a significant increase from the existing operation and therefore the minimal use is considered a *less than significant impact*.

Mitigation Measures: None are required.

- e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less than Significant Impact. The City's existing wastewater treatment facility, located immediately adjacent to the Project site, has sufficient capacity for the minimal amount of wastewater that would be produced by the Project. Any impacts would be *less than significant*.

Mitigation Measures: None are required.

- f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less than Significant Impact. The current solid waste activities at the Project site operate under two separate permits issued by the LEA, the Tulare County Division of Environmental Health, who will continue to regulate the facility under CCR Title 14 requirements with the issuance of a Full Solid Waste Facilities Permit upon completion of the proposed expansion.

The Direct Transfer Facility – under which up to 149 TPD of recyclables and MSW can be transferred – currently holds a Registration Solid Waste Facility Permit. The Green Waste Processing Operations

– under which up to 200 TPD of green waste and wood waste can be processed – currently holds an EA Notification type of permit.

The service area for the facility is the City of Porterville. Recyclable materials are transferred out to Pena’s Disposal in Cutler (or another permitted facility) for further processing. Compostable materials are transferred out to regional permitted composting facilities, primarily to Pena’s Disposal in Cutler. Municipal Solid Waste is transferred for disposal to Teapot Dome Landfill, Woodville Landfill, or another permitted regional landfill.

The Project will comply with all federal, state and local statutes and regulations related to solid waste. Therefore, the impact is *less than significant*.

Mitigation Measures: None are required.

g. Comply with federal, state, and local statutes and regulations related to solid waste?

Less than Significant Impact. See Response f. The Project will comply with all federal, state and local statutes and regulations related to solid waste. As such, any impacts would be *less than significant*.

Mitigation Measures: None are required.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
--------------------------------	---	------------------------------	-----------

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than Significant Impact. The analyses of environmental issues contained in this Initial Study indicate that the project is not expected to have substantial impact on the environment or on any resources identified in the Initial Study. Mitigation measures have been incorporated in the project design to reduce all potentially significant impacts to *less than significant*.

- b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less than Significant Impact. CEQA Guidelines Section 15064(i) states that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. The assessment of the significance of the cumulative effects of a project must, therefore, be conducted in connection with the effects of past projects, other current projects, and probable future projects. Due to the nature of the Project and consistency with environmental policies, incremental contributions to impacts are considered less than cumulatively considerable. The proposed Project would not contribute substantially to adverse cumulative conditions, or create any substantial indirect impacts (i.e., increase in population could lead to an increase need for housing, increase in traffic, air pollutants, etc). The impact is *less than significant*.

- c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact. The analyses of environmental issues contained in this Initial Study indicate that the project is not expected to have substantial impact on human beings, either directly or indirectly. Mitigation measures have been incorporated in the Project design to reduce all potentially significant impacts to *less than significant*.

Chapter 4

MMRP

MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) has been formulated based upon the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) for the City of Porterville’s Waste Transfer Facility Expansion Project (proposed Project). The MMRP lists mitigation measures recommended in the IS/MND for the proposed Project and identifies monitoring and reporting requirements as well as conditions recommended by responsible agencies who commented on the project.

The first column of the Table identifies the mitigation measure. The second column, entitled “Party Responsible for Implementing Mitigation,” names the party responsible for carrying out the required action. The third column, “Implementation Timing,” identifies the time the mitigation measure should be initiated. The fourth column, “Party Responsible for Monitoring,” names the party ultimately responsible for ensuring that the mitigation measure is implemented. The last column will be used by the City to ensure that individual mitigation measures have been monitored.

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
<p><u>CUL-1</u></p> <ul style="list-style-type: none"> ▪ Before initiation of construction or ground-disturbing activities associated with the Project, the Project proponent for all Project phases shall require all construction personnel to be alerted to the possibility of buried cultural resources, including historic, archeological and paleontological resources; ▪ The general contractor and its supervisory staff shall be responsible for monitoring the construction Project for disturbance of cultural resources; and ▪ If a potentially significant historical, archaeological, or paleontological resource, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains or trash deposits are encountered during subsurface construction activities (i.e., trenching, grading), all construction activities within a 100-foot radius of the identified potential resource shall cease until a qualified archaeologist evaluates the item for its significance and records the item on the appropriate State Department of Parks and Recreation (DPR) forms. The archaeologist shall determine whether the item requires further study. If, after the qualified archaeologist conducts appropriate technical analyses, the item is determined to be significant under California Environmental Quality Act, the archaeologist shall recommend feasible mitigation measures, which may include avoidance, preservation in place or other appropriate measure, as outlined in Public Resources Code section 21083.2. The City of Porterville shall implement said measures. 	<p>City of Porterville</p>	<p>During construction</p>	<p>City of Porterville</p>	

<p>CUL-2 The City of Porterville will incorporate into the construction contract(s) a provision that in the event a fossil or fossil formations are discovered during any subsurface construction activities for the proposed Project (i.e., trenching, grading), all excavations within 100 feet of the find shall be temporarily halted until the find is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall notify the appropriate representative at the City of Porterville, who shall coordinate with the paleontologist as to any necessary investigation of the find. If the find is determined to be significant under CEQA, the City shall implement those measures, which may include avoidance, preservation in place, or other appropriate measures, as outlined in Public Resources Code section 21083.2.</p>	<p>City of Porterville</p>	<p>During construction</p>	<p>City of Porterville</p>
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Chapter 5

Preparers and References

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- Wyndi Ferguson, Operations Manager

California Historic Resources Information System

- Celeste Thomson, Coordinator

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Appendices

Appendix A

Project Description

Project Description

for the

City of Porterville Solid Waste Transfer Facility
555 N. Prospect St.
Porterville, CA 93257

Prepared for:



291 N. Main St.
Porterville, CA 93257

Prepared by:



Edgar & Associates
Sacramento, California

January 31, 2014

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PROJECT OVERVIEW

The proposed project is the City of Porterville (City) Transfer Facility (PTF) handling mixed recyclables, compostable materials, and municipal solid waste (MSW) that are to be transferred to a permitted materials recovery facility (MRF), permitted compostable materials handling facility, or a permitted landfill. No more than 500 tons per day (TPD) of material will be received onsite. No material will be handled, separated, salvaged, or otherwise processed in the transfer area. The Operations Area for the Transfer Facility is a distinct operations area separated from other on-site activities and will be physically marked in the field to allow the Local Enforcement Agency to inspect the direct transfer operations as needed.

Typically, transfer operations will occur directly from collection vehicles (weighing an average of 6.5 tons per load) into transfer vehicles with approximately 21 tons capacity. All contents of the original load will be emptied in a single transfer into a Wilkens (or similar) Walking Floor Trailer that has a cover system. Tamping of materials in the transfer trailer may occur in order to ensure compaction for maximum payload. Recyclable materials may be stored onsite for up to 48 hours pending transfer so that maximum payload may be achieved in transfer trailers. The recyclable materials may be stored in containers, bunkers, or stockpiles and will be loaded into transfer trailers using a wheeled loader.

Additionally, the City operates an onsite green materials processing operation adjacent to the PTF. The green material processing operations will only receive green waste and wood waste, up to 200 tons per day (TPD), which is included within the proposed 500 TPD capacity for the PTF. The green waste will be stored in a stockpile in the operations area, as shown on the Site Plan. The materials will be loaded into transfer trailers by a front-end loader, and be hauled to a permitted facility to further process the green waste, either within the processing operations area or at the transfer area.

Compostable material will be directed to a composting facility and recyclables will be delivered to the appropriate facility for processing or delivery to destination markets. Recyclable materials may be stored up to 48 hours at the PTF prior to transfer to a regional processing facility in order to maximize efficient usage of transfer trailers. MSW will be transferred to a permitted, regional landfill for disposal.

The PTF will handle peak tonnage of 500 tons per day. This translates into peak traffic of 140 collection vehicles and 40 transfer trailers utilizing the facility in a peak traffic day, when collection vehicles and transfer vehicles may not be filled to capacity, resulting in less than peak efficiency for the operations. The PTF is expected to be developed in phases, with 150 to 200 TPD to be handled at the onset of operations.

The proposed PTF will meet the state standards for solid waste handling defined in California Code of Regulations (CCR), Title 14. This project description is formatted in a manner which is consistent with Title 14 requirements and references specific code sections.

The proposed PTF will generally operate utilizing technology specific to Direct Transfer Facilities under state regulations for solid waste. A Registration Solid Waste Facility Permit (SWFP) has been issued by the County of Tulare Environmental Health Division for the current 150 TPD recyclables and compostable materials direct transfer operations, and where no materials are stored on site; a full SWFP will be required for throughput in excess of 150 TPD or when recyclable materials are stored at the facility.

This project description provides details for a Solid Waste Transfer Facility to be located at 555 N. Prospect St., Porterville, California. The City of Porterville (City) Public Works Department, Field Services Division currently provides waste management services at this site. The City plans to operate a transfer facility to handle mixed recyclables, compostable materials, and MSW, independent of current site activities, in a separate and distinct "Operations Area".

Facility Information

Property Owner:	City of Porterville
Operator:	City of Porterville
Operations Name:	City of Porterville Transfer Facility
Address	555 N. Prospect St. Porterville, CA 93257
Mailing Address:	291 N. Main St. Porterville, CA 93257
Telephone:	(559) 782-7514
Operations Hours:	6:00 AM to 6:00 PM Monday – Saturday
Peak Loading Tons per Day:	500 TPD
Peak Loading Vehicles per Day:	136 Vehicles per day

Project Description
City of Porterville Solid Waste Transfer Facility
555 N. Prospect St. Porterville, CA 93257

Waste Types: Mixed Recyclables, Compostable Materials, and Municipal Solid Waste

Source: City of Porterville

Tons per Load-Out: 3 to 9 tons

Incoming Traffic Count: Up to 97 incoming loads per day

Operations Area: ~ 5 acres, Transfer Facility Area and Green Materials Processing Operations Area” as shown on Site Plan, Figure 2

Tons per Load: 10 to 21 tons per transfer trailer

Outgoing Traffic Count: Up to 39 round trips per day

REGULATORY REQUIREMENTS

The PTF will meet the state standards for solid waste handling defined in California Code of Regulations (CCR), Title 14, Chapter 5, Article 3.2, Section 18221.6 and Chapter 3, Article 6.0, where a Transfer/Processing Report is required to describe the facility operations.

The service area for the facility is primarily in the City of Porterville. MSW will be transloaded from Porterville to a permitted regional disposal facility. Recyclables will be transloaded from Porterville to Pena's Disposal in Cutler (or other regional permitted recycling facilities) for processing and compostables are transferred out to Pena's Disposal in Cutler or other regional permitted composting facilities.

The PTF is operated as a transfer location for the diversion of recyclable and compostable materials from landfill disposal, as well as to more efficiently transfer MSW for disposal. Material transfer at the facility is typically managed as a direct transfer operation that will receive 500 TPD and will utilize a loader to redistribute or compress materials within the transfer trailers.

Typically, transfer operations will occur directly from collection vehicles (weighing an average of 6.5 tons per load) into transfer vehicles with approximately 21 tons capacity. All contents of the original load will be emptied in a single transfer into a Wilkens (or similar) Walking Floor Trailer that has a cover system. Tamping of materials in the transfer trailer may occur in order to ensure compaction for maximum payload. Recyclable materials may be stored onsite for up to 48 hours pending transfer so that maximum payload may be achieved in transfer trailers. The recyclable materials may be stored in containers, bunkers, or stockpiles and will be loaded into transfer trailers using a wheeled loader.

This project description describes the manner in which the facility operator will comply with each regulatory requirement and details each of the Operator's actions to comply with the State Minimum Standards and other regulatory requirements for solid waste handling, as noted in Title 14. Please note that text from state regulations are found in headings throughout this document.

Each operator of a Large Volume Transfer/Processing Facility that is required to obtain a Full Solid Waste Facility Permit, as set forth in Title 27, Division 2, Subdivision 1, Chapter 4, Subchapter 3, Articles 2.0 - 3.2, (commencing with section 21570) shall, at the time of application, file a Transfer/Processing Report (TPR) with the Local Enforcement Agency as required in section 17403.9 of Title 14. The TPR format allows CalRecycle and the Local Enforcement Agency (LEA) to clearly review all aspects of the California Code of Regulations - Title 14 are fully addressed in conjunction with the issuance of a Solid Waste Facility Permit and its corresponding terms and conditions.

The Transfer/Processing Report contains the following elements which are noted in the margin of the Table of Contents:

- A.** Name(s) of the operator, owner, and the company they represent, if applicable;
- B.** Facility specifications or plans, to include: a site location map, a site map, and identification of adjacent land uses and distances to residences or structures that are nearby and are within 1000 feet of the facility property line;
- C.** Schematic drawing of the building and other structures showing layout and general dimensions of the operations area, including, but not limited to, unloading, storage, loading, and parking areas;
- D.** Descriptive statement of the manner in which activities are to be conducted at the facility;
- E.** Days and hours the facility is to operate. If the hours of waste receipt differ from the hours of material processing, each set of hours may be stated. For facilities with continuous operations, indicate the start of the operating day for purpose of calculating amount of waste received per operating day. The operator may also indicate whether or not, and when, other activities, such as routine maintenance will take place, if those activities will occur at times other than those indicated above;
- F.** Total acreage contained within the operating area;
- G.** Facility design capacity including the assumptions, methods, and calculations performed to determine the total capacity;
- H.** Information showing the types and the daily quantities of solid waste to be received. If tonnage was figured from records of cubic yards, include the conversion factor used;
- I.** Description of the methods used by the facility to comply with each state minimum standard contained in sections 17406.1 through 17419.2;
- J.** Anticipated volume of quench or process water, and the planned method of treatment, and disposal of any wastewater;
- K.** Description of provisions to handle unusual peak loading;

Project Description
City of Porterville Solid Waste Transfer Facility
555 N. Prospect St. Porterville, CA 93257

- L.** Description of transfer, recovery and processing equipment, including classification, capacity and the number of units;
- M.** Planned method for final disposal of the solid waste;
- N.** Planned method for the storage and removal of salvaged material;
- O.** Resume of management organization which will operate the facility;
- P.** List of permits already obtained, and the date obtained or last revised.

OPERATOR AND SITE PLAN

A. Operator

18221.6(a) name(s) of the operator, owner, and the company they represent, if applicable

The City of Porterville Transfer Facility is owned by and operated by the City of Porterville Public Works Department. The following personnel supervise the facility operations:

<u>Operator</u>	<u>Solid Waste Experience</u>
Bryan Styles, Facility Manager – Deputy Director of Public Works/Field Services Manager	25 years
Wyndi Ferguson, Operations Manager	20 years
Jose Lopez, Operations Supervisor	35 years

Land Owner

City of Porterville
Baldomero S. Rodriguez
291 N. Main Street
Porterville, CA 93257
Phone: (559) 782-7462
Fax: (559) 781-6437

B. Site Location

18221.6b) facility specifications or plans, to include: a site location map, a site map, and identification of adjacent land uses and distances to residences or structures that are nearby and are within 1000 feet of the facility property line

The facility is located on ~5 acres – on a site of approximately 113.5 acres which is awaiting a new APN following a parcel merge in 2013 (formerly including APNs 251-010-001-000, 251-020-001-000, 251-070-001-000 and 251-350-001-000) – at 555 N. Prospect Street in the City of Porterville. Access to the project site is via N. Prospect St. to W. Grand Avenue, south through the entrance gate, and west to the site. Highway 65 is approximately .6 miles to the east of the site (see Figure 1, Location Map).

The project site is located in a municipally-owned, public works complex – which includes the City’s wastewater treatment facility, vehicle maintenance and repair operations, administrative offices, a fire station, a city park, and solid waste operations – and which is surrounded by industrial, commercial, and residential uses. The nearest residences are approximately 600 feet to the west of the PTF site.

The southern side of the site is bounded by W. Morton Ave and the western side by N. Newcomb St., across both of which are located residential neighborhoods; the northern side is bounded by W. Grand Ave., beyond which lies a city park (Veterans Park) and commercial shopping center; the eastern boundary is N. Prospect St. , across which is a combination of commercial and residential development. Surrounding land uses within 1,000 feet are shown in Figure 4.

The site is zoned PS – Public and Semi-Public and is subject to conformance with the Porterville 2030 General Plan, where the site is classified as Public/Institutional.

Land use and zoning surrounding the site are identified in Table 1, as follows:

Table 1
Land Use and Zoning

Location	Existing Land Use	Current Zoning Classification	General Plan Designation
North	Veterans Park; commercial shopping area	Parks and Public Recreation Facilities (PK); Retail Centers (CR)	Parks and Recreation; Retail Centers
South	Residential neighborhood	Low Density Residential (RS-2); Planned Development (PD)	Low Density Residential; Medium Density Residential; High Density Residential
East	Residential neighborhood; commercial office	Medium Density Residential (RM-2); Professional Office (PO)	Medium Density Residential; Professional Office
West	Residential neighborhood	Low Density Residential (RS-2)	Low Density Residential

C. Site Plan Description

18221.6c) schematic drawing of the building and other structures showing layout and general dimensions of the operations area, including, but not limited to, unloading, storage, loading, and parking areas

Current Site Maps

The proposed site features and layout are shown in Figure 2 – Site Plan. In addition to the permitted transfer facility, other existing buildings on-site house the truck maintenance facility, administrative offices, and a wastewater treatment facility. The Transfer Facility area occupies approximately 5 acres on the western side of the site, as shown on the site plan.

Facility Operations Areas

The operations area of the PTF is shown on the Site Plan including the loading, unloading, storage areas, and green materials processing operations area. All materials brought to the facility are unloaded into transfer vehicles in any of the four bays shown on Figure 3. Minor processing taking place would only include the compaction and repositioning of materials in the transfer trailer with a loader to optimize payload. The combined tonnage for the PTF, including MSW, green waste and food material (and residential and commercial co-collected organics) and mixed recyclables, will constitute the entire permitted capacity of 500 TPD.

Outdoor Storage Areas

Recyclable material storage stockpiles, bunkers, or containers will be utilized – with onsite storage of up to 48 hours – to allow for more efficient transfer of that material type; MSW and compostable materials will not be stored at the facility longer than 8 hours. Equipment, such as containers, and vehicles may be located in the areas shown on the Site Plan in Figure 2. Green materials will be stored at the current processing operations location, or at the proposed relocation area immediately to the south of the transfer area.

Building and Site Specifications

The transfer area may also include a 4,200 square foot metal, canopy-type building at the site, as shown on Figures 2 and 3, housing the constructed truck dock and pit which allows the collection vehicles to back onto the dock and deposit their loads into the transfer trailers, in addition to a scale, access area, equipment storage, and parking area. The collection truck unloads recyclable or compostable material to walking-floor transfer trailers designated for the particular material type. The building will be constructed as budgets allow and/or regulatory requirements become apparent, generally related to water quality at the site.

The entire site is relatively flat and paved with gravel, asphalt, or concrete. The PTF building consists of a below-grade truck pit and concrete dock where transfer vehicles receive direct loading from the smaller collection vehicles, which unload into them from an at-grade position above. The green materials processing operations area will be located on an all-weather pad, graded and maintained to allow for the access and operation of heavy equipment and vehicles without disruption.

Parking Areas

The parking for collection vehicles will occur on the same parcel to the east. Transfer vehicles used at the facility may be parked within the property boundaries and out of the access lanes during PTF operating hours. Abundant employee parking is provided adjacent to the administrative offices and other areas on the property.

Utilities

Utilities required for the operation of the facility include water, electricity, sanitary sewer, and telephone service. These utilities are in place and functioning.

Water Usage: Water is provided by City of Porterville Public Works, Field Services Division.

Sanitary Sewer: Sewer service is provided through the City of Porterville Public Works, Field Services Division.

Electricity: Electricity is provided by Southern California Edison.

Telephone: Telephone service is provided by AT&T.

OPERATIONS PLAN

D. Site Operations

18221.6(d) descriptive statement of the manner in which activities are to be conducted at the facility

The PTF is a transfer facility handling MSW, recyclables, and compostable materials that are to be transferred to an appropriate permitted landfill (for disposal), or a material recovery or organics processing facility for processing. No more than 500 tons per day of total material will be handled onsite. No material will be handled, separated or otherwise processed in the transfer area. The operations area for the PTF is a distinct operations area with materials transfer occurring within a below-grade, former sludge drying bed, separated from other on-site activities, and is physically separated to allow the Local Enforcement Agency to inspect the direct transfer operations on a monthly basis. The PTF will handle peak tonnage of 500 tons per day. This translates into peak expected traffic of 140 collection vehicles and 60 transfer trailers utilizing the facility in a day.

Typically, transfer operations will occur directly from collection vehicles (weighing an average of 6.5 tons per load) into transfer vehicles with approximately 21 tons capacity. All contents of the original load will be emptied in a single transfer into a Wilkens (or similar) Walking Floor Trailer that has a cover system. Tamping of materials in the transfer trailer may occur in order to ensure compaction for maximum payload. Recyclable materials may be stored onsite for up to 48 hours pending transfer so that maximum payload may be achieved in transfer trailers. The recyclable materials may be stored in containers, bunkers, or stockpiles and will be loaded into transfer trailers using a wheeled loader. Compostable material and recyclables will be delivered to the appropriate facility for processing or delivery to destination markets.

The following materials will be handled at the PTF:

MSW

"Municipal solid waste" means all putrescible and non-putrescible solid, semisolid wastes, including garbage, trash, refuse, paper, rubbish, ashes, Industrial wastes, demolition and construction wastes, abandoned vehicles and parts thereof, discarded home and industrial appliances, and other discarded solid and semisolid wastes. MSW is handled immediately at the PTF upon receipt and directly loaded into transfer trailers for delivery to a permitted, regional landfill.

Commingled Recyclables

Commingled recyclables include residentially generated and commercial materials including paper, cardboard, old newspaper, cans, bottles, tin and steel cans, plastic containers, all types of paper fibers, many types of plastic materials, with varying degrees of residual inert dry materials that are non-recyclable. Commingled recyclables are collected and transferred for processing at Pena's Disposal in Cutler, or another

permitted Material Recovery Facility. Recyclables may be stored onsite for up to 48 hours pending transfer so that maximum payload may be achieved in transfer trailers. The recyclable materials may be stored in containers, bunkers, or stockpiles and will be loaded into transfer trailers using a wheeled loader.

Green Materials

Green material processing operations will only receive green waste and wood waste up to 200 tons per day (TPD). The green waste will be stored in a stockpile in the operations area(s) shown on the attached Site Plan. Material loads will be checked upon delivery for hazardous contaminants and managed to minimize odors, which includes the removal of green waste within 7 days of receipt, or if odor problems exist, the storage time could be reduced to 48 hours. Green materials will be ground or shredded for size reduction by use of mechanized equipment; materials may also be screened to separate the larger and smaller fractions. The material will be top loaded into transfer trailers by a front-end loader, and be hauled to a permitted facility to further process the green waste.

Compostable materials to be transferred may consist of green material, food material, green waste, or co-collected organics, as defined below:

"green material" [14 CCR §17852(a)(21)] – means any plant material that is separated at the point of generation contains no greater than 1.0 percent of physical contaminants by weight, and meets the requirements of section 17868.5. Green material includes, but is not limited to, yard trimmings, untreated wood wastes, natural fiber products, and construction and demolition wood waste. Green material does not include food material, biosolids, mixed solid waste, material processed from commingled collection, wood containing lead-based paint or wood preservative, mixed construction or mixed demolition debris.

"food material" [14CCR §17852(a)(20)] – means any material that was acquired for animal or human consumption, is separated from the municipal solid waste stream, and that does not meet the definition of "agricultural material." Food material may include material from food facilities as defined in Health and Safety Code section 113785, grocery stores, institutional cafeterias (such as, prisons, schools and hospitals) or residential food scrap collection.

"green waste" – means any plant material that is separated at the point of generation that may contain greater than one percent of physical contaminants by weight. Green waste includes, but is not limited to, yard trimmings, untreated wood wastes, natural fiber products, and construction and demolition wood waste. This definition is provided as a generic, industry-accepted term and is not intended as equivalent to "green material" described in Title 14, Section 17852(a)(21), which may also be utilized in this document, is accepted at the facility, and also falls within the definition of green waste.

"co-collected organics" is green waste which includes food material from a commingled residential and/or commercial green waste and food material diversion program.

Transfer Operations

Loads brought to the PTF will be unloaded from the collection vehicle into the trailer for timely removal to offsite destination. The entire contents of the original transferring vehicle will typically be emptied during a single transfer. MSW and compostable materials are transferred once and directly from one covered container or vehicle to another covered container or vehicle. Top loading trailers where the solid waste actually leaves the confines of the collection vehicle and is suspended in air before falling into a transfer vehicle may also be utilized. Any material that may unintentionally fall outside of the containers of the containers or vehicle will be promptly cleaned up. A small loader may tamp the material deeper into the transfer trailer to ensure compaction and even distribution of the load.

Material Flow

Municipal Solid Waste (MSW) is loaded into a transfer trailer truck by a collection vehicle at the transfer facility.

Green Waste may be loaded into a transfer trailer truck from a collection vehicle, or loaded into a transfer trailer from stockpiles of materials produced by onsite yard waste processing activities with a wheeled loader at the PTF, for transport to a composting facility for further processing.

Food Material is source-separated food material collected from commercial establishments which has been produced as a result of food production or food preparation operations. Food material is transferred directly into transfer trailers with green waste, or co-collected organics, for delivery to a permitted composting facility.

Co-Collected Organics are residentially- and commercially-generated food material co-collected with green material, and are loaded directly into a transfer truck by a collection vehicle at the PTF.

Commingled Recyclables are residentially- and commercially-generated materials, and are loaded into a transfer truck at the PTF. Recyclables may be loaded directly from a collection vehicle or may be stored at the PTF for up to 48 hours and loaded using a wheeled loader. Commingled recyclables include paper, cardboard, old newspaper, cans, bottles, tins, and plastic containers, with varying degrees of residual inert dry materials that are non-recyclable.

Service Area

The service area for the facility is the City of Porterville. Recyclable materials are transferred out to Pena's Disposal in Cutler (or another permitted facility) for further processing. Compostable materials are transferred out to regional permitted composting facilities, primarily to Pena's Disposal in Cutler. MSW is transferred for disposal to Teapot

Dome Landfill (near Porterville), Woodville Landfill (near Tulare), or another permitted regional landfill.

Types and Numbers of Vehicles

Vehicles anticipated to enter the facility include collection trucks, and transfer trucks removing solid waste materials to an appropriate facility for diversion from landfilling or disposal. The site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate.

Operational Traffic for the facility

The operational traffic of the facility peaks at 272 vehicle trips per day (VTPD), or 136 vehicles.

Table 2
Facility Traffic

	<u>INBOUND</u>		<u>OUTBOUND</u>		<u>TOTAL</u>
	Collection/Recycling Trucks	Total Inbound	Transfer Trucks	Total Outbound	Total Vehicles
Total Vehicles	97	97	39	39	136
Avg. per load	5.2		13		
Total Tons	500		500		

Traffic Distribution by Time (Throughout Day):

The solid waste and recycling industry traffic trips are typically during off peak hours, where peak traffic times are considered to be between 7:00 a.m. and 9:00 a.m. and 4:00 p.m. and 6:00 p.m.. On a daily basis, Monday through Saturday, the collection trucks leave the facility before 7:00 a.m. and typically return after 9:00 a.m., as the collection trucks are on-route collecting the MSW, recyclables, green waste, green material, and food material. Additional routes are performed during mid-morning and early afternoon, with the collection trucks typically parked before 3:30 p.m., completely avoiding the evening peak traffic period.

The collection trucks are distributed throughout the service area collecting materials and following main thoroughfares after fulfilling the route. The transfer trailers generally travel off peak to avoid traffic delays on the way to the facilities. Recoverable commodities are delivered to appropriate, properly permitted facilities for secondary processing or transfer. MSW is delivered to a permitted regional landfill for disposal.

E. Hours of Operations

18221.6(e) Days and hours the facility is to operate. If the hours of waste receipt differ from the hours of material processing, each set of hours may be stated. For facilities with continuous operations, indicate the start of the operating day for

purpose of calculating amount of waste received per operating day. The operator may also indicate whether or not, and when, other activities, such as routine maintenance will take place, if those activities will occur at times other than those indicated above

The hours of operations for transfer operations is listed below in Table 3:

Table 3
Hours of Operations

Operations	Receipt and Transfer of Material	Maintenance of Equipment
Transfer Facility* Green Material Processing Operations	6:00 a.m. to 6:00 p.m., Monday thru Saturday	24 hours per day
Office Hours*	8:00 a.m. to 5:00 p.m., Monday thru Friday	N/A

*Closed: Sundays, New Years Day, Thanksgiving, and Christmas

F. Site Acreage

18221.6(f) total acreage contained within the operating area

The facility is located on ~5 acres – on a site of approximately 113.5 acres which is awaiting a new APN following a parcel merge in 2013 (formerly including APNs 251-010-001-000, 251-020-001-000, 251-070-001-000 and 251-350-001-000) – at 555 N. Prospect Street in the City of Porterville.

FACILITY DESIGN

G. Facility Design Capacity

18221.6(g) facility design capacity including the assumptions, methods, and calculations performed to determine the total capacity

Design Calculations

The facility will be permitted to handle a peak capacity of 500 tons of municipal solid waste, recyclable materials, and compostable materials per day. Incoming collection vehicles will deliver up to 97 loads per day, with 39 transfer trailers hauled from the site each day. The loading bays of the transfer area will accommodate up to 4 trailers at a time. The typical time to unload a collection vehicle is 10 minutes. With an average of 3 collection trucks loading out to one transfer trailer, it will require up to 30 minutes to load up a transfer trailer.

Starting receiving at 6:00 a.m. and stopping at 6:00 p.m., the operating day for the receipt of materials at the facility is 12 hours. The transfer trailer takes up to 30 minutes to load-up an average of 13 tons. Each PTF bay is designed to haul two loads every hour, or 26 tons per hour; over a 12-hour day, each bay can handle up to 312 tons per day. With four bays in operation, the maximum and most efficient design of the facility is 1,248 tons per day, where the permitted throughput will not exceed 500 tons per day. The outbound loads must leave within 8 hours of receipt, and may leave the facility up to 2 a.m. the following day.

Table 4
Facility Design Capacity

<u>Factor</u>	<u>Description</u>	<u>Notes</u>
10	Minutes/Full Collection Vehicle Unload	
x 3	Full Collection Vehicle Loads/Transfer Trailer	
= 30	Minutes/Transfer Trailer Load	
or 2	Transfer Trailer Loads/Hour per bay	
x 13	Tons/Transfer Trailer Load	
= 26	Tons/Hour per bay	
x 4	Bays	
= 104	Tons/Hour	
x 12	Hours/Day	6:00 AM - 6:00 PM
= 1,248	Tons/Day	Full Design Capacity

H. Solid Waste Types and Quantities

18221.6(h) Information showing the types and the daily quantities of solid waste to be received. If tonnage was figured from records of cubic yards, include the conversion factor used

The solid waste type for each operation within the facility to be received are listed in Table 5 below. The types of solid waste and materials are defined in this section. The Facility has a design capacity of 1,248 TPD, where only 500 TPD will be permitted, as an aggregated amount. There is adequate design capacity for each waste type handled, as listed below, with the cumulative permitted capacity of 500 TPD not to be exceeded.

Table 5
Solid Waste Types and Quantities

Waste Type	Activity	Tonnage
Municipal Solid Waste	Transfer	500 tons per day, aggregate
Green waste, food material and co-collected organics		
Commingled recyclables		

COMPLIANCE WITH STATE MINIMUM STANDARDS AND SITE CONTROLS

I. Methods to Comply with State Minimum Standards

18221.6(i) description of the methods used by the facility to comply with each state minimum standard contained in sections 17406.1 through 17419.2

The PTF will comply with state minimum standards and the conditions of the conditional use permit, and all other state and local laws. The following sections of the TPR are described in order as required by state regulations.

Siting on Landfills

The PTF is not located on top of a landfill, partially closed landfill, or the intermediate cover of a landfill.

General Design Requirements

The design of the PTF utilized expert advice, as appropriate, from persons competent in engineering, architecture, landscape design, traffic engineering, air quality control, and design of structures.

The design of PTF was based on appropriate data regarding the expected service area, anticipated nature and quantity of wastes to be received, climatological factors, physical settings, adjacent land use (existing and planned), types and number of vehicles anticipated to enter the operation or facility, adequate off-street parking facilities for transfer vehicles, drainage control, the hours of operation and other pertinent information. The facility will be not used by the general public, but the design of the facility took into account the safety features that may be needed to accommodate the general public.

The PTF was designed in such a manner as to minimize the propagation or attraction of flies, rodents or other vectors and the creation of nuisances by reason of solid wastes being handled at the operation. Other factors that were taken into consideration were dust control, noise control, public safety, and other pertinent matters related to the protection of public health at the facility. The operational controls and design for each of the issue listed above is provided in detail in the specific sections of the Transfer/Processing Report.

This project description describes how the facility will comply with applicable local and state requirements regarding odor control measures, personnel health and

safety, and sanitary facilities; the operational controls and design for each of the issues listed above is provided in detail in the specific sections of the document.

Operating Standards

Burning Waste and Open Burning

Open burning in any manner is not proposed at the facility. Should burning waste be received at the facility, the wheeled loader shall push the material away from vehicles and transfer building to an adjacent open area. The open area is paved and burning materials will be isolated where the fire will be controlled by fire extinguishers or spraying of water.

Cleaning

The solid waste storage containers (debris boxes) are durable, easily cleanable, designed for safe handling, and constructed to prevent loss of wastes from the container during storage. In order to prevent the propagation or attraction of flies, rodents, or other vectors, these debris boxes are evaluated on a daily basis for contamination by putrescible materials or other substances, and cleaned as necessary.

Staff shall clean all operational areas each operating day of all loose materials and litter at least once every 24 hours. Staff will clean the entrance and exit each operating day to prevent the tracking or off-site migration of waste materials

Equipment and Container Cleaning: The PTF stores containers for collecting MSW, recyclables, and compostable materials before they are collected and transferred. These boxes are evaluated for contamination and cleaned as necessary.

Loose Material and Litter Cleanup: The facility unloading and loading areas will be cleaned daily with planned sweeping twice per day. Site personnel will daily remove loose material and litter from corners, underneath equipment and other out-of-the-way locations to prevent accumulated material from interfering with the safe operation of the PTF. The loading pit is swept out to prevent debris from accumulating, creating odors, and to prevent the propagation or attraction of flies, rodents, or other vectors.

Drainage Control

The PTF is located within an existing, former sludge drying bed for the adjacent wastewater treatment facility. All liquids from the PTF flow to a depressed collection area, where they are removed from the drainage area with a vacuum truck and disposed of at the adjacent wastewater treatment facility.

Dust Control

Incoming and outgoing traffic, as well as the transfer of materials, have the potential to generate dust. The following mitigation measures are in place as part of the facility operations dust reduction protocol:

- Loads of dirt are not accepted
- Self-haul loads from the general public, which have a higher propensity to be un-tarped, are not accepted
- All loads must be covered
- If needed, a mechanized street sweeper can be utilized to service the facility regularly, weather permitting. Manual street sweeping may also be used around the facility.

Odor Control

An overview of the facility and potential odor generation is summarized below. The MSW, green waste, food material, and recyclables transfer operations have the potential to generate odor as some putrescible materials may have begun the decomposition process before collection. MSW and certain types of green waste such as material small in size, wet material or material high in grass clippings or other succulent green waste has a much greater potential to generate odor than large, woody, brushy material; the green waste may also contain co-collected food material. Thus, the propensity to generate odor varies with each load of waste. Recyclable materials do not typically contain odorous materials.

In order to control odor releases, staff will transfer the MSW, green waste, and food material within eight hours of acceptance. Malodorous loads will be removed immediately after the transfer trailer is full, typically within an hour.

Loads of MSW, food material, and green waste leaving the facility will also be covered to minimize odor generation from transfer vehicles. A detailed Odor Impact Minimization Plan (OIMP) is provided in Appendix C.

Hazardous Waste Exclusion Program

The PTF will not intentionally accept hazardous wastes, including paint, and special wastes.

Should unauthorized hazardous wastes be discovered during the transfer process, control measures as necessary to protect public health, safety and the environment will be implemented by staff, such as elimination or control of dusts, fumes, mists, vapors or gases and shall be taken prior to isolation or removal from the operation or facility.

Liquid wastes and sludges will not be accepted or stored at the PTF.

The load checking protocol for the PTF consists of the following:

- The curbside collected MSW, recyclables, green waste and co-collected organics will have already been initially screened by the collection driver before the load arrives at the site. Remaining unacceptable materials are detected during the transfer process.
- Only non-hazardous wastes are accepted at the site. Typical unacceptable materials include liquid wastes, paint containers, and aerosol cans, which will be stored in a Title 22-compliant hazardous waste storage locker at the adjacent household hazardous waste (HHW) facility upon detection.
- All loads are visually checked as they are transferred or deposited at the green materials processing operations.
- Hidden hazardous waste, special wastes, or other prohibited wastes in the waste stream may occur. The loads are visually screened for unacceptable materials by employees helping with the transfer process. Unacceptable materials identified are extracted from the waste and stored in a Title 22-compliant hazardous waste storage locker at the HHW facility, where it is collected by a licensed contractor to manage properly.
- The solid waste program experiences a very low incidence of unacceptable waste being mixed in the recyclable and compostable materials. Staff provides residential and commercial customers with educational information on acceptable and unacceptable materials.

Litter Control

Staff will control litter to prevent safety hazards, nuisances or similar problems and off-site migration to the greatest extent possible. Due to the limited nature of the transfer operations at the facility, minimal litter is expected to be generated.

Facility personnel will conduct a daily inspection to identify and clean areas around the building, which have accumulated any litter that may have been generated by incoming or outgoing vehicles. The site is fenced to maintain the litter on-site until facility personnel can collect the litter. The operator will check daily for illegal dumping along the frontage and will maintain the frontage for litter and illegal dumping.

If needed, the City may utilize a mechanized street sweeping service to service the facility daily, weather permitting. Manual street sweeping and litter retrieval by the operator occurs frequently at the facility and at least daily along Grand Avenue, near the entrance.

The operator will enforce a mandatory tarping policy for vehicles using the facility to cover all loads to mitigate roadside litter and dust generation around the facility.

Medical Wastes

Medical waste will not be accepted, and is strictly prohibited, at the PTF. Should medical waste be identified at the facility, the LEA would be notified immediately. Where a solid waste collector is suspect that medical waste may be commingled with recyclable or compostable materials at the point of generation, the solid waste collector will load check the bins prior to collection at the point of generation, and will not collect the loads where a visual inspection would indicate that medical waste is present. The operator would also notify the LEA of the medical waste identification.

Should the medical waste be discovered in received loads of materials at the PTF, by visually identifying the medical waste “red bag” or containers, the LEA will be contacted immediately, to alert them of the medical waste identification. A registered hazardous waste handler will be contacted, with guidance from the LEA, as needed, to recover the medical waste from the loads at the PTF. Supervisors and employees are trained to properly manage HHW and medical wastes at the facility.

Noise Control

Staff will control noise to prevent health hazards and to prevent nuisance to neighbors. The PTF is located within an industrial area where the nearest receptor residence is over 600 feet away.

Mobile equipment will have mufflers to minimize noise impacts. Equipment to be used at the facility will meet OSHA standards for noise and safety. All employees will wear ear protection devices should they be subject to excessive noise levels at the facility.

Non-Salvageable Items

Drugs, cosmetics, foods, beverages, hazardous wastes, poisons, medical wastes, syringes, needles, pesticides and other materials capable of causing public health or safety problems shall not be salvaged by staff during the transfer operations.

Hazardous waste, salvageable or non-salvageable, will not be accepted, and is strictly prohibited at the facility. City staff will work with generators to properly manage these hazardous waste items at the point of generation by referring the generator to a registered hazardous waste hauler should a request be made. Where the collector is suspect that hazardous waste may be commingled with recyclable or compostable materials at the point of generation, the collector will load check the bins prior to collection at the point of generation, and will not collect the loads where a visual inspection would indicate that hazardous waste is present. The collector would then notify the generator of the hazardous waste

identification, and if not safely removed from the bin, the LEA would be notified and the load would not be collected.

No salvaging is permitted at the PTF, and there is no opportunity to load check on a floor sort or pick line. The recyclable and compostable materials unloaded at the PTF from City collection vehicles will not be extensively load checked at the facility since the activity is generally “direct transfer”, and there will be no opportunity to recover non-salvageable hazardous waste items. The secondary processing and disposal facilities that receive the transferred loads from the PTF will be conducting random load checks of the deliveries, and will notify the hauler should hazardous waste be found, where the hauler could work with the City to assist in determining the generator, to mitigate further incidents through notification and education.

Nuisance Control

Identification and control of potential nuisance conditions will be in accordance with conditions of approval for the project, and as noted in distinct sections of this document.

Maintenance Program

The facility will be maintained in a state of good repair. The operator will implement a preventative maintenance program to monitor and promptly repair or correct deteriorated or defective conditions.

A preventive maintenance program will be followed to provide for the timely identification and correction of equipment and facility problems. The preventive maintenance program includes routine cleaning of refuse and litter from the facility. Facility personnel identify areas of the site in need of cleaning or repair while conducting routine site inspections.

Facility equipment is maintained under a program that focuses on identifying and correcting equipment problems before breakage or failure occurs. This program allows equipment maintenance to be scheduled for weekends or after hours to avoid disruptions to the transfer operations. The inspection, maintenance and repair program will be in accordance with the equipment manufacturers' recommendations. Repair parts will also be stocked in the truck maintenance facility as needed.

Personnel Health and Safety

The Injury, Illness, and Prevention Program (IIPP) will be available for review by local and state inspectors during normal business hours. A copy of the Injury, Illness, and Prevention Program will be made available for review by the LEA in the administrative offices of the facility.

Risks to the public will be mitigated by the operator having an operations plan in place with adequate training of site personnel. Risks are further minimized or obviated by compliance with solid waste facility permit conditions, approved land use conditions, permit conditions and regulations of other responsible agencies. The operator conducts regular training and auditing of the safety program to assure compliance with applicable regulations and a safe work environment.

Safety equipment is available and accessible to all site personnel. Eye washes and first-aid kits are located at the facility for quick treatment. Workers are equipped with appropriate safety clothing, including high-visibility vests, gloves, hard hats, ear protection, and goggles, where appropriate. Eye washes are located at the facility or in the nearby vehicle maintenance building should employees need immediate treatment.

Employees are trained by staff skilled in (1) various aspects of the work and (2) the proper use of facility equipment for which they may be responsible. Potential hazards and safety features are stressed. No employee is permitted to operate equipment until the employee has demonstrated proficiency in its use. Annual review and refresher training ensures continued safe operations of the facility and compliance with regulations.

This facility will not collect or transfer hazardous materials as part of its business operation. Collection drivers, managers, supervisors, and all employees engaged in the handling of solid waste and recyclables will have received training on load checking. As a standard required for commercial and industrial operations in Tulare County, the facility has a Hazardous Materials Business Plan in place. The plan depicts the inventory of hazardous materials used in the operation (types, quantities and locations), such as vehicle fuel, lubricants, solvents, etc. used for maintenance of collection and processing equipment, and the plan will also include provisions for and any hazardous materials which may be accidentally brought to the facility and kept there pending removal by a licensed hazardous waste hauler. The business plan will include requirements for storage/containment, notification, and contingency measures in the event of a spill, fire, or other incident.

Protection of Users

The facility has been designed, constructed, operated, and maintained so that contact between the public and solid wastes is minimized. The general public is not allowed on site. The users of the facility are employees of the City of Porterville or contracted companies who are familiar with the facility and its operations plan. There is a driver training program and enforcement policy in place to train new drivers and to enforce the safety, tarping, and dust minimization programs.

Roads

All on-site roads and driveways, and maneuvering and loading/unloading areas, are paved, with gravel, asphalt or concrete and have been designed and maintained to minimize the generation of dust and tracking of soil onto adjacent public roads since the entrance roads and parking areas are paved and swept routinely. The roads shall be kept in safe condition and maintained to allow vehicles utilizing the facility to have reasonable all-weather access to the site.

Sanitary Facilities

The operator maintains all sanitary and hand-washing facilities in a reasonably clean and adequately supplied condition. Employee restrooms and hand washing facilities are available in the administration office.

Scavenging and Salvaging

Operations at the PTF meet the following requirements:

Scavenging: Scavenging by employees or other users of the facility is expressly prohibited. The Operations Manager will ensure that scavenging does not occur.

Salvaging of Materials: Salvaging of materials will not occur at the facility.

Signs

The facility will not be open to the general public disposing of solid waste. The following information is posted at the entrance of the facility.

City of Porterville Public Works

Transfer Facility

NO PUBLIC ACCESS

NOT OPEN TO THE PUBLIC

RECEIPT OF WASTE:

6:00 AM – 6:00 PM, MONDAY – SATURDAY

CLOSED SUNDAY

CLOSED ON THANKSGIVING, CHRISTMAS,

AND NEW YEARS

OFFICE HOURS:

M-F 7:00 AM – 5:00 PM

(559) 782-7514

**General public disposal occurs at the TEAPOT DOME LANDFILL
located at 21063 Ave 128, Porterville, CA 93257**

SOLID WASTE FACILITY PERMIT #TBD

Load Checking

All loads are visually checked as they are transferred from collection vehicles and debris boxes to the transfer trailers.

Random Load Checking: Load checks are conducted regularly for recordkeeping procedures to comply with state minimum standards, as required by the LEA.

Storage: The prohibited wastes and household hazardous waste (HHW) from the load-checking program will be stored at the HHW Facility adjacent to the PTF site. The HHW storage containers and the HHW storage area conforms to the requirements of 22 CCR 66265.170.

Recordkeeping: The operator shall keep the records of load checks and the training of personnel in the recognition, proper handling, and disposition of prohibited waste in the administration office. Copies of the load checking records will be maintained in the operating record and be available for review by the appropriate regulatory agencies in the administration office during business hours.

The Facility's load checking protocol will consist of the following:

- The collected MSW, green waste, food material, and recyclables will have already been initially screened by the collection driver before the load arrives at the site. Remaining unacceptable materials are detected during the transfer process.
- Only non-hazardous wastes are accepted at the site. Typical unacceptable materials include liquid wastes, paint containers, aerosol cans, and friable asbestos.
- All loads are visually checked as they are transferred, or deposited for storage, in the case of recyclables.
- This facility will not collect or transfer hazardous materials as part of its business operation. Collection drivers, managers, supervisors, and all employees engaged in the sorting or processing of solid waste and recyclables have received training on load checking.
- The loads are visually screened for unacceptable materials by employees working in the transfer area. Unacceptable materials are extracted from the waste and stored in a Title 22-compliant hazardous waste storage locker at the facility, where it is handled by a licensed contractor to manage. The operator experiences a very low incidence of unacceptable waste being mixed in the loads. The City provides customers with information regarding types of acceptable and unacceptable materials.

Parking

Adequate off-street parking areas are provided. There are 80 existing car parking spaces on-site at the facility for employee and visitor use. An additional 12 spaces are available for trucks, trailers, and equipment during the day when collection trucks are out on route.

Solid Waste Removal

No storage of MSW or compostable materials outside of collection or transfer vehicles takes place at the facility. Transfer operations assure that all putrescible materials are removed from the facility within 8 hours for MSW, food material, and green waste, which may be co-collected with food material, at the PTF. Recyclable materials – which may be stored for up to 48 hours in containers, bunkers, or stockpiles – typically contain less than 1% putrescible materials. No processing of recyclables (or other materials) will occur at the site which will generate solid waste. Any solid waste materials derived from on site cleanup or other activities will be added to outbound MSW loads for disposal.

Supervision and Personnel

The operator will provide adequate supervision and a sufficient number of qualified personnel to ensure proper operation of the site in compliance with all applicable laws, regulations, permit conditions and other requirements. The operator will notify the LEA in writing of any changes to the name, address and telephone number of the operator or other person responsible for the operation. A copy of the written notification shall be placed in the operating record.

The types of supervisory personnel provided include:

Facility General Manager: This person is responsible for overall site operations. Reporting to the General Manager will be the Operations Manager whose duties will be to oversee the specifics of his/her respective operation.

Operations Manager: This person is responsible for overall site operations. Reporting to the Operations Manager will be a supervisor whose duties will be to oversee the specifics of his/her respective operation.

Supervisors: The supervisor is regularly on-site during operating hours to oversee material transfer and maintenance operations. There will be at least one qualified supervisor on site when the PTF is in operation.

The Transfer Facility is owned by the City of Porterville and operated by City personnel. The following personnel are involved with the facility operations:

<u>Operator</u>	<u>Solid Waste Experience</u>
Bryan Styles, Facility Manager – Deputy Director of Public Works/ Field Services Manager	25 years
Wyndi Ferguson, Operations Manager	20 years
Jose Lopez, Operations Supervisor	35 years

The facility will not be open to the general public. There will be a site attendant present during receiving hours from 6:00 a.m. to 6:00 p.m., Monday through Saturday, when the facility is in operation. During operational hours, there will either be the Facility General Manager, Operations Manager, or a supervisor available.

Training

Personnel assigned to the operation or facility will be adequately trained in subjects pertinent to site solid waste operations and maintenance, hazardous materials recognition and screening, use of mechanized equipment, environmental controls, emergency procedures and other pertinent regulatory requirements. A

record of such training history will be maintained and made available for inspection.

Regular tailgate meetings, and monthly safety meetings, will be recorded in the record.

Personnel will be trained in the proper use of facility equipment. Potential hazards and safety features will be stressed. No employee will be permitted to operate equipment until the employee has demonstrated that he or she is competent to operate that equipment. Annual review and training ensure continued safe operations of the facility and that compliance with regulations will occur.

Vector, Bird and Animal Control

The operator will take adequate steps to control or prevent the propagation, harborage and attraction of flies, rodents, or other vectors, and animals, and to minimize bird attraction.

The facility and surrounding areas will be kept clean to minimize creation of a food source or attractive nuisance. Limited processing or storage of putrescible waste occurs. Should it become necessary, a vector control company will be hired for vector control purposes to devise a plan acceptable to the LEA. A more intensive vector control plan can be further designed and implemented to assure that such control measures will be adequate.

The transfer operation has been in effect since 2006 without a significant vector control problem.

Communications Equipment

The operator will have adequate communication equipment available to site personnel to allow quick response to emergencies. The Facility Manager, Operations Manager, and the supervisors all have cellular telephones.

Phone and radio communication will be available at all times during operating hours for the Operations Manager and supervisors. There is also a phone in the adjacent maintenance shop and administrative offices.

Fire Fighting Equipment

The facility will have fire suppression equipment continuously available, properly maintained and inspected, and located as required by the local fire authority. A fire extinguisher is available at the PTF site, extinguishers are in the Maintenance Shop, and are located throughout the administration building. Water hoses for dust suppression purposes are also available to suppress small fires, should they

occur. Fire hydrants are located on site as required by the City of Porterville Fire Department and as specified in the local building code.

Housekeeping

The operator provides adequate housekeeping daily for the maintenance of facility equipment and shall minimize accumulations of fuel drums, inoperable equipment, parts, tires, scrap, and similar items.

Parts will be stored within the adjacent maintenance building, with tires stored immediately outside, as required by applicable regulations. In addition to the programs described above, facility personnel will ensure that supplies, parts, containers and equipment are properly stored so that they do not present a hazard or nuisance to the facility.

Lighting

The facility has been equipped with adequate lighting, either through natural or artificial means, to ensure the ability to monitor incoming loads, effectiveness of operations, and public health, safety and the environment.

The site has existing night lighting consisting of downward directed lights mounted on building exteriors or poles located in the adjacent operations areas.

Mobile equipment such as loaders and trucks are all equipped with lights.

Power Failure

In the event of a major power outage, it is not necessary to cease waste transfer operations. The scale may be equipped with battery packs for short-term emergency operations, or deliveries will be estimated by volume, with the tonnages estimated based upon conversion factors agreed upon with the LEA. Waste transfer operations can continue uninterrupted during daylight hours. Mobile light towers and a standby power generator, such as those used during nighttime construction activities, may be rented from local rental companies to allow waste transfer during periods of darkness, if necessary. Mobile equipment used in the transfer operations, and the waste collection trucks using the facility are equipped with lights for nighttime operation.

Site Security

The facility has been designed to discourage unauthorized access by persons and vehicles through the use of perimeter fencing surrounding the property. Currently, the site is fenced with locking metal gates at the surrounding frontage of the site. A block wall along Prospect Street serves to screen views of the interior of the site.

The site may have night lighting, primarily for site security, consisting of downward directed lights mounted on building exteriors or poles located in the operations area.

Site Attendant

The Transfer Facility will not be open to the general public. There will be a site attendant present during receiving hours from 6:00 a.m. to 6:00 p.m., Monday through Saturday, when the facility is in operation. During operational hours, there will either be the Operations Manager or a supervisor available.

Traffic Control

Access to the project site is via W. Henderson Ave. or W. Morton Ave., to N. Prospect St. to W. Grand Avenue, south through the entrance gate, and west to the site. Highway 65 is approximately .6 miles to the east of the site (see Figure 1, Location Map). There are no schools, hospitals, or essential public facilities between Highway 65 and the site. Entrance gates are closed and locked when the facility is not operating.

Traffic routing on-site is from the entrance (to the northeast), across the scale (when installed), into the transfer facility, then back to the street. Please see the Traffic Circulation Plan in Figure 3. Only the City of Porterville's own employees and those of affiliated companies use the site. The facility is not open to the general public.

The site is flat and paved with compacted gravel, asphalt or concrete.

Visual Screening

The facility has been designed to be somewhat hidden below grade, and has appropriate treatment of areas open to public view to create and maintain an aesthetically acceptable appearance.

A fence with a locking metal gate and accompanying landscaping along the surrounding frontage blocks views of the facility. The existing landscaping screening consists of trees and low growing shrubs.

Water Supply

Water use at the facility includes dust suppression and cleaning. Municipal water is provided by the City of Porterville Public Works Department and is proven to be a safe and adequate source.

J. Process Water

18221.6(j) anticipated volume of quench or process water, and the planned method of treatment, and disposal of any wastewater

The anticipated volume of process water from the PTF is the minor amount of liquids that may make contact with the MSW, green waste, food material or recyclable materials during transfer. The amount of free liquids that may be generated from this material is minimal, as the waste materials remain covered except for a brief moment at the point of release from the collection vehicle or debris box, and will be collected with a vacuum truck.

A proposed canopy-type building will cover waste transfer operations and reduce the potential generation of process water. Should water quality concerns dictate, the recyclable materials storage activities could be covered, either with tarps or canopies to reduce potential process water generation.

Dust mitigation may involve spraying of water from hand held hoses onto excessively dust-producing materials during transfer operations. The amount of liquids added for dust suppression is minimal and is not enough to generate any ponding or standing water.

Storm water will be managed as part of the Storm Water Pollution Prevention Plan (SWPPP). A copy of the SWPPP is retained on-site.

RECORDKEEPING

Weight Volume Records

The facility operator obtains a record of load weights from the weighing of all exiting vehicles at the receiving facilities. Other data collected and recorded for inbound and outbound loads includes (1) type of vehicle, (2) type of material, (3) date, and (4) time. From this database, the facility operator provides periodic reports to the County of Tulare and to the LEA summarizing the quantity of materials received, recovered, and landfilled. When a scale is installed, the raw data will be collected by the scale computer equipment from scale inputs by the scale operator onsite.

Special Occurrences

Records of special occurrences are also be maintained at the facility. Incidents involving fires, accidents, or explosions, regarding hazardous wastes, as well as any other unusual events, are logged as they occur. This information is kept on file in the administrative office under the supervision of the Operations Manager.

The operator will maintain a daily log book or file of special occurrences encountered during operations and methods used to resolve problems arising from these events, including details of all incidents that required implementing emergency procedures. Special occurrences will include but are not limited to: fires, injury and property damage, accidents, explosions, receipt or rejection of prohibited wastes, lack of sufficient number of personnel pursuant, flooding, earthquake damage and other unusual occurrences. In addition, the operator will notify the LEA by telephone within 24 hours of all incidents requiring the implementation of emergency procedures, unless the LEA determines that a less immediate form of notification will be sufficient to protect public health and safety and the environment.

Complaints

The operator will record any written public complaints received by the operator, including:

- (1) the nature of the complaint,
- (2) the date the complaint was received,
- (3) if available, the name, address, and telephone number of the person or persons making the complaint, and
- (4) any actions taken to respond to the complaint;

Training

The operator will maintain records of employee training as required in an operations log kept in the Public Works administrative offices.

Inspection of Records

Records of the quantities of material received, recovered, and disposed of are kept at the administrative office, during normal business hours and will be accessible for three (3) years and will be available for inspection by the LEA and other duly authorized regulatory agencies during normal working hours.

Equipment maintenance records are kept in the maintenance room office. Employee training records, safety records, material safety data sheets, and incident records are maintained on file in the administration office.

The operator will submit copies of specified records to the LEA upon request or at a frequency approved by the LEA.

PEAK LOADING

K. Peak Loading

18221.6(k) description of provisions to handle unusual peak loading

The facility design capacity is 1,248 TPD for the operations of the PTF where only 500 TPD cumulatively is being permitted. The facility loading could consist of any combination of the materials listed below up to the permitted peak tonnage.

- Municipal Solid Waste
- Green Waste, Food material, or Green Waste co-collected with food materials
- Mixed Recyclables

Peak loading will be handled using existing equipment and manpower within the posted operating hours. The staffing is flexible for when one waste stream may be at a seasonal low, another may be at peak, and transfer of specific materials will transition to another. Should the facility reach the permitted tonnage of 500 TPD, the overflow recyclables will be directly hauled to Pena’s Disposal in Cutler (or other regional permitted recycling facilities) for processing and compostables will be directly hauled to Pena’s Disposal in Cutler, (or other regional permitted composting facilities); MSW will be hauled directly to a regional permitted solid waste disposal facility.

Typical seasonal fluctuations are presented in Table 6 below. Peak loading is provided in Table 7.

Table 6
Solid Waste Types and Seasonal Peaks

Solid Waste Type	Seasonal Tonnage Peaks
Municipal Solid Waste	Holidays and rainy season
Green Waste (including co-collected food material)	Leaf season in Fall Grass clippings in Spring/Summer
Recyclables	Rainy season

Table 7
Peak Loading

Waste Type	Activity	Tonnage
Municipal Solid Waste	Transfer	500 tons per day, aggregate
Green waste, food material and co-collected organics	Transfer	
Commingled recyclables	Transfer	

If existing staff and equipment working within the posted operating hours is not sufficient to transfer incoming material, the vehicles will be routed to another recovery or disposal facility.

Standby Equipment: Essential equipment is purchased only from vendors who can supply spare parts or repair parts within 24 hours of a request for such items. The most critical on-site equipment is the front-end loader. Front-end loaders can be rented at nearby equipment rental yards should the equipment not be able to be repaired in a timely manner.

L. Equipment

18221.6(l) description of transfer, recovery and processing equipment, including classification, capacity and the number of units

The operator has adequate equipment in type, capacity and number, and sufficiently maintained to allow the facility.

The following equipment to be used at the facility are shown in Table 8 below:

Table 8
Facility Equipment

Description	Quantity	Key Functions
Front-end loaders	1	Stabilization and compaction of materials in transfer trailers to optimize weight distribution and payload at the transfer operations
Truck Scale	1	One automatic or manual

Project Description
City of Porterville Solid Waste Transfer Facility
555 N. Prospect St. Porterville, CA 93257

Description	Quantity	Key Functions
Mechanized Green Materials Processing equipment	1	Grinding, shredding, or screening green materials to more efficiently transfer processed materials to appropriate facilities for secondary processing or to markets.

TRANSFER OPERATIONS

M. Final Disposal of Solid Waste

18221.6(m) planned method for final disposal of the solid waste

MSW is to be directly transferred and will not be stored at the facility. MSW collected by the operator is transferred directly and hauled to a permitted solid waste disposal facility for disposal within 8 hours of receipt.

N. Storage of Recycled Material

18221.6(n) planned method for the storage and removal of salvaged material

No salvaging will occur. Recyclable materials can be stored at the PTF for up to 48 hours following receipt where it will be transferred in a transfer trailer to a regional recyclables processing facility for processing. No processing will occur onsite.

Food waste or co-collected food and green waste materials can be stored only in vehicles at the PTF for up to 8 hours following receipt where they will be transferred via transfer trailer to a regional permitted organics processing facility or solid waste disposal site for appropriate beneficial reuse.

Green material are managed to minimize odors, which includes the removal of green waste within 7 days of receipt, or if odor problems exist, the storage time could be reduced to 48 hours.

MANAGEMENT ORGANIZATION

O. Management

(o) resume of management organization which will operate the facility

Resumes are provided in Appendix E.

Table 9

**Emergency Contact List
City of Porterville**

<u>Contact</u>	<u>Phone Number</u>
Bryan Styles, Facility Manager – Deputy Director of Public Works/Field Services Manager	(559) 782-7514 (559) 333-0044 cell
Wyndi Ferguson, Operations Manager	(559) 782-7514 (559) 333-0044 cell
Jose Lopez, Operations Supervisor	(559) 782-7514 (559) 333-4043 cell

REGULATORY REQUIREMENTS

P. Permits and Approvals

18221.6(p) list of permits already obtained, and the date obtained or last revised

The current solid waste activities at the project site operate under two separate permits issued by the LEA, the Tulare County Division of Environmental Health, who will continue to regulate the facility under CCR Title 14 requirements with the issuance of a Full Solid Waste Facilities Permit upon completion of the proposed expansion.

The Direct Transfer Facility – under which up to 149 TPD of recyclables and MSW can be transferred – currently holds a Registration Solid Waste Facility Permit. The Green Waste Processing Operations – under which up to 200 TPD of green waste and wood waste can be processed – currently holds an EA Notification type of permit.

Figures _____

Porterville Solid Waste Transfer Facility - Location Map

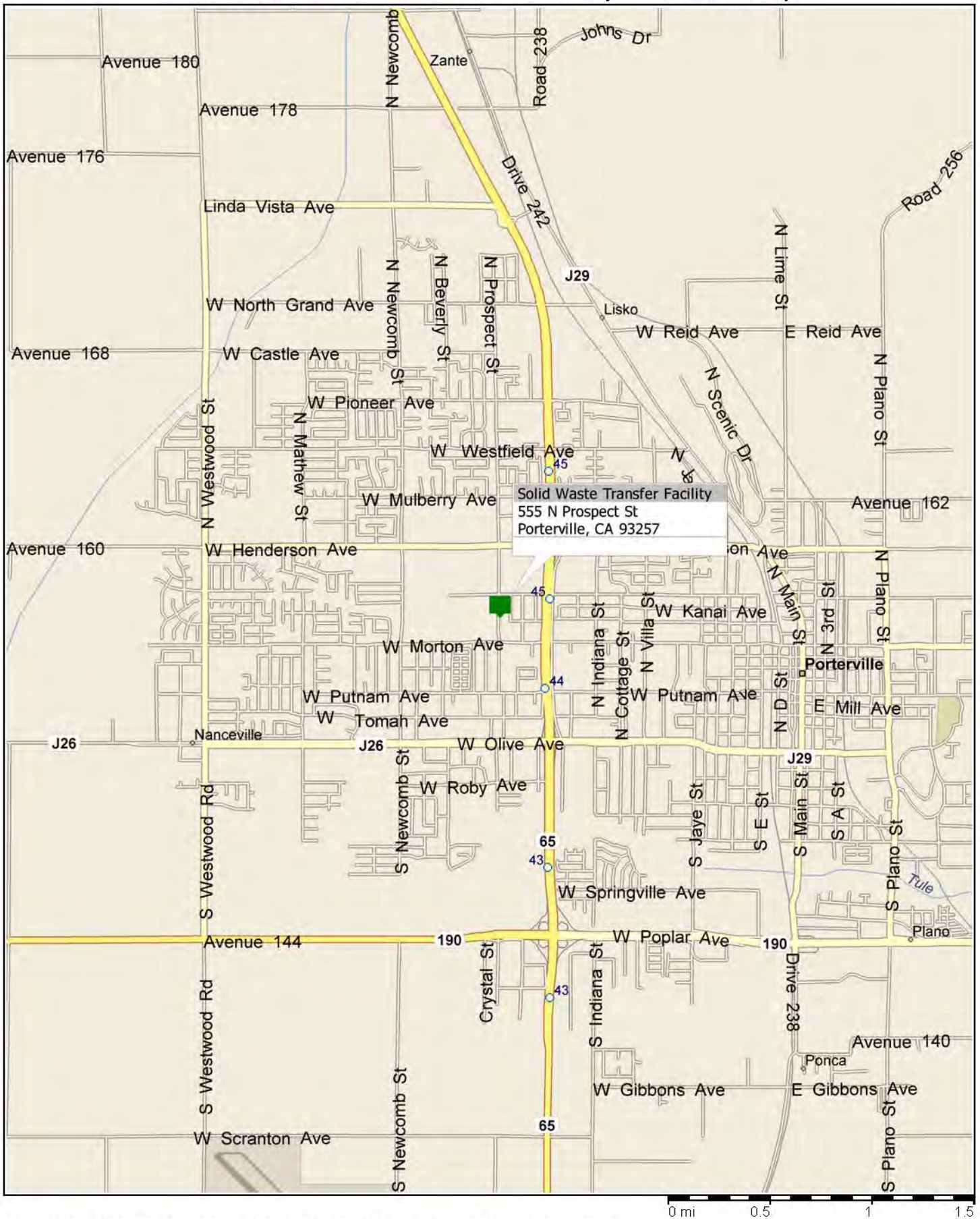


Figure 1

N. NEWCOMB ST.

WEST GRAND AVE.

Facility Entrance

Parking Area

Wastewater Treatment Facility

Vehicle and Equipment Storage Area

Public Works Administration and Operations

Existing Green Materials Processing Operations Area (375' x 250')

Transfer Facility Operational Area (375' x 100')

Fire Station #2

20' ACCESS ROAD

Proposed Green Materials Processing Operations Area (375' x 150')

Equipment Storage Area

N. PROSPECT ST.

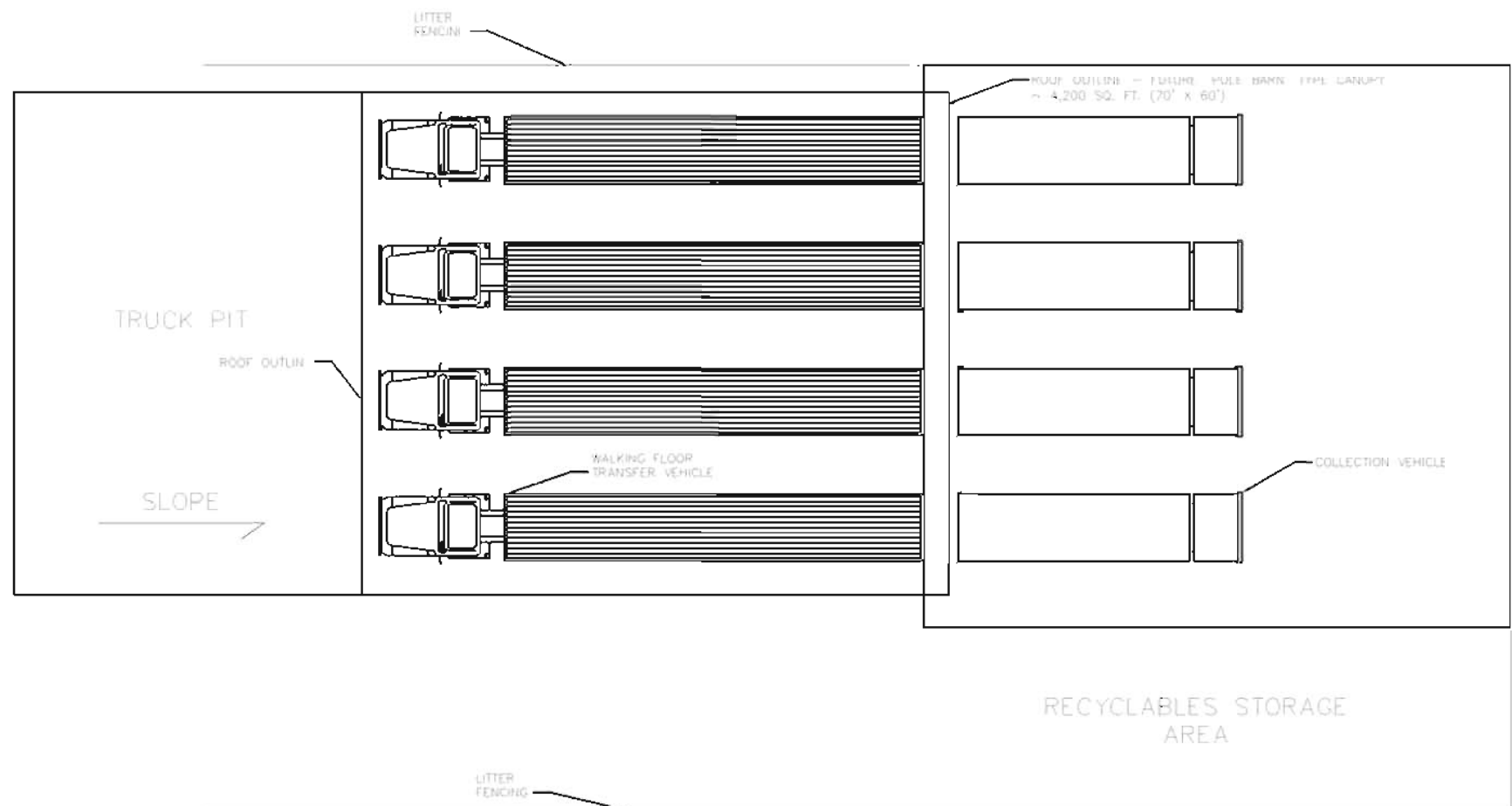
WEST MORTON AVE.

LEGEND

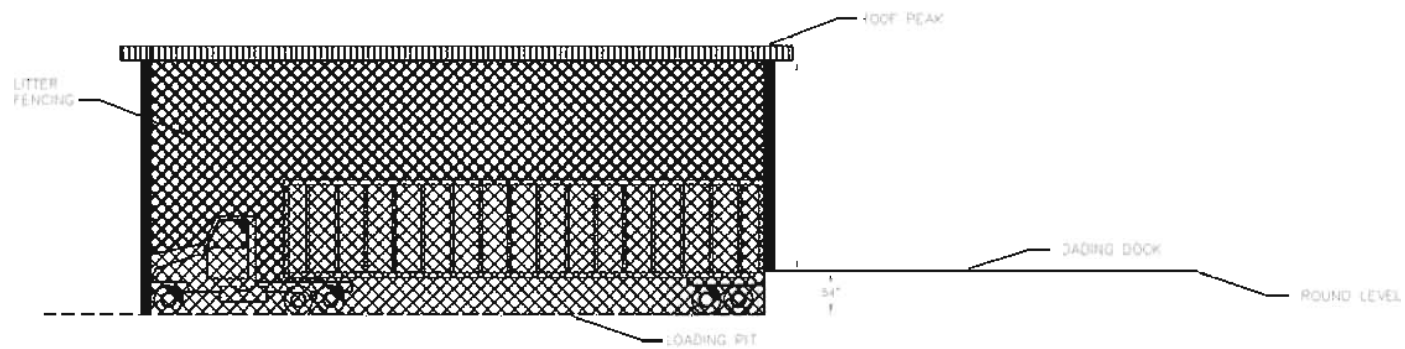


TOTAL COMPLIANCE MANAGEMENT P.O. BOX 1952 SACRAMENTO, CALIFORNIA 95812 CONTACT: EVAN W.R. EDGAR, P.E. PHONE: (916) 738-1700 FAX: (916) 738-1218		SITE PLAN - SOLID WASTE TRANSFER FACILITY FOR CITY OF PORTERVILLE DEPT. OF PUBLIC WORKS, FIELD SERVICES DIVISION 555 N. PROSPECT STREET PORTERVILLE, CA 93257	FIGURE 2
SCALE: 1" = 200'	CITY: PORTERVILLE		DRAWN BY: MSRE
DATE: JANUARY 24, 2014	FILE NAME: 170.26.17	DRAWING DATE: 05/21/13	

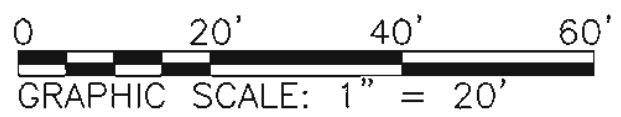




PLAN VIEW



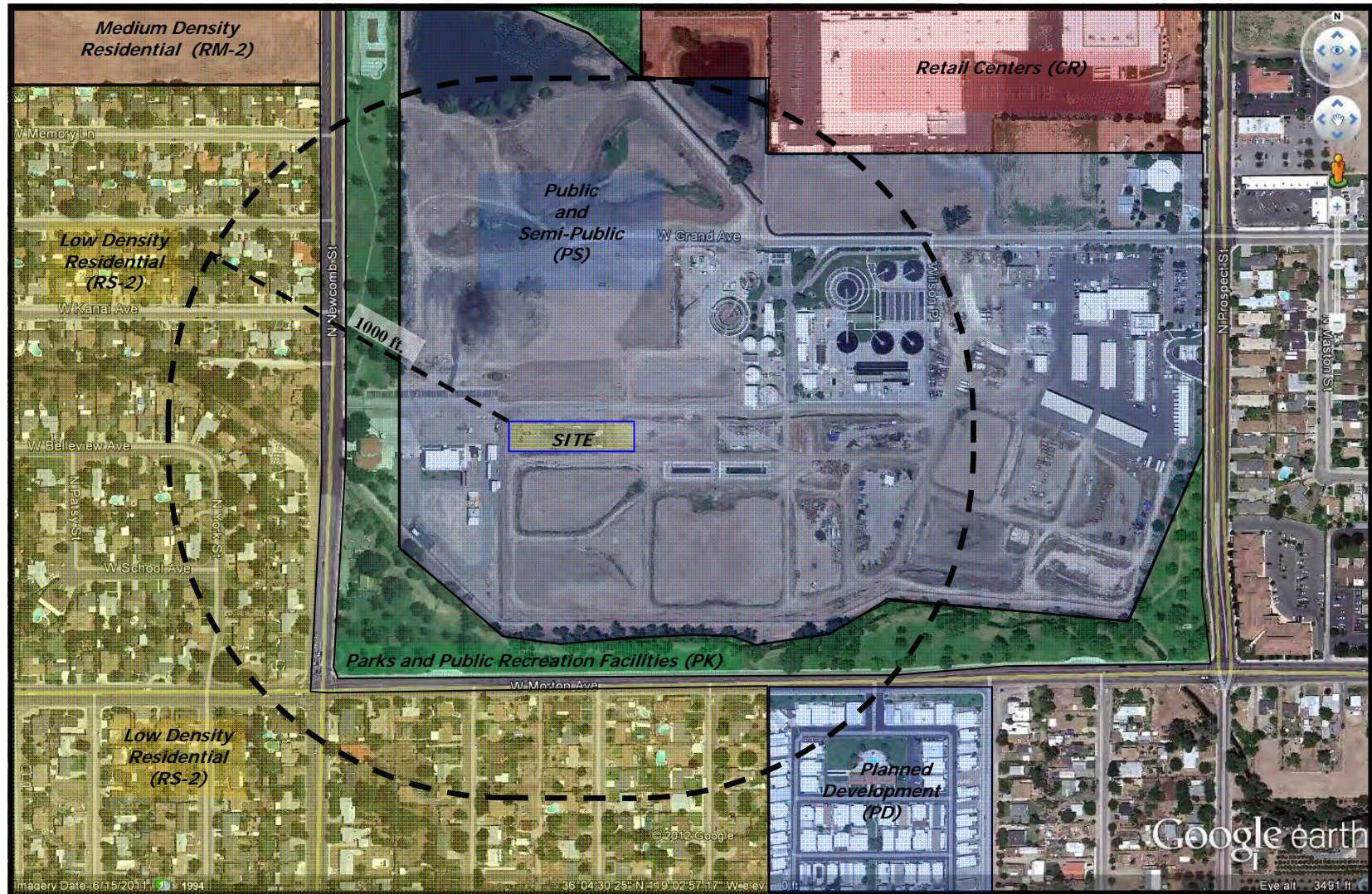
ELEVATION VIEW



TOTAL COMPLIANCE MANAGEMENT P.O. BOX 1952 SACRAMENTO, CALIFORNIA 95812 CONTACT: EVAN W.J. EDGAR, P.E. PHONE: (916) 738-1700 FAX: (916) 738-1218		SITE PLAN AND ELEVATION: TRANSFER FACILITY FOR CITY OF PORTERVILLE DEPT. OF PUBLIC WORKS, FIELD SERVICES DIVISION 555 N. PROSPECT STREET PORTERVILLE, CA 93257	FIGURE 3
SCALE: 1" = 20'	CLIENT: PORTERVILLE		
DATE: JANUARY 24, 2014	FILE NAME: 170.26.17		DESIGN DATE: 06/21/13



City of Porterville
Direct Transfer Facility
555 N. Prospect St., Porterville, California 93257
1000 ft. radius map



Note:
All zoning designations on map as referenced from City of Porterville Zoning Map,
updated March 14, 2012.

Figure 4

Appendix A _____

ENFORCEMENT AGENCY NOTIFICATION

Enforcement Agency:	Tulare County Department of Health	Official Use Only	
Services, Division of Environmental Health		SWIS Number:	54-AA-0047
County:	Tulare	Date Received:	12/26/12

I. GENERAL INFORMATION

Operation Name:	City of Porterville Green Waste Processing Operations						
Address:	555 N. Prospect Street	City:	Porterville	State:	CA	Zip:	93257
Phone:	559-782-7513	Fax:	559-782-8937				
Operator Name:	City of Porterville						
Address:	555 N. Prospect Street	City:	Porterville	State:	CA	Zip:	93257
Phone:	559-782-7513	Fax:	559-782-8937				
Land Owner:	City of Porterville						
Address:	291 North Main Street	City:	Porterville	State:	CA	Zip:	93257
Phone:	559-782-7513	Fax:	559-782-8937				

II. OPERATION INFORMATION

Authorizing Eligibility (State Section of 14 CCR Division 7, Chapter 3 or 3.1): See back for more details	Section 17067.1 - chipping & grinding operations		
Type(s) of Waste/Material Handled:	green waste and wood waste		
Volume of Waste/Material Handled:	200 Tons Per Day (TPD)		
Peak Loading:	200 TPD <input type="checkbox"/> Cubic Yards or <input checked="" type="checkbox"/> Tons	Annual Loading:	10,000 <input type="checkbox"/> Cubic Yards or <input checked="" type="checkbox"/> Tons
Days and Hours of Operation:	Monday-Saturday 6am - 5pm	Operation Acreage:	
Brief Description of the Operation:	Green waste and wood waste processing operations on a distinct and separate operations area to be stored up to 7 days, top loaded to transfer trailers to be hauled to permitted operations.		

III. DOCUMENTATION OF LOCAL NOTIFICATION (check one and submit with EA Notification)

<input type="checkbox"/>	Proof of Compliance with the California Environmental Quality Act (CEQA).
<input type="checkbox"/>	Correspondence from the local planning department that compliance with CEQA is not required for the operation to obtain local land use approval.
<input checked="" type="checkbox"/>	Written notice to the local planning department of the operator's intent to commence operations.

IV. OWNER/OPERATOR CERTIFICATION

I hereby certify under penalty of perjury that the information provided is true and accurate to the best of my knowledge and belief.

Signature of Land Owner:	<i>Dalmeida Rodriguez</i>	Date:	12/10/12
Signature of Operator:	<i>Blayne Styles</i>	Date:	12/10/12

* Completion of this form is not required by regulation, however, it will provide the enforcement agency with the information required by 14 CCR 18103.1.
• A separate Notification is required for each eligible operation.

RECEIVED DEC 26 2012

REGISTRATION PERMIT

Facility/Permit Number (SWIS):

CITY OF PORTERVILLE DIRECT TRANSFER STATION/54-AA-0045

Name of Facility:

CITY OF PORTERVILLE DIRECT TRANSFER STATION

555 N. Prospect Street

Porterville, CA 93257

Name and Address of Enforcement Agency:

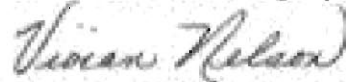
TULARE COUNTY HEALTH & HUMAN SERVICES AGENCY

ENVIRONMENTAL HEALTH SERVICES DIVISION

5957 S. Mooney Blvd

Visalia, CA 93277

Signature of Local Enforcement Agency Approving Officer:



Date of Issuance:

November 28, 2012

Please print or type Name and Title of Approving Officer:

Vivian E. Nelson, Division Manager

This permit has been issued by the enforcement agency in accordance with Title 14, California Code of Regulations, section 18104. This registration permit incorporates by reference, as terms and conditions of the permit, all minimum standards applicable to it, as set forth in Title 14, Division 7 of the California Code of Regulations. These minimum standards include, but are not limited to the following:

California Code of Regulations, Title 14, Division 7, Chapter 3

Minimum Standards for Solid Waste Handling and Disposal

Articles 6.0, 6.1, 6.2, 6.3, & 6.35

Sections 17400 through 17419.2

The facility for which this permit has been issued may only be operated in accordance with the description provided in the attached application, which is hereby incorporated by reference.

This permit shall be reviewed at least once every five years from the date of issuance noted above pursuant to Title 14, California Code of Regulations, section 18104.7.

Appendix B

Load Check Program

for the

City of Porterville Direct Transfer Facility
555 N. Prospect St.
Porterville, CA 93257

Prepared for:



291 N. Main St.
Porterville, CA 93257

Prepared by:



Edgar & Associates
Sacramento, California

February 8, 2012

PREFACE

Because of the increased awareness regarding the potential health risks associated with the disposal of prohibited, hazardous, and polychlorinated biphenyl (PCB) wastes at solid waste disposal or transfer facilities, Federal and State regulations have required random checks of incoming loads.

This Load Checking Program has been prepared for the City of Porterville (City) Direct Transfer Facility (DTF) in order to minimize potential harm to human health and the environment from hazardous substances or wastes. This document will serve as a statement of the Company's procedures to identify, segregate, handle, store, and dispose of hazardous substances or wastes encountered during facility operations.

1.0 INTRODUCTION

In recent years, the hazards posed by the intentional and unintentional disposal of prohibited, hazardous, and polychlorinated biphenyl (PCB) wastes in nonhazardous solid waste stream have become the subject of increasing concern. The repercussions of careless disposal practices include worker injuries and illness, fires and explosions in collection vehicles and in facilities, and contamination of air and ground water.

This Load Checking Program for the DTF is designed to identify prohibited, hazardous, and PCB wastes at the facility entrance or load checking area to prevent their presence at the site. Specific elements of the program include:

- Inspection of incoming loads,
- Training of the facility personnel in prohibited, hazardous, and PCB wastes recognition and handling procedures,
- Reporting incidents of unlawful disposal to specific agencies

The details of the Load Checking Program are presented in Sections 2 through 4.

2.0 DESCRIPTION OF ACCEPTABLE AND PROHIBITED WASTES

This section describes types of wastes that can be accepted at the facility. In addition, the characteristics of hazardous wastes are described.

2.1 Permissible Wastes

The facility will only accept the following materials:

2.1.1 Compostable Materials

Compostable materials to be transferred may consist of green material or food material as defined, in Title 14, below:

"green material" [14 CCR §17852(a)(21)]-- means any plant material that is separated at the point of generation contains no greater than 1.0 percent of physical contaminants by weight, and meets the requirements of section 17868.5. Green material includes, but is not limited to, yard trimmings, untreated wood wastes, natural fiber products, and construction and demolition wood waste. Green material does not include food material, biosolids, mixed solid waste, material processed from commingled collection, wood containing lead-based paint or wood preservative, mixed construction or mixed demolition debris.

"food material" [14CCR §17852(a)(20)]--means any material that was acquired for animal or human consumption, is separated from the municipal solid waste stream, and that does not meet the definition of "agricultural material." Food material may include material from food facilities as defined in Health and Safety Code section 113785, grocery stores, institutional cafeterias (such as, prisons, schools and hospitals) or residential food scrap collection.

This source-separated material is collected from commercial and residential programs.

2.1.2 Mixed Recyclables

Mixed recyclables consist of plastic, metal, and paper recovered from City collection programs. This source-separated material is collected from commercial and residential programs.

2.1.3 Municipal Solid Waste

"Municipal solid waste" or "MSW" [14CCR §18720(a)(40)] means all solid wastes generated by residential, commercial, and industrial sources, and all solid waste generated at construction and demolition sites, at food-processing facilities, and at treatment works for water and waste water, which are collected and transported under the authorization of a jurisdiction or are self-hauled. Municipal solid waste does not include agricultural crop residues (SIC Codes 071 through 0724, 0751), animal manures (SIC Code 0751), mining waste and fuel extraction waste (SIC Codes 101 through 1499), forestry wastes (SIC

Codes 081 through 0851, 2411 and 2421), and ash from industrial boilers, furnaces and incinerators.

2.2 Prohibited Wastes

Prohibited wastes include hazardous, designated, and liquid wastes. The following is a listing of prohibited wastes to assist the onsite trained personnel for proper identification.

- All Liquids (acids, bases, solvents, thinners, etc.)
- Asbestos
- Auto Batteries
- Paint (both water and oil base)
- Pesticides
- Antifreeze
- Gas Cylinders
- Gasoline or other Liquid Fuels
- Mercury, elemental
- Fluorescent Tubes
- Radioactive Materials
- Wood Preservatives (Creosote or PCP's)
- Detergent
- Explosives
- Petroleum Products, Oil
- Any Liquids or Gasses contained in cylinders or drums
- PCBs (Polychlorinated Biphenyls)

Hazardous wastes are defined as those wastes that exhibit any of the criteria set forth in CCR Title 22. The criteria for identification of Hazardous and Extremely Hazardous Waste include toxicity (Sections 66696 and 66699), ignitability (Section 66702), reactivity (Section 66705), and corrosivity (Section 66708). In addition, those materials considered hazardous wastes according to the Resource Conservation and Recovery Act (RCRA), 42 U.S.C. 6901 et seq. also are considered hazardous wastes under state law (California Health and Safety Code, Sections 25143.2 and 25159.5).

To help personnel perform effective load checking duties, they must understand what makes wastes hazardous.

Wastes are hazardous if they have any of the following properties:

- Flammable or ignite easily
- Corrode metal or burn skin
- React with other substances
- Poisonous or toxic
- Build-up in the environment or do not biodegrade

- Infectious or cause disease
- Other materials determined to be hazardous.

Examples of hazardous wastes containing these properties are as follows:

2.2.1 Toxic Wastes

Poisonous or toxic wastes are hazardous because they can cause illness or death if ingested, inhaled, injected, or absorbed through the skin. Short term effects can be skin burns or choking; long term effects can include damage to internal organs, cancer, and other health problems. The term toxic also refers to effects on animals and plants in the environment. Examples are:

- Liquids - pesticides and sanitizing chemicals, liquid industrial wastes containing metals and other chemical such as cyanide, formaldehyde (embalming fluid);
- Gases - chlorine, nitrogen, acetylene;
- Solids - sludges, waste inks, pesticides, cyanide compounds.

How to Identify Toxic Wastes:

Industrial Labels: "Corrosive," "Burned Hand Symbol," "Poison," "Oxidizer," "PIH" (Poison Inhalation Hazard Magenta sticker), "UN" plus four digit number on packaging.

2.2.2 Ignitable Wastes

Flammable materials are hazardous because they ignite easily and burn intensely. They can be liquids, solids, or gases. Examples are:

- Liquids - gasoline, paint thinners, strippers, degreasers and solvents, epoxy resin, glues and adhesives, rubber cement, waste ink.
- Gases - acetylene cylinders, hydrogen cylinders, propane and butane, liquefied gas bottles, some aerosol containers.
- Solids - aluminum phosphide, ammonium nitrate, Phosphorus, matches.

How to identify Flammable Materials:

Industrial Labels: "Flammable," "Ignitable," "Flame Symbol," "Oxidizer."

Types of Material: Fuels, solvents, and compressed gases.

2.2.3 Reactive Wastes

Reactive wastes are unstable or react with other materials to burn, explode, or give off fumes when mixed with water, air, or other materials. Examples are:

- Liquids - some metal plating chemicals like chromic acid, cyanide solutions, water-treatment chemicals for swimming pools.
- Gases - Oxygen

- Solids - explosives like dynamite, ammonium nitrate fertilizer, phosphorus, dry swimming pool chemicals, epoxy resins.

How to Identify Reactive Wastes:

Industrial Labels: "Oxidizer" "Organic Peroxide", "Explosive", "Dangerous", "Blasting Agents", "Reactive"

Words on Labels: "May react with other materials," "incompatible or unstable, " or "keep away from ... "

Types of Wastes: Suspicious liquid and dry substances including swimming pool chemicals.

2.2.4 Corrosive Wastes

Corrosive wastes are hazardous because they can dissolve metals and burn skin and eyes on contact. They include acids, bases, and other harsh chemicals such as bleach and cleaning components. Examples are:

- Liquids - acids, bases, metal-treating compounds, ammonia, laundry bleaches, and alkaline degreasers (restaurant cleansers).
- Gases - chlorine, ammonia, others.
- Solids - sodium hydroxide or lye, fertilizers, detergents.

How to identify Corrosive Wastes:

Industrial Labels: "Corrosive", "Burned Hand Symbol," precautionary words on labels such as "Danger", " Caution ", " Warning ", or " May be corrosive or irritate skin and eyes. "

Types of Wastes: Industrial metal cleaning products, suspicious liquid and dry granular material.

2.2.5 Non-Biodegradable Wastes

Non-Biodegradable wastes are hazardous because they build up in the environment and poison/injure plants and animals. Examples are:

- Liquids – PCB's, liquids containing some pesticides and metals, mercury.
- Solids -- Certain pesticides like DDT, utility poles treated with PCP, lead, and asbestos.

How to Identify Toxic Wastes Which Harm the Environment:

Industrial Labels: "Contains PCB's", pesticide labels; "Asbestos," light blue or clear plastic bags.

Types of Wastes: Electrical equipment, pesticides, utility poles, insulation material.

2.2.6 Infectious Wastes

Infectious or Disease Causing:

Infectious wastes are hazardous because of the germs/diseases they carry, and present a risk to handlers. Examples are:

- Hospital and clinic wastes
- Animal carcasses

How to Identify Infectious Materials:

Industrial Labels: Red infectious waste bags or red plastic sharps boxes with 3-sickle design, words such as “pathogenic,” “mutagenic,” or “teratogen.”

2.2.7 Other Hazardous Wastes

Other Wastes Determined To Be Hazardous:

Certain other wastes are hazardous and require special treatment/handling. Examples are:

- Radioactive materials with yellow "radioactive" label.
- Waste lubricating oils except those contained in major appliances.
- Car and truck batteries.
- Water and oil base paint.

3.0 LOAD CHECKING PROGRAM

3.1 Objective

The objective of the load checking program is to detect attempts to dispose of prohibited wastes. The program developed for the DTF has been structured to meet or exceed the requirements of Title 40 of the Code of Federal Regulations, Part 258, Subpart C, Section 258.20 (Subtitle D) and 14 CCR 17409.5.

3.2 Training

All applicable personnel are trained to identify prohibited wastes and properly handle unacceptable wastes. This training program is conducted for all new applicable employees and also conducted on an as needed basis. Any updated regulations for prohibited, hazardous, or PCB wastes will be disseminated to the employees immediately.

3.3 Waste Screening

Waste screening is a continuous function of personnel during operating hours. Incoming loads are visually observed by operations personnel and suspect waste is removed and properly identified. Waste identified as prohibited or hazardous is properly handled and removed from the site by City personnel or appropriately licensed handler for off-site recycling or disposal.

3.4 Load Checking

Loads will be checked upon delivery – a minimum of one per week will be documented. The initial step in load checking occurs when the vehicle dumps its load in the transfer trailer. The collection vehicle driver or other trained personnel survey the load during and after discharge. All prohibited, hazardous, and PCB wastes are identified, logged, and properly managed or rejected.

All individuals involved in the actual load checking will exercise caution to protect themselves, other employees and the public from hazardous and PCB wastes materials. This includes, at a minimum, the wearing of gloves, boots and other protective clothing and not handling hazardous wastes if encountered. Although the intent of the Load Checking Program is to prevent the disposal of hazardous and PCB wastes, the safety of the employees is always the primary concern and goal.

The LEA will be notified of the identification, segregation, acceptance and disposition of any serious unlawful delivery of hazardous materials identified through the load checking process by contacting the Tulare County Division of Environmental Health at (559) 733-6441.

3.4.1 Type of Loads to be Screened

All loads are subject to the checking process.

3.4.2 Frequency of Checking

All incoming loads are continuously monitored by the attendant and spotters for the presence of hazardous waste. Loads will be checked upon delivery – a minimum of one per week will be documented.

3.4.3 Report of Findings

The Site Manager shall complete the "Load Check Inspection Record" and "Load Checking Log" to document the disposition of prohibited wastes in loads that are screened at this facility. This information is available to the County Local Enforcement Agency and other appropriate authorities for inspection.

4.0 METHODS FOR DETERMINING WASTE ACCEPTABILITY

4.1 Physical Assessment

One practical means for determining the acceptability of a suspicious waste is to examine a product label. Warning labels such as "harmful if inhaled," or "use only in a well-ventilated area" are often useful in identifying the waste type. In some cases, physical signs (odor, color) of the presence of a prohibited waste are detected. This observation often provides sufficient data to identify the waste. In physically assessing a waste load, the inspector may note an incompatibility in waste type that draws attention to the part of the load that seems out of place.

4.2 Disposition of Prohibited Wastes

If prohibited wastes are discovered as a result of any of the waste identification activities listed above, waste identified as prohibited or hazardous is properly handled and removed from the site by City personnel or appropriately licensed handler for off-site recycling or disposal.

APPENDIX A

SUBSTANCE IDENTIFICATION

Asbestos:

(Friable) Asbestos particles, when inhaled are considered hazardous. This product is most common in the form of insulation for electrical and heating products, but may also be found in various forms of heat protective clothing.

(Non-Friable) This material would normally be encountered in the form of transite pipe, siding from buildings and various forms of roofing materials. Care should be taken to minimize handling of this material. The material is rejected from acceptance at the facility.

Pesticides:

Pesticides are normally marked as such on the outside of the product container. An example of a common label is as follows:

RESTRICTED USE PESTICIDE
FOR RETAIL SALE TO AND APPLICATION ONLY BY CERTIFIED
APPLICATORS OR PERSONS UNDER THEIR DIRECT SUPERVISION

Liquid pesticides are normally a brown amber color, similar to that of syrup. A listing of commonly found pesticides is included at the end of this section. This substance might be found in a solid, liquid or gaseous form, is a POISON and could be consumed by inhalation or through contact with the skin.

Antifreeze:

This is a liquid that is normally added to water to lower the freezing point. Other names for this product are Ethylene Glycol or Propylene Glycol. Common identification would be through product name such as "PRESTONE" or other product labeling. This substance is a POISON.

Gasoline:

This is a liquid that is commonly used as a fuel in internal combustion engines. Common identification would be in the form of a Red colored container labeled as "Gasoline." Substance identification may be difficult if not found in a labeled container. This substance is Highly Flammable.

Mercury:

Common uses of this substance are in barometers, thermometers, hydrometers, switches, pharmaceutical products, agricultural chemicals and certain paint products. It may be very difficult to detect the presence of this material unless it is clearly identified on a specific product label. It is normally found as a shiny silver liquid.

Radioactive Materials:

It will be very difficult to identify radioactive materials unless the product is labeled as such. A common source of radioactive materials is through medical treatment centers. All radioactive materials are required to have the standard radioactive placard identified as follows:



This placard is further identified on the "DOT CHART" contained in the appendix of this file.

Wood Preservatives:

Common products would consist of creosote or PCP. Pentachlorophenol (PCP) is normally used as a fungicide or wood preservative. These would normally enter the MRF/TS in the form of treated posts or utility poles or pilings. Substances may be difficult to identify in the product form unless labeled as such in a container. These substances would be rejected from landfilling due to their liquid properties. Product may also be found in the raw form as a white powder.

PCB's (Polychlorinated Biphenyls):

The most common use of this substance is in electrical transformers. This product has been banned from use in the United States since 1979. This product is found in electrical capacitors, mineral oils, cutting oils, adhesives, paint products, contaminated soils, electrical appliances, hydraulic machines and ballasts for fluorescent light assemblies. In summary, this product may be very difficult to detect unless identified on specific product labeling.

Attachments

**City of Porterville
DIRECT TRANSFER FACILITY**

LOAD CHECK INSPECTION RECORD

Complete a form for each vehicle inspection.

DATE: _____

TIME: _____

LOAD INSPECTOR NAME: _____

HAULER/CUSTOMER NAME: _____

VEHICLE OR LICENSE NUMBER: _____

TYPE OF WASTE: _____

SOURCE OF WASTE: _____

If load does not have any hazardous material, please mark N/A (not applicable) under each section.

HAZARDOUS WASTE OBSERVED						
<i>Description of Material</i>	<i>Rejected or Abandoned</i>	<i>Liquid or Solid</i>	<i>Container Size</i>	<i>Volume of Container</i>	<i>Container Condition</i>	<i>Hazardous Class</i>

Comments _____

REFRIGERATOR
FREEZER
WASHER
DRYER
STOVE
OVEN
BOILER
WATER HEATER
TIRES
FLOURSCENT LIGHTS
LIGHT BULBS

UNKNOWN LIQUID
PAINT
BATTERY
GASOLINE
PESTICIDES
TREATED WOOD
OIL
SOAP
MICROWAVE
OTHER

Attachments

**City of Porterville
DIRECT TRANSFER FACILITY**

EMPLOYEE TRAINING RECORD

THIS IS TO CERTIFY that I have on this day completed the company's Load Checking Inspection training program. I will be guided by these rules while in the employ of this Company.

I understand that it is a requirement of my employment that if I notice any waste material that may be a hazardous waste or PCB waste, or that could pose a potential danger to me or my fellow employees, I will immediately warn my fellow employees and notify a Supervisor or the Facility Manager and obtain instructions.

Employee Name (Please Print)

Employee Signature

Date

Appendix C _____

Odor Impact Minimization Plan

for the

Green Waste Processing Operations

at the

City of Porterville
555 N. Prospect St.
Porterville, CA 93257

Prepared for:



291 N. Main St.
Porterville, CA 93257

Prepared by:



Edgar & Associates
Sacramento, California

December 12, 2012

Odor Impact Minimization Plan
City of Porterville Green Waste Processing Operations
555 N. Prospect St. Porterville, CA 93257

Regulatory Authority:

California Code of Regulations (14CCR) Title 14, Section 17863.4 (effective on April 4, 2003) requires an Odor Impact Minimization Plan (OIMP) for all compostable material handling operations and facilities. The City of Porterville will be processing compostable materials, which will consist of green waste. The Odor Impact Minimization Plan (OIMP) was prepared as the process to address odor issues.

The following OIMP is being submitted to file and be made available for regulatory agencies upon their request to use as a community tool to address odor complaints. The OIMP will be on file for the use by the operator, the San Joaquin Valley Air Pollution Control District (SJVAPCD), or the County of Tulare Local Enforcement Agency (LEA), as necessary. The key mitigating factor for this OIMP to minimize odors is the removal of green waste within 7 days of receipt, or if odor problems exist, the storage time could be reduced to 48 hours.

Facility Name: City of Porterville
Green Waste Processing Operations

Facility Location: 555 N. Prospect Street
Porterville, CA 93257

Mailing Address: 291 N. Main Street
Porterville, CA 93257

Land Owner: City of Porterville
291 N. Main Street
Porterville, CA 93257

Operator: City of Porterville
291 N. Main Street
Porterville, CA 93257
Phone (559) 782-7514

Contacts:	Mr. Bryan Styles (Facility Manager) City of Porterville 291 N. Main Street Porterville, CA 93257 Phone (559) 782-7514	Evan Edgar (Consultant) Edgar & Associates, Inc. 1822 21 st Street Sacramento, CA 95811 Phone (916) 739-1200
-----------	--	--

Facility Overview:

The City of Porterville (City) green material processing operations will only receive green waste and wood waste up to 200 tons per day (TPD). The green waste will be stored in a stockpile in the operations area shown on the attached Site Plan. The key mitigating factor for this OIMP to minimize odors is the removal of green waste within 7 days of receipt, or if odor problems exist, the storage time could be reduced to 48 hours. The material will be top loaded into transfer trailers by a front-end loader, and be hauled to a permitted facility to further process the green waste.

The hours of operations are 6:00 AM to 6:00 PM, Monday through Saturday.

Waste Types:

Compostable materials to be transferred will consist of green waste as defined below:

“*green waste*” means any plant material that is separated at the point of generation contains no greater than 3 percent to 5 percent of physical contaminants by weight, and meets the requirements of section 17868.5. Green waste includes, but is not limited to, yard trimmings, untreated wood wastes, natural fiber products, and construction and demolition wood waste. Green waste does not include food material, biosolids, mixed solid waste, material processed from commingled collection, wood containing lead-based paint or wood preservative, mixed construction or mixed demolition debris.

Section 17863.4 (b) (1) - Odor Monitoring Protocol

The green waste processing operations has the potential to generate odor as some material may have begun the decomposition process before collection. Certain types of green waste such as material small in size, wet material or material high in grass clippings or other succulent green waste has a much greater potential to generate odor than large, woody, brushy material. Thus, the propensity to generate odor varies with each load of waste.

Typically, materials are not expected to reside at the facility for more than 48 hours, although they may be stored up to 7 days in a stockpile.

The facility operator and the community will work together to monitor, evaluate, and allow time to make changes should nuisance odors be emitted and an odor complaint be received. The best way to ensure that all parties work together is to implement an odor impact minimization plan that is agreed upon between the operator and the regulators.

Nearby receptors include commercial and residential establishments surrounding the City Corporation Yard. The closest receptors will be City Fire Department staff at the adjacent fire station. Each day the operator will evaluate onsite odors and evaluate planned operations for the potential to release objectionable odors. If the operator detects an objectionable onsite odor, he will take the following actions:

- Investigate and determine the likely source of the odor
- Determine if onsite management practices could remedy the problem and immediately take steps to remedy the situation.
- Determine whether or not the odor is traveling beyond the site by patrolling the site perimeter and noting existing wind patterns.
- Determine whether or not the odor event is significant enough to warrant contacting the adjacent neighbors.

In the event of significant odors where a complaint has been filed, the protocol is for the operator to inspect the location of a received complaint. The operator shall attempt to determine if an offensive odor exists. In the event that the complaint cannot be verified in this manner, the operator will continue to perform self-monitoring and continue the best management practices (BMPs) described in this operating document. In the event an offensive odor is detected, the operator shall discuss additional or enhanced BMPs to minimize the likelihood of future odor detection.

The mitigation measure would be to immediately remove any odoriferous material to permitted landfill for disposal.

Meteorological Data

Climatic conditions in Porterville are not expected to significantly affect the operations. Porterville's climate can be characterized as warm and dry. The temperatures range from a monthly average low of 36.8 F in January to a monthly average high of 98.3F in July, reported by the Western Regional Climate Center for the period of July 2, 1948 to December 31, 2005 at the Porterville Station, latitude N36 04', longitude 119 01', at elevation 390 feet mean sea level (MSL). Rainfall is seasonal; approximately 93 percent of the precipitation occurs from October through April. Snowfall is unusual at the site.

The prevailing wind direction is from the northwest. During the winter, winds from the southeast and east-southeast occur more frequently.

Complaint Response Protocol

Complaints may be received by either the Operator or a regulatory body on referral.

- Should the LEA receive a complaint, they will notify the Operator within 24 hours and file the complaint on the attached form.
- The Operator receives and reviews the complaint.
- The Operator will go to the location of the complaint to assess if the site may be responsible for the odor.

- The Operator documents complaints in the site operations log.
- The Operator assesses complaint and responds in the on-site log within 24 hours of receiving the complaint, or 48 hours should the citizen complaint be received on a weekend or holiday.
- The Operator implements reasonable recommendations suggested by experts or regulatory agencies. The Operator will continue operations utilizing best management practices.
- The Operator and complainant (if known and choosing to participate) meet within a reasonable time frame to assess the original problem and results from implementing the recommendations.
- Results and actions must be documented in the site operations log, which serves as the operation's permanent record.

Design Considerations and Procedures to Minimize Odors.

Facility Siting: The project site is located in a primarily industrial area and is surrounded by other industrial and commercial facilities, away from most sensitive receptors; these are the advantageous siting criteria to reduce the potential for odor complaints.

Implementation of the measures included in this OIMP will reduce odor impacts associated with the green waste processing operations to a less than significant level.

Proper Drainage: Standing water is a potential source of odors. The facility will be on a compacted surface, sloped to drain, to minimize the onsite ponding of water. Liquids are not accepted.

Operational Considerations and Procedures to Minimize Odors.

The green waste processing operations has the potential to generate odor as some green material may have begun the decomposition process before collection. Certain types of green waste such as material small in size, wet material or material high in grass clippings or other succulent green waste has a much greater potential to generate odor than large, woody, brushy material. Thus, the propensity to generate odor varies with each load of waste.

The operator will also employ a regular cleaning and maintenance program for the operations area, the collection and transfer vehicles, and associated equipment that may be stored at the facility to minimize odors and vector attraction, as part of standard good housekeeping practices at the facility.

The operator may suspend the transfer operations during periods of high winds, those exceeding 25 miles per hour, to minimize odor transfer and dust generation, should potentially offensive odors be present.

Today's date: ____/____/____

Attachment 1

Control No. ____-____-____
(year-juris.-#)

ODOR COMPLAINT RESPONSE LOG

Complaint Received From: _____

Name of Complainant: _____

Address: _____

City: _____ Zip code: _____

Phone number: (____) _____

Facility/Operation Name: _____

SWIS# (if applicable): ____ - ____ - ____

Facility Address: _____

City: _____ Zip code: _____

Date Complaint Received (if applicable): ____/____/____

Date(s) and Time(s) Alleged Odors Detected: ____/____/____ ____:____AM/PM

Detected by: _____

Description of Alleged Odor(s) and/or Attachments _____

Name of LEA Representative Contacted (if applicable) _____

Date/time LEA Notified: ____/____/____ ____:____AM/PM

Inspection performed by LEA? ____ Other Agencies Present at Inspection? _____

Inspection Resolution/Results (include date) _____

Follow-up:

To Complainant? _____

To Other Agencies? _____

Form Completed By: _____

Signature: _____ Date: ____/____/____

Attach Copy of Complaints or Referral From Other Agencies.

ODOR COMPLAINT RESPONSE

(at Composting Operations and Facilities)

To All Local Enforcement Agencies

Purpose

This advisory presents strategies for responding to odor complaints at composting operations or facilities. It is a follow-up to LEA Advisory # 32 which focused on the jurisdiction over odor complaints by the Enforcement Agencies' (EA) and the Air Pollution Control Districts' and/or Air Quality Management District (Air District).

To summarize from Advisory # 32, the EA is lead for enforcement regarding odor complaints at composting operations and facilities. The California Environmental Protection Agency recommends an approach whereby the EAs and Air Districts develop working relationships to investigate and coordinate inspections regarding odor complaints. Any composting activities which fall outside of California Integrated Waste Management Board (CIWMB) regulatory requirements pursuant to Title 14, California Code of Regulations (14 CCR), Section 17855 et seq., are under the jurisdiction of the Air District. However, pursuant to 14 CCR, Section 18102, EAs may investigate and take enforcement actions at these activities to verify that they qualify as an excluded operation. EAs may use local nuisance and code enforcement laws, Health and Safety, Penal, or Civil Codes, or refer the odor complaint to the Air District.

Odor Complaint Response

Odors are excessive at a composting operation or facility if they are detected at objectionable levels by the inspector at a property boundary bordered by residences or other sensitive receptors. Please consider these suggestions when developing an EA/Air District compliance and enforcement strategy for responding to complaints.

- Mutual Understanding of Jurisdictional Areas
- Complaint Referral Process
- Documentation of Odor Complaint Response Including Follow-ups
- Solving the Problem

CALIFORNIA INTEGRATED WASTE MANAGEMENT BOARD 8800 CAL CENTER DRIVE SACRAMENTO, CA 95826

Advisory notes are designed to guide and assist Local Enforcement Agencies and are not intended to supersede statute or regulation.

All Local Enforcement Agency (LEA) representatives are encouraged to contact the LEA Branch at (916) 255-2287 to address a specific topic.

Mutual Understanding of Jurisdictional Areas

EAs are encouraged to prepare for their local Air District a list of all known compost operations, facilities and excluded composting activities so that the Air Districts may either refer a composting odor complaint to the EA or investigate the complaint. A list of all known composting facilities and operations shared within the EA jurisdiction will help to clarify the responsible enforcement agency.

Complaint Referral Process

14 CCR. Section 17867 (a) (2) requires that composting facilities and operations be conducted in a manner that minimizes odor impacts.

This section allows flexibility in determining the appropriate way of dealing with odor impacts at a compost facility or operation. If the EA has received an odor complaint and it is determined to have originated from an excluded activity, the EA should refer the complaint to the local Air District.

If the odor is determined to be derived from a composting facility or operation, the EA may elect to contact the local Air District when conducting an inspection of the site. Air Districts have knowledge of odor mitigation techniques that have proven successful. Some Air Districts may also have the ability to provide the EA with laboratory analysis of odorous air emissions.

Documentation of Odor Complaint Response Including Follow-ups

To assist in maintaining an effective enforcement program for handling odor complaints, EAs may wish to log all odor complaints and referrals received since October 16, 1995. A sample odor complaint response log is included as Attachment 1 of this advisory. EAs utilizing this log should note five unique components to the log:

- 1) Tracking of Air District odor complaint referrals, and/or a
- 2) Record of odor complaint in which the complainant contacted the EA directly,
- 3) Record of whether a multi-agency inspection was performed.
- 4) Record of inspection resolution and results.
- 5) Record of inspection follow-ups sent to the complainant and other agencies.

Solving the Problem

Working with the operator in a manner that both achieves compliance and enhances the ability of the facility or operation to process and market organic materials is key to the success of any strategy that is developed for odor complaints. The operator knows the operation and can usually identify changes which would help to reduce odor impacts. Resolution of the problem should be documented. For specific odor mitigation methods, see the selected references included as Attachment 2 of this Advisory.

Summary

Although the primary responsibility to respond to odor complaints from compost operations or facilities lies with the EA, and the responsibility of addressing odor complaints at excluded facilities lies with the Air Districts, this does not preclude either Agency from entering into working relationships to investigate complaints, analyze the source of the complaint, make determinations, and formulate coordinated compliance and enforcement strategies to ensure that performance standards are met. Strategies for enforcement include knowledge of mitigating methods and working with the operator and the local Air District. EAs are encouraged to utilize reference materials developed by industry to aid in mitigating odor problems at compost facilities.

Appendix D _____

Journal
1680

COUNCIL AGENDA - APRIL 4, 1995

PUBLIC HEARING

SUBJECT: ADOPTION OF NONDISPOSAL FACILITY ELEMENT

SOURCE: Community Development & Services

COMMENT: As required by the California Integrated Waste Management Act, the City Council adopted a Source Reduction and Recycling Element (SRRE) for the City of Porterville on July 7, 1992. Pursuant to State law, the City must also adopt a Nondisposal Facility Element (NDFE) which must include a description of new and/or expanded existing facilities which are needed to implement the City's SRRE.

A Nondisposal facility is defined by California Public Resources Code Section 40151 as any solid waste facility required to obtain a State solid waste facility permit, except solid waste disposal facilities (landfills or incinerators) or transformation facilities (converts waste to energy). Even though there are no nondisposal facilities located in the City of Porterville, State law requires the City to adopt a NDFE describing any nondisposal facility needed to implement the City's SRRE.

The NDFE is not subject to environmental review, and upon adoption, will be forwarded to Tulare County for inclusion in the County-wide Integrated Waste Management Plan. The City's NDFE will be incorporated into the City's SRRE at the time of the first five-year revision.

Staff has prepared the Nondisposal Facility Element, and it is attached for Council review. The NDFE has been reviewed and approved by the Local County Task Force Committee prior to this hearing.

RECOMMENDATION: That the City Council conduct a public hearing to receive public input, and then approve the draft resolution adopting the proposed Nondisposal Facility Element.

ATTACHMENT: 1) Draft Resolution
2) Nondisposal Facility Element

RECEIVED

MAR 29 1995

CITY OF PORTERVILLE
FIELD SERVICES

Item No. _____

CITY OF PORTERVILLE

NONDISPOSAL FACILITY ELEMENT

California Public Resources Code (PRC), Sections 41730 et seq, requires every California city and county to prepare and adopt a Nondisposal Facility Element (NDFE) for all new Nondisposal facilities, and any expansions of existing Nondisposal facilities, which will be needed to implement local Source Reduction and Recycling Element (SRRE). A Nondisposal facility is defined as any solid waste facility required to obtain a solid waste facility permit except a disposal facility or a transformation facility (PRC Section 40151).

The City of Porterville has prepared, adopted, and hereby transmits to Tulare County the City's NDFE, as required by PRC Section 41730. The City is also submitting a copy of its NDFE to the California Integrated Waste Management Board for review and approval. The City's NDFE will be appended to the City's SRRE at the time of the five year revision.

The City has no permitted Nondisposal facilities within its jurisdiction. This NDFE identifies the utilization of a green waste program at the Tulare County Teapot Dome landfill, located in the unincorporated area of the county, as a Nondisposal facility necessary to implement the City's waste diversion goals. It is the City's intent to utilize the Tulare County Teapot Dome landfill's green waste contractor. Table A, attached, identifies the Nondisposal facility the City is currently utilizing to implement its SRRE and meet the solid waste diversion requirements of PRC Section 41780.

A draft of this NDFE was submitted to the Tulare County Local Task Force for review and comment regarding the regional impacts of the Nondisposal facilities identified in this Element, in accordance with the requirements of the PRC Sections 41734 (a) and (b). As indicated by PRC Section 41735 (a), the adoption or amendment of this element is not subject to environmental review under the California Environmental Quality Act (CEQA).

**TABLE A
CITY OF PORTERVILLE NDFE
FACT SHEET**

TYPE OF FACILITY	Wood Industries Company currently serves as the green waste contractor for Tulare County at the Teapot Dome landfill. Yard waste, other plant debris, and wood waste will be received and chipped at the Tulare County's Teapot Dome landfill prior to being transferred to the Wood Industries Company facility where the materials will be windrow composted, screened, and marketed. Based on the small scale operation of this facility it is exempt from permitting.
-------------------------	---

AMOUNT OF WASTE SENT TO FACILITY	An average of 400 tons per month will be sent to Wood Industries Company from the City of Porterville.
---	--

EXPECTED DIVERSION RATE	<p>The Wood Industries Company will divert from disposal approximately 15 percent of the waste collected annually in the City of Porterville.</p> <p>Diversion estimates are based on current tons of green waste collected each month divided by current total tons of waste collected.</p>
--------------------------------	--

LOCATION	<p>Collection site: Teapot Dome Landfill Unincorporated Tulare County Avenue 128 & Road 208 Porterville, CA 93257</p> <p>Office: Wood Industries Company 3145 S. Mooney Blvd. Visalia, CA 93277</p> <p>Facility: Wood Industries Company Unincorporated Tulare County Junction Highway 198 & Highway 99 Visalia, CA 93277</p>
-----------------	--

RESOLUTION NO. 44-95

A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF PORTERVILLE AUTHORIZING THE ADOPTION OF A
NONDISPOSAL FACILITY ELEMENT (NDFE) FOR THE
CITY OF PORTERVILLE

WHEREAS, a draft Nondisposal Facility Element (NDFE) has been prepared to implement the City's local Source Reduction and Recycling Element (SRRE);

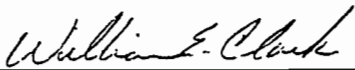
NOW, THEREFORE, BE IT HEREBY RESOLVED by the City Council of the City of Porterville as follows:

Section 1. The Council hereby adopts the proposed Nondisposal Facility Element (NDFE) as attached hereto as Exhibit "A".

Section 2. The City of Porterville Nondisposal Facility Element (NDFE) shall be transmitted to the County of Tulare, and to the California Integrated Waste Management Board, for review and approval immediately upon adoption.

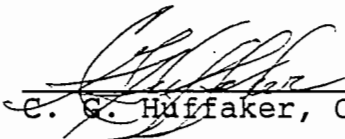
Section 3. This Resolution shall take effect immediately upon its passage.

ADOPTED this 4th day of April, 1995.



William E. Clark, Mayor

ATTEST:



C. G. Huffaker, City Clerk

STATE OF CALIFORNIA)
)
 COUNTY OF TULARE)

I, C. G. HUFFAKER, the duly appointed City Clerk of the City of Porterville do hereby certify and declare that the foregoing is a full, true and correct copy of a resolution duly and regularly passed and adopted by the Council of the City of Porterville at a regular meeting of the Porterville City Council regularly called and held on the 4th day of April, 1995.

THAT said resolution was duly passed adopted by the following vote:

COUNCILMEN:	NICHOLSON	COLEMAN	GIBBONS	GURROLA	CLARK
AYES:	X	X	X	X	X
NOES:					
ABSENT:					
ABSTAIN:					

C. G. HUFFAKER, City Clerk

By Georgia Hawley
 Georgia Hawley, Deputy City Clerk

NOTICE OF PUBLIC HEARING
NONDISPOSAL FACILITY ELEMENT

Agency: City Council of the City of Porterville.
Date: Tuesday, April 4, 1995.
Time: 7:00 p.m., or as soon thereafter as the matter can be heard.
Location: Council Chambers at City Hall, 291 North Main Street, Porterville, California.
Purpose: To consider the public interest served or advantaged by the adoption of a Nondisposal Facility Element (NDFE) pursuant to California Public Resources Code Sections 41730 et seq.

This notice is given in order to provide all interested parties an opportunity to be heard and to give their input with respect to the adoption of a Nondisposal Facility Element in order to implement the City's Source Reduction and Recycling Element. Copies of the Nondisposal Facility Element are available for public inspection by any and all persons interested therein. All materials are on file in the office of the Porterville Community Development and Services Department at Porterville City Hall.

DATED: March 13, 1995

C. G. Huffaker,
City Clerk

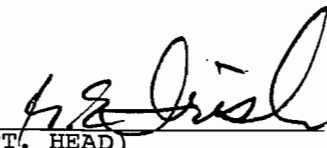
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CITY OF PORTERVILLE

ADVERTISING

DATE: March 13, 1995 AUTHORIZED BY: 

ORDERING DEPT.: City Clerk (PHONE#): (209) 782-7442
(DEPT. HEAD)

PUBLICATION (NAME): Porterville Recorder (PHONE#): 784-5000/FAX 784-1172

DATE(S) TO BE PUBLISHED: March 15, 1995

SUBJECT: Notice of Public Hearing - Nondisposal Facility Element

BUDGET ACCOUNT NO.: 01-1105-21

 TO BE ADVERTISED IN CLASSIFIED SECTION - SPECIAL NOTICES

X TO BE ADVERTISED IN LEGAL SECTION

COPY

SEE ATTACHED

City of Porterville
Finance Dept./Accounts Payable
P. O. Box 432
Porterville, CA 93258

- Send Tear Sheets
- Send Declaration of Publication

Appendix E

Bryan Styles- Deputy Public Works Director/ Field Services Manager

Bryan Styles has 25 years of experience with the City of Porterville. Mr. Styles has 10 years of experience as the Field Services Manager. He plans, organizes, and directs the City's field services which include solid waste collection and recycling, maintenance of street, sewer, storm drainage systems, water production and distribution, traffic control systems, wastewater treatment plant, environmental laboratory, and fleet maintenance operations. Prior to his appointment to Deputy Public Works Director, Mr. Styles had 8 years of direct operational and administrative experience in the recycling and waste management operations as the Field Services Superintendent.

Mr. Styles became a member of the California Chapter of the Solid Waste Association of North America in the early 1990's; was appointed to the AB939 Local Task Force Solid Waste Technical Advisory Committee for Tulare County Board of Supervisors in 1996; is a staff member of the Consolidated Waste Management Authority; a member of American Water Works Association; American Public Works Association; Traffic Signal Association and International Municipal Signal Association. He is also a board member of the Pioneer Water Company and the Porter Slough Ditch Company.

Mr. Styles has received the following certifications: State of California Department of Health Services Water Treatment Operator 2; Emergency Management; SEMS and Incident Command Systems I-300; International Municipal Signal Association Work Zone Safety Specialist, Signs and Markings Specialist Level III, Traffic Signal Field Technician and Electrician Level II.

Wyndi Ferguson - Field Services Superintendent

Wyndi Ferguson has 17 years of experience with the City of Porterville. Ms. Ferguson has 5 years of direct operational and administrative experience in the recycling and waste management industry. She currently directs the operations and management of the city's solid waste collections, curbside recycling program, greenwaste collection, street sweeping and household hazardous waste collection facility; and the operations and management of the maintenance and repair of streets, street signs, signals and striping.

Ms. Ferguson is a member of the California Chapter of the Solid Waste Association of North America; Solid Waste Technical Advisory Committee for Tulare County Board of Supervisors; Consolidated Waste Management Authority; American Water Works Association; and International Municipal Signal Association.

Ms. Ferguson has received OSHA Hazardous Waste Operations certification with additional OSHA HAZWOPER refresher certifications. She is currently a certified State of California Department of Health Services Water Distribution Operator 2; and a certified International Municipal Signal Association Work Zone Safety Specialist, Signs and Markings Specialist Level 2, and Traffic Signal Field Technician Level 2.

Appendix B

CalEEMod Output Files

Porterville Transfer Facility Expansion Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	1.00	1000sqft	1.00	1,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	51
Climate Zone	3			Operational Year	2015
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - the existing facility footprint is not expanding, just the vehicle trips.

Vehicle Trips - total of 46 additional truck trips per day.

Construction Phase - only construction on site is erecting a car-port over existing bays. Site floor is concrete.

Trips and VMT -

Vehicle Emission Factors - all trucks are HHD diesel trucks

Vehicle Emission Factors - all trucks are HHD diesel

Vehicle Emission Factors - all trucks are HHD diesel

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.02	1.00

tblProjectCharacteristics	OperationalYear	2014	2015
tblVehicleEF	HHD	0.06	1.00
tblVehicleEF	HHD	0.06	1.00
tblVehicleEF	HHD	0.06	1.00
tblVehicleEF	LDA	0.41	0.00
tblVehicleEF	LDA	0.41	0.00
tblVehicleEF	LDA	0.41	0.00
tblVehicleEF	LDT1	0.07	0.00
tblVehicleEF	LDT1	0.07	0.00
tblVehicleEF	LDT1	0.07	0.00
tblVehicleEF	LDT2	0.16	0.00
tblVehicleEF	LDT2	0.16	0.00
tblVehicleEF	LDT2	0.16	0.00
tblVehicleEF	LHD1	0.06	0.00
tblVehicleEF	LHD1	0.06	0.00
tblVehicleEF	LHD1	0.06	0.00
tblVehicleEF	LHD2	8.2790e-003	0.00
tblVehicleEF	LHD2	8.2790e-003	0.00
tblVehicleEF	LHD2	8.2790e-003	0.00
tblVehicleEF	MCY	6.2550e-003	0.00
tblVehicleEF	MCY	6.2550e-003	0.00
tblVehicleEF	MCY	6.2550e-003	0.00
tblVehicleEF	MDV	0.20	0.00
tblVehicleEF	MDV	0.20	0.00
tblVehicleEF	MDV	0.20	0.00
tblVehicleEF	MH	2.2540e-003	0.00
tblVehicleEF	MH	2.2540e-003	0.00
tblVehicleEF	MH	2.2540e-003	0.00

tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	OBUS	1.9120e-003	0.00
tblVehicleEF	OBUS	1.9120e-003	0.00
tblVehicleEF	OBUS	1.9120e-003	0.00
tblVehicleEF	SBUS	1.2150e-003	0.00
tblVehicleEF	SBUS	1.2150e-003	0.00
tblVehicleEF	SBUS	1.2150e-003	0.00
tblVehicleEF	UBUS	1.5170e-003	0.00
tblVehicleEF	UBUS	1.5170e-003	0.00
tblVehicleEF	UBUS	1.5170e-003	0.00
tblVehicleTrips	ST_TR	1.32	46.00
tblVehicleTrips	SU_TR	0.68	46.00
tblVehicleTrips	WD_TR	6.97	46.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.6000e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Energy	1.2000e-004	1.0700e-003	9.0000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	3.9256	3.9256	1.5000e-004	5.0000e-005	3.9435
Mobile	0.1545	1.1409	1.8378	2.5900e-003	0.0572	0.0172	0.0743	0.0157	0.0158	0.0315	0.0000	237.0193	237.0193	2.1300e-003	0.0000	237.0641
Waste						0.0000	0.0000		0.0000	0.0000	0.2517	0.0000	0.2517	0.0149	0.0000	0.5641
Water						0.0000	0.0000		0.0000	0.0000	0.0734	0.3581	0.4314	7.5500e-003	1.8000e-004	0.6462
Total	0.1592	1.1420	1.8387	2.6000e-003	0.0572	0.0172	0.0744	0.0157	0.0158	0.0316	0.3251	241.3030	241.6280	0.0247	2.3000e-004	242.2179

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.6000e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Energy	1.2000e-004	1.0700e-003	9.0000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	3.9256	3.9256	1.5000e-004	5.0000e-005	3.9435
Mobile	0.1545	1.1409	1.8378	2.5900e-003	0.0572	0.0172	0.0743	0.0157	0.0158	0.0315	0.0000	237.0193	237.0193	2.1300e-003	0.0000	237.0641
Waste						0.0000	0.0000		0.0000	0.0000	0.2517	0.0000	0.2517	0.0149	0.0000	0.5641
Water						0.0000	0.0000		0.0000	0.0000	0.0734	0.3581	0.4314	7.5500e-003	1.8000e-004	0.6461
Total	0.1592	1.1420	1.8387	2.6000e-003	0.0572	0.0172	0.0744	0.0157	0.0158	0.0316	0.3251	241.3030	241.6280	0.0247	2.3000e-004	242.2178

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2015	1/14/2015	5	10	
2	Site Preparation	Site Preparation	1/15/2015	1/15/2015	5	1	
3	Grading	Grading	1/16/2015	1/19/2015	5	2	
4	Building Construction	Building Construction	1/20/2015	6/8/2015	5	100	
5	Paving	Paving	6/9/2015	6/15/2015	5	5	
6	Architectural Coating	Architectural Coating	6/16/2015	6/22/2015	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0.75

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,500; Non-Residential Outdoor: 500 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Site Preparation	Graders	1	8.00	174	0.41
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	1	6.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Paving Equipment	1	8.00	130	0.36
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Building Construction	Welders	3	8.00	46	0.45
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0153	0.1484	0.1103	1.2000e-004		9.3300e-003	9.3300e-003		8.7300e-003	8.7300e-003	0.0000	11.3809	11.3809	2.8800e-003	0.0000	11.4415
Total	0.0153	0.1484	0.1103	1.2000e-004		9.3300e-003	9.3300e-003		8.7300e-003	8.7300e-003	0.0000	11.3809	11.3809	2.8800e-003	0.0000	11.4415

3.2 Demolition - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2000e-004	3.8000e-004	3.7300e-003	1.0000e-005	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4676	0.4676	3.0000e-005	0.0000	0.4682	
Total	3.2000e-004	3.8000e-004	3.7300e-003	1.0000e-005	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4676	0.4676	3.0000e-005	0.0000	0.4682	

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0153	0.1484	0.1103	1.2000e-004		9.3300e-003	9.3300e-003		8.7300e-003	8.7300e-003	0.0000	11.3809	11.3809	2.8800e-003	0.0000	11.4415
Total	0.0153	0.1484	0.1103	1.2000e-004		9.3300e-003	9.3300e-003		8.7300e-003	8.7300e-003	0.0000	11.3809	11.3809	2.8800e-003	0.0000	11.4415

3.2 Demolition - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2000e-004	3.8000e-004	3.7300e-003	1.0000e-005	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4676	0.4676	3.0000e-005	0.0000	0.4682
Total	3.2000e-004	3.8000e-004	3.7300e-003	1.0000e-005	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4676	0.4676	3.0000e-005	0.0000	0.4682

3.3 Site Preparation - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.9000e-003	0.0000	2.9000e-003	1.4800e-003	0.0000	1.4800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2700e-003	0.0134	8.5100e-003	1.0000e-005		7.3000e-004	7.3000e-004		6.7000e-004	6.7000e-004	0.0000	0.8173	0.8173	2.4000e-004	0.0000	0.8224
Total	1.2700e-003	0.0134	8.5100e-003	1.0000e-005	2.9000e-003	7.3000e-004	3.6300e-003	1.4800e-003	6.7000e-004	2.1500e-003	0.0000	0.8173	0.8173	2.4000e-004	0.0000	0.8224

3.3 Site Preparation - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	2.3000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0288	0.0288	0.0000	0.0000	0.0288
Total	2.0000e-005	2.0000e-005	2.3000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0288	0.0288	0.0000	0.0000	0.0288

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.9000e-003	0.0000	2.9000e-003	1.4800e-003	0.0000	1.4800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2700e-003	0.0134	8.5100e-003	1.0000e-005		7.3000e-004	7.3000e-004		6.7000e-004	6.7000e-004	0.0000	0.8173	0.8173	2.4000e-004	0.0000	0.8224
Total	1.2700e-003	0.0134	8.5100e-003	1.0000e-005	2.9000e-003	7.3000e-004	3.6300e-003	1.4800e-003	6.7000e-004	2.1500e-003	0.0000	0.8173	0.8173	2.4000e-004	0.0000	0.8224

3.3 Site Preparation - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	2.3000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0288	0.0288	0.0000	0.0000	0.0288
Total	2.0000e-005	2.0000e-005	2.3000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0288	0.0288	0.0000	0.0000	0.0288

3.4 Grading - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.9100e-003	0.0000	4.9100e-003	2.5300e-003	0.0000	2.5300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0700e-003	0.0219	0.0141	1.0000e-005		1.2000e-003	1.2000e-003		1.1000e-003	1.1000e-003	0.0000	1.3425	1.3425	4.0000e-004	0.0000	1.3509
Total	2.0700e-003	0.0219	0.0141	1.0000e-005	4.9100e-003	1.2000e-003	6.1100e-003	2.5300e-003	1.1000e-003	3.6300e-003	0.0000	1.3425	1.3425	4.0000e-004	0.0000	1.3509

3.4 Grading - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	5.0000e-005	4.6000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0576	0.0576	0.0000	0.0000	0.0576
Total	4.0000e-005	5.0000e-005	4.6000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0576	0.0576	0.0000	0.0000	0.0576

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.9100e-003	0.0000	4.9100e-003	2.5300e-003	0.0000	2.5300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0700e-003	0.0219	0.0141	1.0000e-005		1.2000e-003	1.2000e-003		1.1000e-003	1.1000e-003	0.0000	1.3425	1.3425	4.0000e-004	0.0000	1.3509
Total	2.0700e-003	0.0219	0.0141	1.0000e-005	4.9100e-003	1.2000e-003	6.1100e-003	2.5300e-003	1.1000e-003	3.6300e-003	0.0000	1.3425	1.3425	4.0000e-004	0.0000	1.3509

3.4 Grading - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	5.0000e-005	4.6000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0576	0.0576	0.0000	0.0000	0.0576
Total	4.0000e-005	5.0000e-005	4.6000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0576	0.0576	0.0000	0.0000	0.0576

3.5 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1800	1.0782	0.7502	1.1000e-003		0.0743	0.0743		0.0717	0.0717	0.0000	93.2416	93.2416	0.0215	0.0000	93.6932
Total	0.1800	1.0782	0.7502	1.1000e-003		0.0743	0.0743		0.0717	0.0717	0.0000	93.2416	93.2416	0.0215	0.0000	93.6932

3.5 Building Construction - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1800	1.0782	0.7502	1.1000e-003		0.0743	0.0743		0.0717	0.0717	0.0000	93.2415	93.2415	0.0215	0.0000	93.6931
Total	0.1800	1.0782	0.7502	1.1000e-003		0.0743	0.0743		0.0717	0.0717	0.0000	93.2415	93.2415	0.0215	0.0000	93.6931

3.5 Building Construction - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

3.6 Paving - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.5100e-003	0.0365	0.0229	3.0000e-005		2.2300e-003	2.2300e-003		2.0500e-003	2.0500e-003	0.0000	3.1354	3.1354	9.2000e-004	0.0000	3.1547
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.5100e-003	0.0365	0.0229	3.0000e-005		2.2300e-003	2.2300e-003		2.0500e-003	2.0500e-003	0.0000	3.1354	3.1354	9.2000e-004	0.0000	3.1547

3.6 Paving - 2015**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.9000e-004	1.8700e-003	0.0000	2.6000e-004	0.0000	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2338	0.2338	1.0000e-005	0.0000	0.2341
Total	1.6000e-004	1.9000e-004	1.8700e-003	0.0000	2.6000e-004	0.0000	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2338	0.2338	1.0000e-005	0.0000	0.2341

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.5100e-003	0.0365	0.0229	3.0000e-005		2.2300e-003	2.2300e-003		2.0500e-003	2.0500e-003	0.0000	3.1354	3.1354	9.2000e-004	0.0000	3.1547
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.5100e-003	0.0365	0.0229	3.0000e-005		2.2300e-003	2.2300e-003		2.0500e-003	2.0500e-003	0.0000	3.1354	3.1354	9.2000e-004	0.0000	3.1547

3.6 Paving - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.9000e-004	1.8700e-003	0.0000	2.6000e-004	0.0000	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2338	0.2338	1.0000e-005	0.0000	0.2341
Total	1.6000e-004	1.9000e-004	1.8700e-003	0.0000	2.6000e-004	0.0000	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2338	0.2338	1.0000e-005	0.0000	0.2341

3.7 Architectural Coating - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	6.9500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0200e-003	6.4300e-003	4.7500e-003	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	0.6383	0.6383	8.0000e-005	0.0000	0.6401
Total	7.9700e-003	6.4300e-003	4.7500e-003	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	0.6383	0.6383	8.0000e-005	0.0000	0.6401

3.7 Architectural Coating - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	6.9500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0200e-003	6.4300e-003	4.7500e-003	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	0.6383	0.6383	8.0000e-005	0.0000	0.6401
Total	7.9700e-003	6.4300e-003	4.7500e-003	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	0.6383	0.6383	8.0000e-005	0.0000	0.6401

3.7 Architectural Coating - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1545	1.1409	1.8378	2.5900e-003	0.0572	0.0172	0.0743	0.0157	0.0158	0.0315	0.0000	237.0193	237.0193	2.1300e-003	0.0000	237.0641
Unmitigated	0.1545	1.1409	1.8378	2.5900e-003	0.0572	0.0172	0.0743	0.0157	0.0158	0.0315	0.0000	237.0193	237.0193	2.1300e-003	0.0000	237.0641

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	46.00	46.00	46.00	134,298	134,298
Total	46.00	46.00	46.00	134,298	134,298

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

~~5.1 Fleet Mix~~

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2.7644	2.7644	1.3000e-004	3.0000e-005	2.7752
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2.7644	2.7644	1.3000e-004	3.0000e-005	2.7752
NaturalGas Mitigated	1.2000e-004	1.0700e-003	9.0000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.1612	1.1612	2.0000e-005	2.0000e-005	1.1683
NaturalGas Unmitigated	1.2000e-004	1.0700e-003	9.0000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.1612	1.1612	2.0000e-005	2.0000e-005	1.1683

5.2 Energy by Land Use - NaturalGas
Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	21760	1.2000e-004	1.0700e-003	9.0000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.1612	1.1612	2.0000e-005	2.0000e-005	1.1683
Total		1.2000e-004	1.0700e-003	9.0000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.1612	1.1612	2.0000e-005	2.0000e-005	1.1683

5.2 Energy by Land Use - Natural Gas

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	21760	1.2000e-004	1.0700e-003	9.0000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.1612	1.1612	2.0000e-005	2.0000e-005	1.1683
Total		1.2000e-004	1.0700e-003	9.0000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.1612	1.1612	2.0000e-005	2.0000e-005	1.1683

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	9660	2.7644	1.3000e-004	3.0000e-005	2.7752
Total		2.7644	1.3000e-004	3.0000e-005	2.7752

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	9660	2.7644	1.3000e-004	3.0000e-005	2.7752
Total		2.7644	1.3000e-004	3.0000e-005	2.7752

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.6000e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Unmitigated	4.6000e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	7.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.9100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Total	4.6100e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	7.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.9100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Total	4.6100e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.4314	7.5500e-003	1.8000e-004	0.6461
Unmitigated	0.4314	7.5500e-003	1.8000e-004	0.6462

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	0.23125 / 0	0.4314	7.5500e-003	1.8000e-004	0.6462
Total		0.4314	7.5500e-003	1.8000e-004	0.6462

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	0.23125 / 0	0.4314	7.5500e-003	1.8000e-004	0.6461
Total		0.4314	7.5500e-003	1.8000e-004	0.6461

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.2517	0.0149	0.0000	0.5641
Unmitigated	0.2517	0.0149	0.0000	0.5641

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	1.24	0.2517	0.0149	0.0000	0.5641
Total		0.2517	0.0149	0.0000	0.5641

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	1.24	0.2517	0.0149	0.0000	0.5641
Total		0.2517	0.0149	0.0000	0.5641

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Appendix C

Biological Database Files

Element_Type	Scientific_Name	Common_Name	Element_Code	Federal_Status	State_Status	CDFW_Status	CA_Rare_Plant_Rank
Animals - Amphibians	Rana boylei	foothill yellow-legged frog	AAABH01050	None	None	SSC	-
Animals - Amphibians	Spea hammondi	western spadefoot	AAABF02020	None	None	SSC	-
Animals - Birds	Buteo swainsoni	Swainson's hawk	ABNKC19070	None	Threatened	-	-
Animals - Birds	Gymnogyps californianus	California condor	ABNKA03010	Endangered	Endangered	-	-
Animals - Birds	Athene cunicularia	burrowing owl	ABNSB10010	None	None	SSC	-
Animals - Crustaceans	Branchinecta lynchi	vernal pool fairy shrimp	ICBRA03030	Threatened	None	-	-
Animals - Insects	Desmocerus californicus dimorphus	valley elderberry longhorn beetle	IICOL48011	Threatened	None	-	-
Animals - Insects	Lytta hoppingi	Hopping's blister beetle	IICOL4C010	None	None	-	-
Animals - Insects	Lytta molesta	molestan blister beetle	IICOL4C030	None	None	-	-
Animals - Insects	Lytta morrisoni	Morrison's blister beetle	IICOL4C040	None	None	-	-
Animals - Mammals	Vulpes macrotis mutica	San Joaquin kit fox	AMAJA03041	Endangered	Threatened	-	-
Animals - Mammals	Dipodomys nitratoideus nitratoideus	Tipton kangaroo rat	AMAFD03152	Endangered	Endangered	-	-
Animals - Mammals	Perognathus inornatus inornatus	San Joaquin pocket mouse	AMAFD01061	None	None	-	-
Animals - Mammals	Eumops perotis californicus	western mastiff bat	AMACD02011	None	None	SSC	-
Animals - Mammals	Taxidea taxus	American badger	AMAJF04010	None	None	SSC	-
Animals - Mammals	Antrozous pallidus	pallid bat	AMACC10010	None	None	SSC	-

Animals - Mammals	<i>Corynorhinus townsendii</i>	Townsend's big-eared bat	AMACC08010	None	Candidate Threatened	SSC	-
Animals - Mammals	<i>Lasiurus cinereus</i>	hoary bat	AMACC05030	None	None	-	-
Community - Terrestrial	Northern Claypan Vernal Pool	Northern Claypan Vernal Pool	CTT44120CA	None	None	-	-
Community - Terrestrial	Sycamore Alluvial Woodland	Sycamore Alluvial Woodland	CTT62100CA	None	None	-	-
Plants - Vascular	<i>Eryngium spinosepalum</i>	spiny-sepaled button-celery	PDAP10Z0Y0	None	None	-	1B.2
Plants - Vascular	<i>Oreonana purpurascens</i>	purple mountain-parsley	PDAP11G020	None	None	-	1B.2
Plants - Vascular	<i>Pseudobahia peirsonii</i>	San Joaquin adobe sunburst	PDAST7P030	Threatened	Endangered	-	1B.1
Plants - Vascular	<i>Azolla microphylla</i>	Mexican mosquito fern	PPAZO01030	None	None	-	4.2
Plants - Vascular	<i>Caulanthus californicus</i>	California jewelflower	PDBRA31010	Endangered	Endangered	-	1B.1
Plants - Vascular	<i>Atriplex cordulata</i> var. <i>erecticaulis</i>	Earlimart orache	PDCHE042V0	None	None	-	1B.2
Plants - Vascular	<i>Atriplex coronata</i> var. <i>vallicola</i>	Lost Hills crownscale	PDCHE04250	None	None	-	1B.2
Plants - Vascular	<i>Atriplex depressa</i>	brittlescale	PDCHE042L0	None	None	-	1B.2
Plants - Vascular	<i>Atriplex minuscula</i>	lesser saltscale	PDCHE042M0	None	None	-	1B.1
Plants - Vascular	<i>Atriplex persistens</i>	vernal pool smallscale	PDCHE042P0	None	None	-	1B.2
Plants - Vascular	<i>Atriplex subtilis</i>	subtle orache	PDCHE042T0	None	None	-	1B.2
Plants - Vascular	<i>Convolvulus simulans</i>	small-flowered morning-glory	PDCON05060	None	None	-	4.2
Plants - Vascular	<i>Fritillaria striata</i>	striped adobe-lily	PMLILOV0K0	None	Threatened	-	1B.1

Plants - Vascular	<i>Sidalcea keckii</i>	Keck's checkerbloom	PDMAL11 0D0	Endanger ed	None	-	1B.1
Plants - Vascular	<i>Clarkia exilis</i>	slender clarkia	PDONA05 0G0	None	None	-	4.3
Plants - Vascular	<i>Clarkia springvillensis</i>	Springville clarkia	PDONA05 120	Threatene d	Endangered	-	1B.2
Plants - Vascular	<i>Mimulus pictus</i>	calico monkeyflower	PDSCR1B 240	None	None	-	1B.2
Plants - Vascular	<i>Mimulus pictus</i>	calico monkeyflower	PDSCR1B 240	None	None	-	1B.2
Plants - Vascular	<i>Leptosiphon serrulatus</i>	Madera leptosiphon	PDPLM09 130	None	None	-	1B.2
Plants - Vascular	<i>Eriogonum twisselmannii</i>	Twisselmann's buckwheat	PDPGN08 610	None	Rare	-	1B.2
Plants - Vascular	<i>Delphinium hansenii</i> ssp. <i>ewanianum</i>	Ewan's larkspur	PDRAN0B 0T2	None	None	-	4.2
Plants - Vascular	<i>Delphinium inopinum</i>	unexpected larkspur	PDRAN0B 0W0	None	None	-	4.3
Plants - Vascular	<i>Delphinium recurvatum</i>	recurved larkspur	PDRAN0B 1J0	None	None	-	1B.2

Cairns Corner
 Lindsay
 Frazier Valley
 Woodville
 Porterville
 Success Dam
 Sausalito School
 Ducor
 Fountain Springs

Appendix D

CHRIS Records Search



To: Travis Crawford
Crawford Bowen Planning
113 N. Church Street, Suite 302
Visalia, CA 93291

Record Search 14-256

Date: August 4, 2014

Re: City of Porterville Solid Waste Transfer Facility

County: Tulare

Map(s): Porterville 7.5'

CULTURAL RESOURCES RECORDS SEARCH

The following are the results of a search of the cultural resources files at the Southern San Joaquin Valley Information Center. These files include known and recorded cultural resources sites, inventory and excavation reports filed with this office, and resources listed on the National Register of Historic Places, Historic Property Data File (3/18/13), California State Historical Landmarks, California Register, California Inventory of Historic Resources, and California Points of Historical Interest.

PRIOR CULTURAL RESOURCE STUDIES CONDUCTED WITHIN THE PROJECT AREA AND THE ONE-HALF MILE RADIUS

According to the information in our files, there have been no previous cultural resource studies conducted within the project area. There have been four studies conducted within the one-half mile radius, TU-00209, 01097, 01294, and 01338

KNOWN/RECORDED CULTURAL RESOURCES WITHIN THE PROJECT AREA AND THE ONE-HALF MILE RADIUS

There are no recorded cultural resources within project area or within the one-half mile radius and it is not known if any exist in most areas.

There are no recorded cultural resources within the project area or radius that are listed in the National Register of Historic Places, the California Register, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks.

COMMENTS

We understand this project consists of the expansion of an already existing direct transfer station into a "Large Volume" station. The age of any existing structures was not specified in the request. Prior to alteration or demolition of any existing structures over 45 years old, we recommend a qualified, professional architectural historian evaluate them for historical significance. If there are no structures more than 45 years old that will be affected, no further cultural resource investigation is recommended at this time. The archaeological sensitivity of this area is considered low to moderate and cultural resources could be unearthed during ground disturbance. If cultural resources are encountered during ground distance, all work must halt in the area of the find and a qualified, professional archaeologist should be called out to assess the findings and make the appropriate mitigation recommendations. A list of professionals is available at www.chrisinfo.org. We also recommend that you contact the Native American Heritage Commission in Sacramento. They will provide you with a current list of Native American individuals/organizations that can assist you with information regarding cultural resources that may be of concern to the Native groups in the area. The Commission will consult their "Sacred Lands Inventory" file in order to determine what sacred resources, if any, exist within this project area and the way in which these resources might be managed. Finally, please consult with the lead agency on this project to determine if any other cultural resource investigation is required. If you need any additional information or have any questions or concerns, please contact our office at (661) 654-2289.

By:

Celeste M. Thomson, Coordinator

Date: August 4, 2014

Please note that invoices for Information Center services will be sent under separate cover from the California State University, Bakersfield Accounting Office.

Appendix E

Traffic Study

TRAFFIC STUDY

City of Porterville Proposed Solid Waste Transfer Facility

Prepared for:
Crawford & Bowen Planning, Inc.

September 2014

Prepared by:



1800 30TH STREET, SUITE 260
BAKERSFIELD, CA 93301

A handwritten signature in blue ink, appearing to read 'Ian J. Parks', is written over a horizontal line.

Ian J. Parks, RCE 58155



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INTRODUCTION

The purpose of this study is to evaluate the potential traffic impact of expanding the operation of an existing solid waste transfer facility from 150 tons per day to 500 tons per day. The solid waste transfer facility is located along North Prospect Street in the City of Porterville. A vicinity map is presented in Figure 1 and a location map is presented in Figure 2.

A. Land Use, Site and Study Area Boundaries

The project site is zoned PS (Public and Semi-Public) and is subject to the Porterville 2030 General Plan, where the site is classified as Public/Institutional.

The site is bounded by West Morton Avenue to the south, North Newcomb Street to the west, North Prospect Street to the east, and West Grand Avenue to the north.

A total of 8 signalized intersections are included in the study. The scope of the study was developed in association with the City of Porterville.

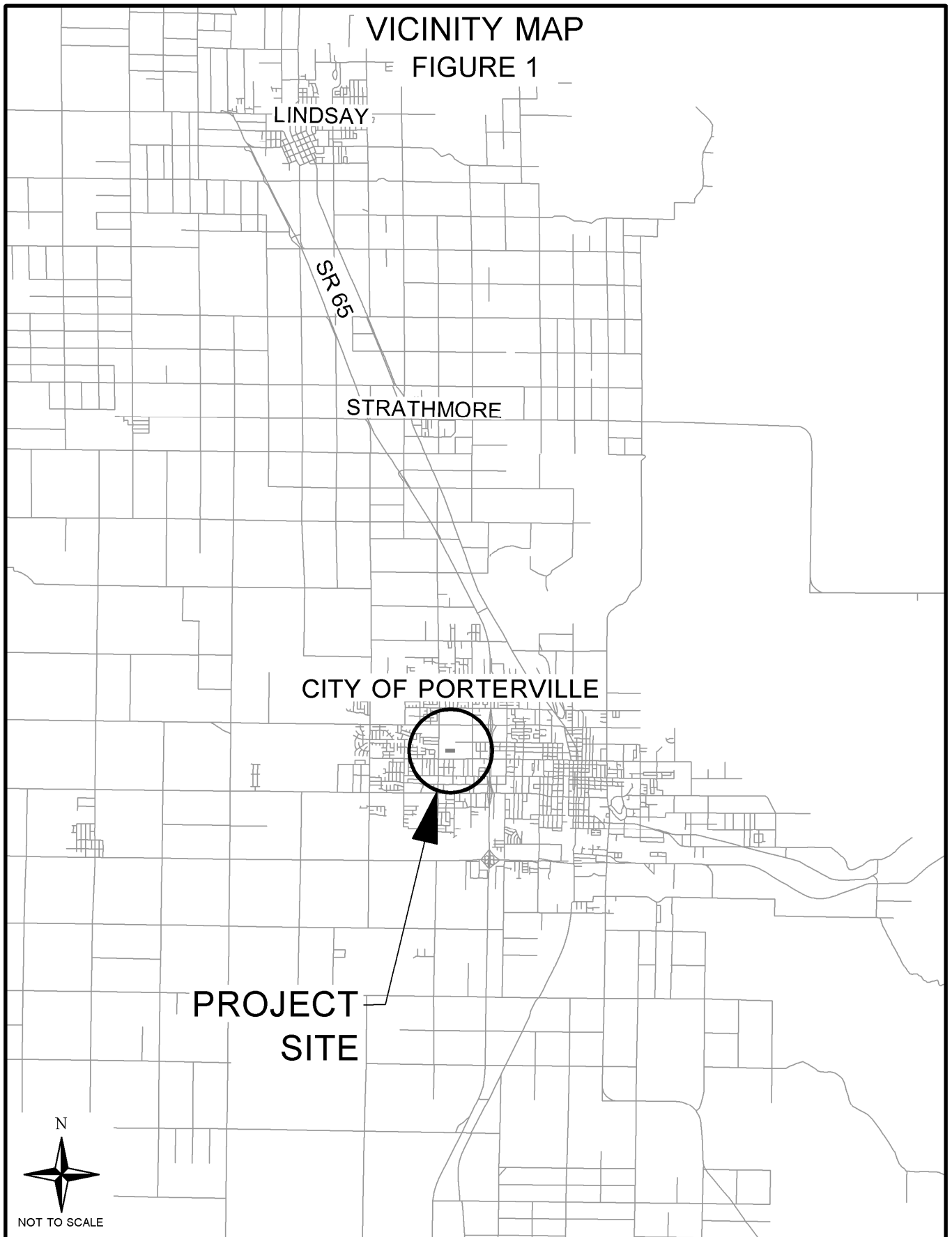
B. Existing Site Uses and Site Access

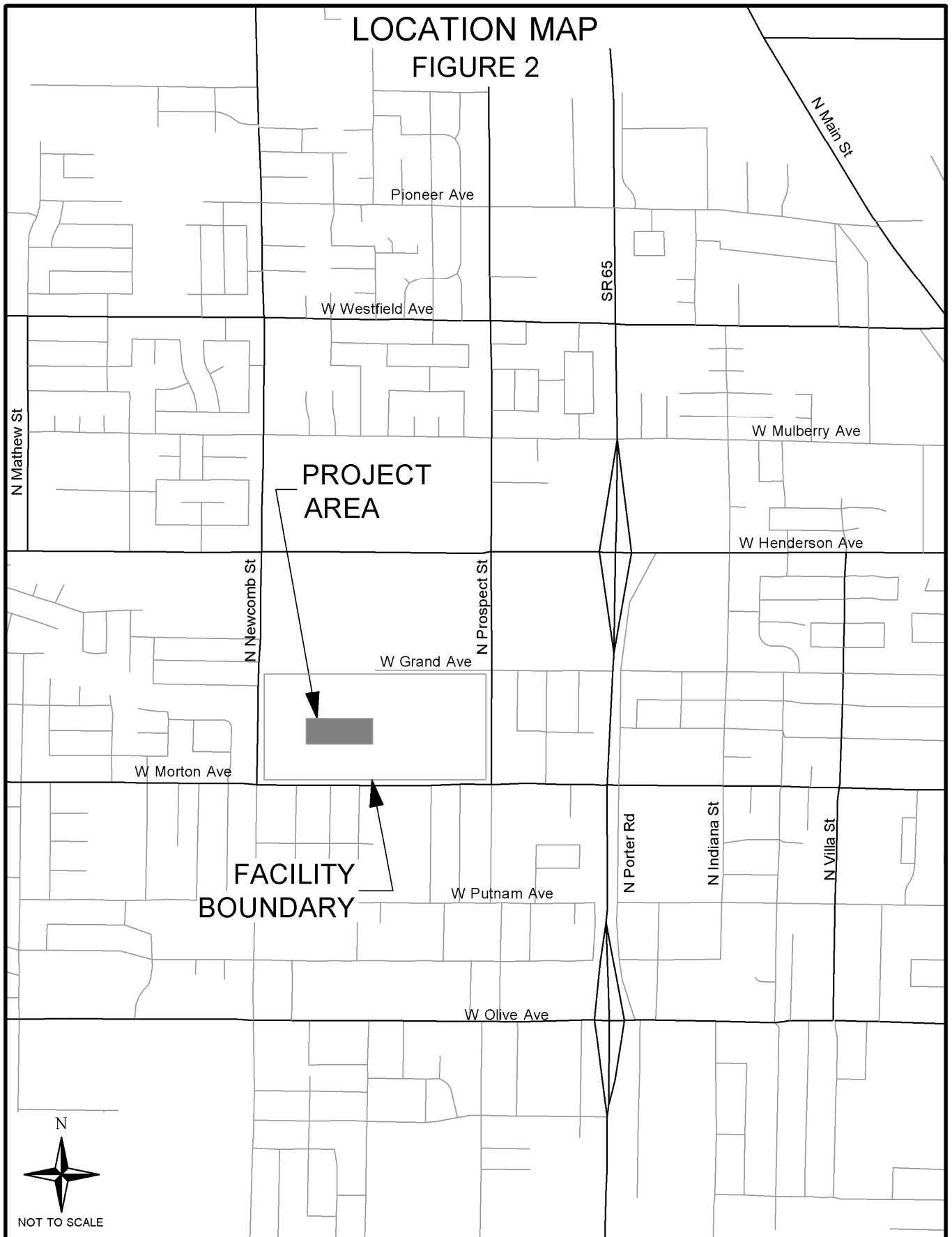
The project site is located in a municipally-owned, public works complex, which includes the City's wastewater treatment facility, vehicle maintenance and repair operations, administrative offices, a fire station, a city park, and solid waste operations.

Access to the facility is proposed along West Grand Avenue, approximately 450 feet west of the intersection with North Prospect Street.

C. Existing Uses in Vicinity of the Site

Existing developments in the vicinity of the proposed facility include a park and commercial shopping center to the north, low density residential to the south and west, and medium density residential as well as commercial offices to the east.





D. Existing Streets and Intersections

West Grand Avenue is an east-west 2-lane collector that does not cross SR-65. To the east of SR-65, West Grand Avenue provides access to residential developments, and to the west, it provides some access to residential developments, as well as access to the project site and other city service facilities. West Grand Avenue has curb and gutter adjacent to areas of development and graded shoulders everywhere else. It is also the northern project boundary between North Newcomb Street and North Prospect Street.

West Henderson Avenue is an east-west arterial that provides access to residential and commercial land uses, as well as a connection to State Route 65. In the project area, it exists as a fully improved 4-lane divided roadway.

West Morton Avenue is an east-west arterial that provides access to residential and commercial land uses, but does not provide access to State Route 65. In the project area, it exists as a 4-lane fully improved divided roadway. West Morton Avenue is also the southern project boundary between North Newcomb Street and North Prospect Street.

North Indiana Street is a north-south arterial that provides access to residential land uses and some commercial areas where it crosses West Henderson Avenue. In the project area, North Indiana Street exists as a fully improved 4-lane roadway.

North Newcomb Street is a north-south arterial that provides access to residential land uses, as well as Monache High School. In the project area, it exists as a 4-lane fully developed roadway. North Newcomb Street is also the western project boundary between West Henderson Avenue and West Morton Avenue.

North Prospect Street is a north-south collector that provides access to residential and commercial land uses, as well as the primary roadway for project traffic accessing West Henderson Avenue to the north and West Morton Avenue to the south. In the project area, it exists as a 4-lane fully developed roadway with a center 2-way left turn lane. North Prospect Street is also the eastern project boundary between West Henderson Avenue and West Morton Avenue.

PROJECT TRIP GENERATION AND DESIGN HOUR VOLUMES

No ITE land use categories for a Waste Transfer facility similar to the one being proposed are available, therefore the trip generation and design hour volumes shown in Table 1 were calculated using assumptions and data taken from the information supplied in the project description document, as well as City of Porterville staff. The solid waste transfer facility currently operates with 70 collection trucks and 20 transfer trucks. The expansion of the facility includes the addition of 27 collection trucks and 19 transfer trucks.

**Table 1
Project Trip Generation**

General Information		AM Facility Peak Hour Trips		PM Facility Peak Hour Trips	
Development Type	Variable	In % Split/ Trips	Out % Split/ Trips	In % Split/ Trips	Out % Split/ Trips
Waste Transfer Facility Collection	27 Collection Trucks	0% 0	100% 27	100% 27	0% 0
Waste Transfer Facility Transfer	19 Transfer Trucks	0% 0	100% 19	100% 19	0% 0
		0	46 ¹	46 ¹	0

¹Worst case scenario assumes all vehicles (collection & transfer) leave in the AM Peak Hour and return in the PM Peak Hour.

The trip generation assumes all project traffic exits the facility in the AM Peak Hour (6:00-7:00 AM) and returns in the PM Peak Hour (PM 2:30-3:30 PM). While the facility will generally operate outside the peak hours of adjacent street traffic, the above assumption produces a worst case scenario for project traffic.

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The project trip distribution and assignment assumptions were also based on information provided by the City of Porterville staff. Based on the provided information, traffic was distributed at follows:

Collection Vehicles

The majority of collection vehicles were directed south on North Prospect Street and then eastward along West Morton Avenue. A small number of collection vehicles were directed north on North Prospect Street and then westward along West Henderson Avenue.

Transfer Vehicles

The transfer vehicles were directed north on North Prospect Street and then eastward along West Henderson Avenue where they accessed State Route 65.

Project traffic volumes, as distributed within the scope of the project, are shown in Figure 4.

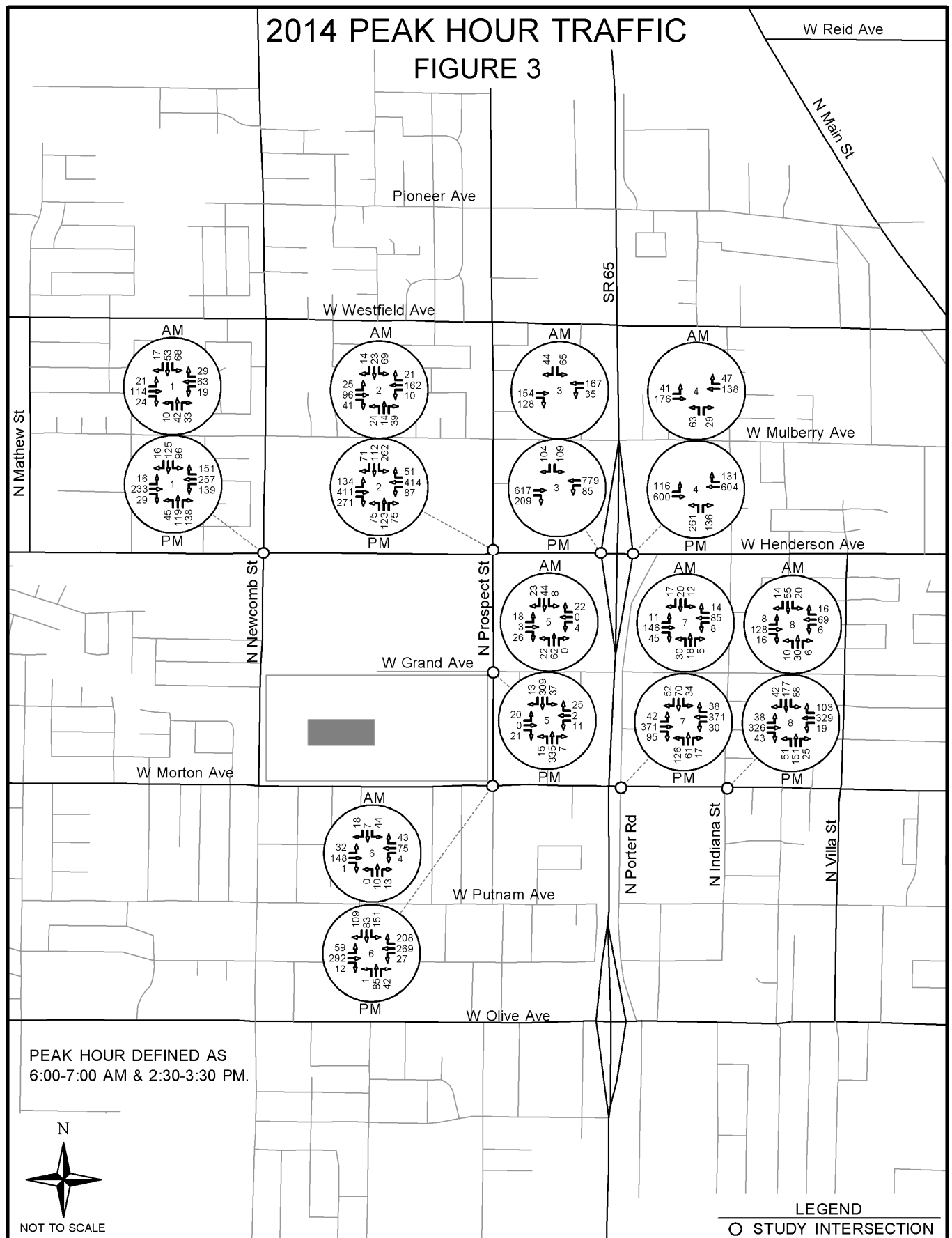
EXISTING AND FUTURE TRAFFIC

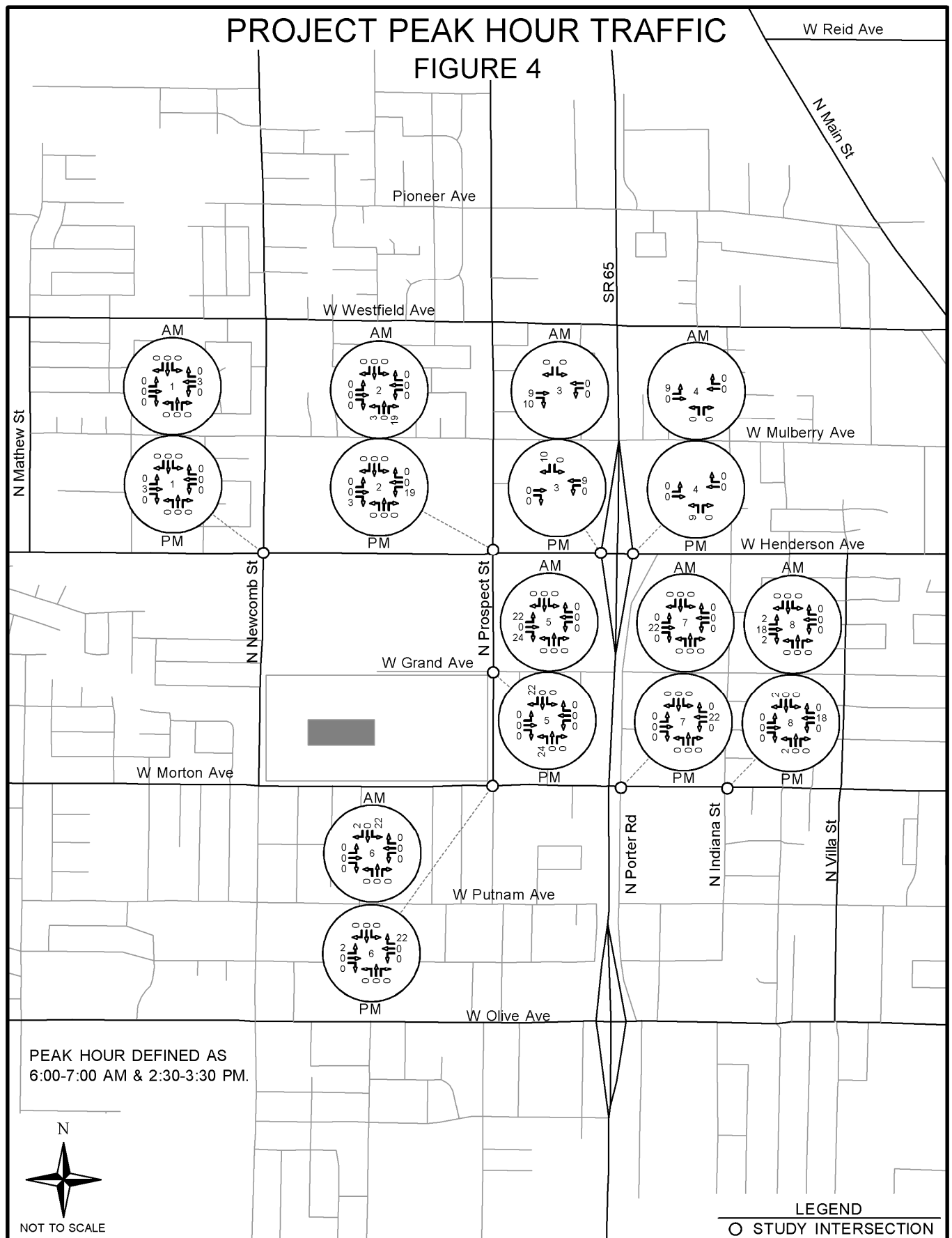
Existing weekday peak hour turning movement volumes were field measured at the following intersections in July 2014:

- W. Grand Avenue & N. Prospect Street
- W. Henderson Avenue & N. Newcomb Street
- N. Prospect Street & W. Henderson Avenue
- W. Henderson Avenue & SR-65 SB On/Off Ramps
- W. Henderson Avenue & SR-65 NB On/Off Ramps
- Indiana St & Morton Ave
- Prospect St & Morton Ave
- North Porter & Morton Ave

The project peak hour traffic does not coincide with the normal peak hour of adjacent street traffic, therefore peak hour traffic counts were taken from 6:00 AM to 7:00 AM and 2:30 PM to 3:30 PM. The existing peak hour volumes are shown in Figure 3.

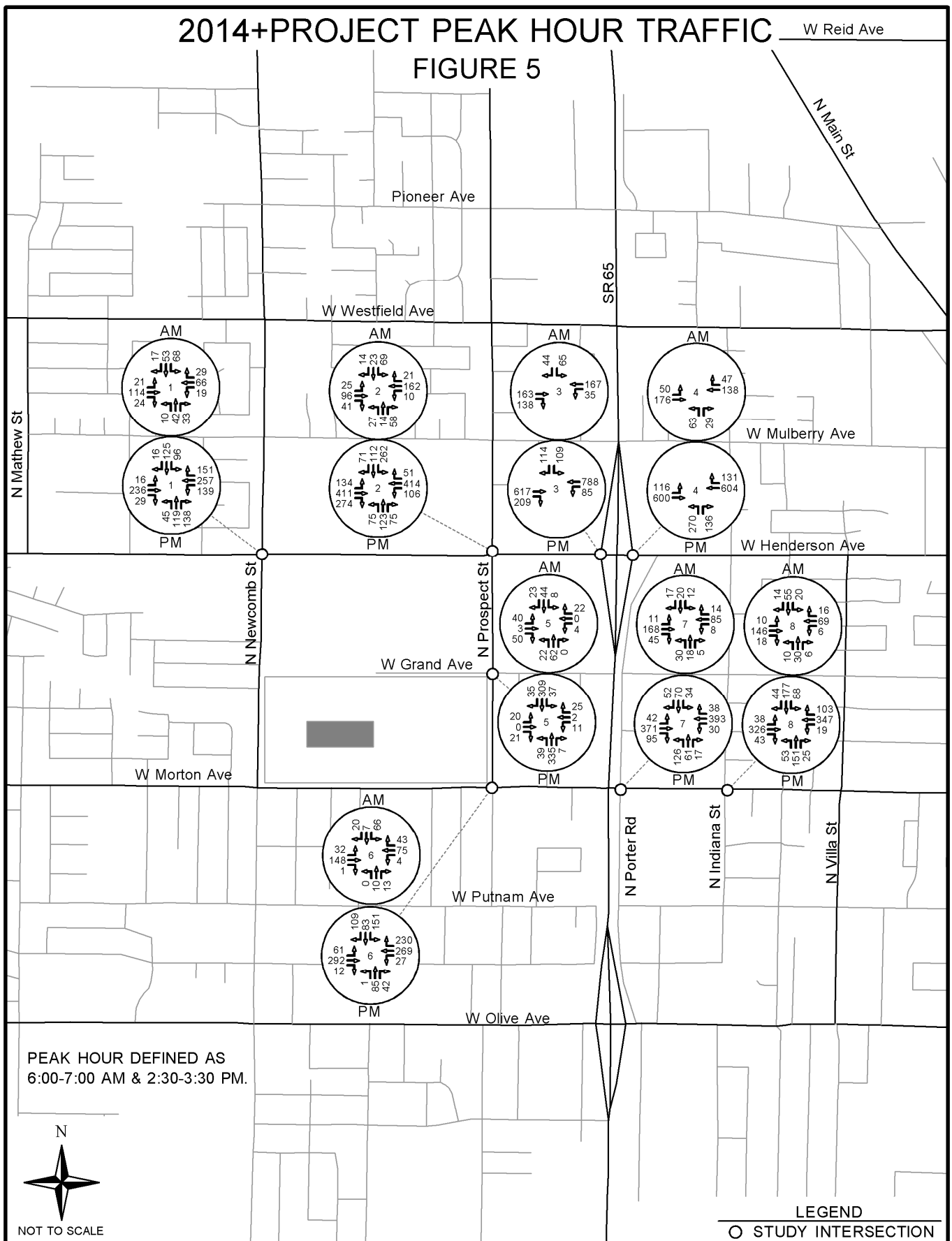
Future traffic was estimated based on the TCAG traffic model data. Based on this data, a conservative average annual growth rate of 2% was applied to existing traffic volumes to estimate future traffic volumes for the year 2035. Future Peak Hour volumes are shown in Figures 6 and 7.

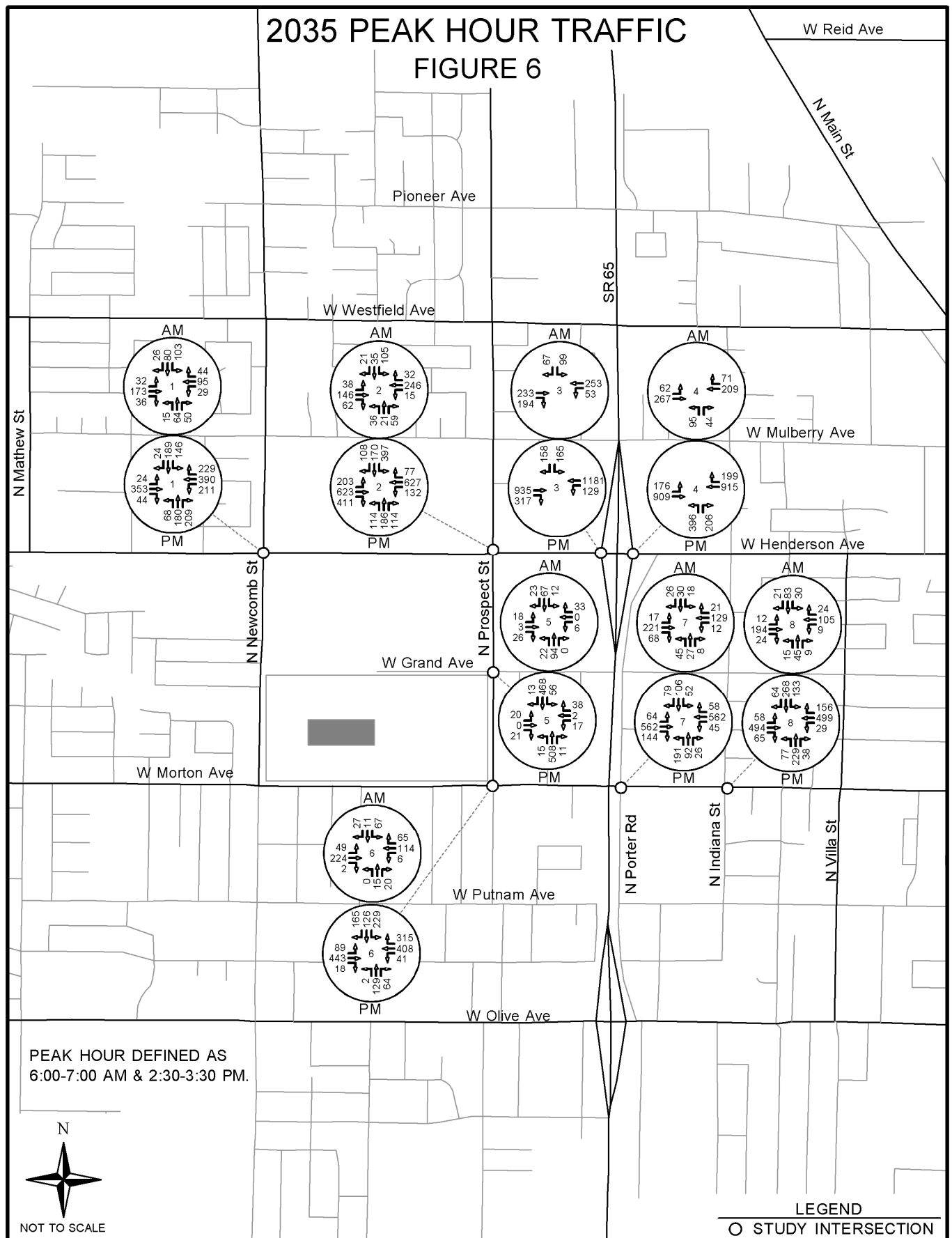




2014+PROJECT PEAK HOUR TRAFFIC

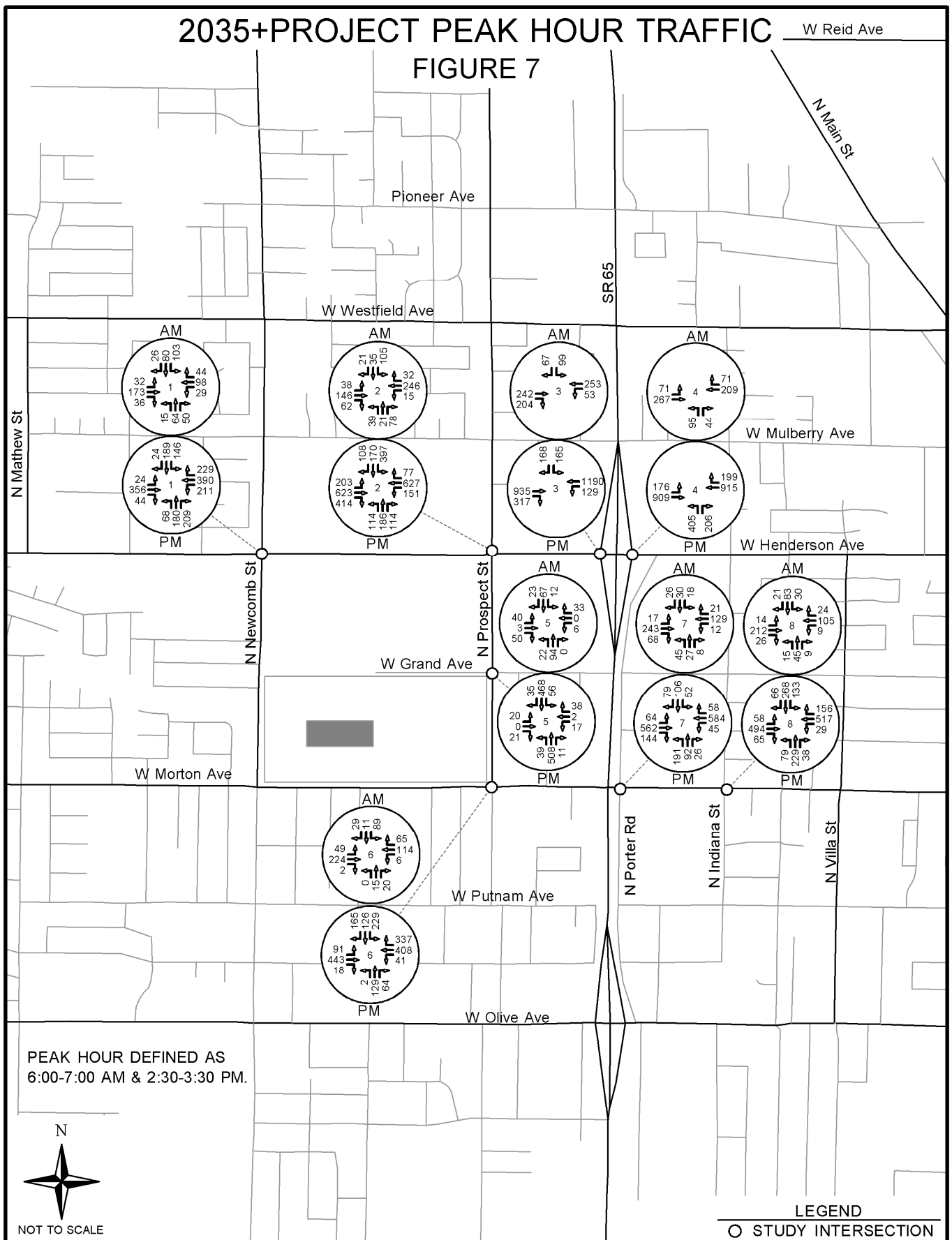
FIGURE 5





2035+PROJECT PEAK HOUR TRAFFIC

FIGURE 7



INTERSECTION ANALYSIS

A capacity analysis of the study intersections was conducted using Synchro 6 software from Trafficware. This software utilizes the capacity analysis methodology in the Transportation Research Board's Highway Capacity Manual. The analysis was performed for the following AM and PM Peak Hour traffic scenarios:

- Existing (2014)
- Existing+Project (2014)
- Future (2035)
- Future (2035) + Project

Criteria for intersection level of service (LOS) are shown in the tables below.

LEVEL OF SERVICE CRITERIA UNSIGNALIZED INTERSECTION

Average Control Delay (sec/veh)	Level of Service	Expected Delay to Minor Street Traffic
≤ 10	A	Little or no delay
> 10 and ≤ 15	B	Short traffic delays
> 15 and ≤ 25	C	Average traffic delays
> 25 and ≤ 35	D	Long traffic delays
> 35 and ≤ 50	E	Very long traffic delays
> 50	F	Extreme delays

LEVEL OF SERVICE CRITERIA SIGNALIZED INTERSECTIONS

Volume/Capacity	Control Delay (sec/veh)	Level of Service
< 0.60	≤ 10	A
0.61 - 0.70	> 10 and ≤ 20	B
0.71 - 0.80	> 20 and ≤ 35	C
0.81 - 0.90	> 35 and ≤ 55	D
0.91 - 1.00	> 55 and ≤ 80	E
> 1.0	> 80	F

Level of service for the study intersections is presented in Tables 3a and 3b. The City of Porterville and the Tulare County Regional Transportation Plan designate LOS “D” as the minimum acceptable intersection peak hour level of service standard.

Table 3a
Signalized Intersection Level of Service
AM Peak Hour

#	Intersection	2014	2014+ Project	2035	2035+ Project
1	N Newcomb St & Henderson Ave	C	C	C	C
2	Prospect St & Henderson Ave	B	B	B	B
3	SR 65 SB Ramps & Henderson Ave	B	B	B	B
4	SR 65 NB Ramps & Henderson Ave	B	B	B	B
5	N. Prospect St & W. Grand Ave	C	C	B	C
6	N. Prospect St & W. Morton Ave	B	B	B	B
7	N. Porter Rd & W. Morton Ave	B	B	B	B
8	N. Indiana St & W. Morton Ave	B	B	B	B

Table 3b
Signalized Intersection Level of Service
PM Peak Hour

#	Intersection	2014	2014+ Project	2035	2035+ Project
1	N Newcomb St & Henderson Ave	C	C	C	C
2	Prospect St & Henderson Ave	C	B	C	C
3	SR 65 SB Ramps & Henderson Ave	A	B	B	B
4	SR 65 NB Ramps & Henderson Ave	B	B	C	C
5	N. Prospect St & W. Grand Ave	B	B	A	A
6	N. Prospect St & W. Morton Ave	B	B	C	B
7	N. Porter Rd & W. Morton Ave	B	B	C	C
8	N. Indiana St & W. Morton Ave	C	C	C	C

As can be seen in the above tables, all study intersections currently operate at an acceptable level of service under a worst case scenario and will continue to do so through 2035 for both AM and PM Peak Hours. In some cases, such as with intersection 5 (N. Prospect St. & W. Grand Ave.), the level of service improved with the addition of traffic. This is primarily the result of how the Synchro 6 software models the “system,” and not just individual intersections. At times, the interaction of adjacent facilities, and the increase in certain trips (i.e. trips where there is excess capacity in the intersection) will cause the level of service of an intersection to improve with higher traffic volumes.

ROADWAY ANALYSIS

A capacity analysis of the study roadways was conducted using HCS software from McTrans. This software utilizes the capacity analysis methodology in the Transportation Research Board’s Highway Capacity Manual. The analysis was performed for the following AM and PM traffic scenarios:

- Existing (2014)
- Existing+Project (2014)
- Future (2035)
- Future (2035) + Project

**Table 4
ROADWAY LEVEL OF SERVICE**

Street	2014 Directional LOS		2014+Project Directional LOS		2035 Directional LOS		2035+Project Directional LOS	
	East AM/PM	West AM/PM	East AM/PM	West AM/PM	South AM/PM	North AM/PM	South AM/PM	North AM/PM
W Morton Ave: N Prospect St - N Porter Rd	A/A	A/A	A/A	A/A	A/A	A/B	A/A	A/B
W Morton Ave: N Porter Rd - N Indiana St	A/A	A/A	A/A	A/A	A/A	A/A	A/A	A/A
W Henderson Ave: N Newcomb St - N Prospect St	A/A	A/A	A/A	A/A	A/A	A/B	A/A	A/B
W Henderson Ave: N Prospect St - SR-65 SB Ramps	A/A	A/B	A/A	A/B	A/B	A/C	A/B	A/C
W Henderson Ave: SR-65 SB Ramps - SR-65 NB Ramps	A/A	A/B	A/A	A/B	A/B	A/B	A/B	A/B
N Prospect St: W Henderson Ave - W Grand Ave	A/A	A/A	A/A	A/A	A/A	A/A	A/A	A/A
N Prospect St: W Grand Ave - W Morton Ave	A/A	A/A	A/A	A/A	A/A	A/A	A/A	A/A

SUMMARY AND CONCLUSIONS

This study evaluated the potential traffic impact of expanding the operation of an existing solid waste transfer facility, within the City of Porterville, from 150 tons per day to 500 tons per day.

All intersections within the study area currently operate at acceptable levels of service and will continue to do so through 2035 with and without the addition of project traffic.

No mitigation is necessary for the existing and future conditions as a result of increased future traffic or project traffic from the proposed waste transfer facility.

REFERENCES

1. 2013 Annual Traffic Census, TCAG
2. Highway Capacity Manual, Transportation Research Board
3. Tulare County General Plan, approved 2011
4. Manual on Uniform Traffic Control Devices for Streets and Highways, 2012 Edition, Federal Highway Administration (FHA)
5. Trip Generation, 9th Edition, Institute of Transportation Engineers (ITE)

APPENDIX

Turning Movement Count Report AM

Location ID: 8
 North/South: N Porter Rd
 East/West: Morton St

Date: 07/24/14
 City: Porterville, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
6:00	7	4	1	6	16	1	1	4	5	12	24	1	82
6:15	2	5	4	1	23	1	0	2	5	10	30	4	87
6:30	3	4	0	1	20	2	0	10	9	8	34	1	92
6:45	5	7	7	6	26	4	4	2	11	15	58	5	150
7:00													0
7:15													0
7:30													0
7:45													0

Total Volume:	17	20	12	14	85	8	5	18	30	45	146	11	411
Approach %	35%	41%	24%	13%	79%	7%	9%	34%	57%	22%	72%	5%	

Peak Hr Begin:	6:00												
PHV	17	20	12	14	85	8	5	18	30	45	146	11	411
PHF	0.645			0.743			0.697			0.647			0.685



City Count, LLC.

314 E. Sycamore Ave. Arcadia, CA 91006
 p: 800.286.5581 f: 800.286.5581
www.citycount.com

Turning Movement Count Report PM

Location ID: 8
 North/South: N Porter Rd
 East/West: Morton St

Date: 07/24/14
 City: Porterville, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
14:00													0
14:15													0
14:30	6	19	11	10	91	3	4	16	20	24	87	8	299
14:45	17	16	10	8	82	8	8	20	31	19	86	9	314
15:00	15	17	9	7	89	9	4	11	37	23	108	13	342
15:15	14	18	4	13	109	10	1	14	38	29	90	12	352
15:30													0
15:45													0

Total Volume:	52	70	34	38	371	30	17	61	126	95	371	42	1307
Approach %	33%	45%	22%	9%	85%	7%	8%	30%	62%	19%	73%	8%	

Peak Hr Begin:	14:30												
PHV	52	70	34	38	371	30	17	61	126	95	371	42	1307
PHF	0.907			0.831			0.864			0.882			0.928



City Count, LLC.

314 E. Sycamore Ave. Arcadia, CA 91006
 p: 800.286.5581 f: 800.286.5581
www.citycount.com

Turning Movement Count Report AM

Location ID: 7
 North/South: Prospect St
 East/West: Morton St

Date: 07/24/14
 City: Porterville, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
6:00	7	1	9	16	13	0	5	2	0	0	26	5	84
6:15	3	0	11	10	14	0	1	4	0	1	32	5	81
6:30	1	2	9	5	24	1	5	2	0	0	31	8	88
6:45	7	4	15	12	24	3	2	2	0	0	59	14	142
7:00													0
7:15													0
7:30													0
7:45													0

Total Volume:	18	7	44	43	75	4	13	10	0	1	148	32	395
Approach %	26%	10%	64%	35%	61%	3%	57%	43%	0%	1%	82%	18%	

Peak Hr Begin:	6:00												
PHV	18	7	44	43	75	4	13	10	0	1	148	32	395
PHF	0.663			0.782			0.821			0.620			0.695



City Count, LLC.

314 E. Sycamore Ave. Arcadia, CA 91006
 p: 800.286.5581 f: 800.286.5581
www.citycount.com

Turning Movement Count Report PM

Location ID: 7
 North/South: Prospect St
 East/West: Morton St

Date: 07/24/14
 City: Porterville, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
14:00													0
14:15													0
14:30	30	25	41	57	59	11	10	22	0	2	56	16	329
14:45	35	21	38	44	62	6	9	23	0	5	70	12	325
15:00	27	23	39	50	77	2	9	19	0	2	84	20	352
15:15	17	14	33	57	71	8	14	21	1	3	82	11	332
15:30													0
15:45													0

Total Volume:	109	83	151	208	269	27	42	85	1	12	292	59	1338
Approach %	32%	24%	44%	41%	53%	5%	33%	66%	1%	3%	80%	16%	

Peak Hr Begin:	14:30												
PHV	109	83	151	208	269	27	42	85	1	12	292	59	1338
PHF	0.893			0.926			0.889			0.856			0.950



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Turning Movement Count Report AM

Location ID: 6
 North/South: Indiana St
 East/West: Morton St

Date: 07/24/14
 City: Porterville, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
6:00	4	12	2	4	14	0	2	9	2	4	20	2	75
6:15	4	9	6	1	14	1	0	5	1	4	23	3	71
6:30	1	12	3	5	18	3	3	8	2	5	30	1	91
6:45	5	22	9	6	23	2	1	8	5	3	55	2	141
7:00													0
7:15													0
7:30													0
7:45													0

Total Volume:	14	55	20	16	69	6	6	30	10	16	128	8	378
Approach %	16%	62%	22%	18%	76%	7%	13%	65%	22%	11%	84%	5%	

Peak Hr Begin:	6:00												
PHV	14	55	20	16	69	6	6	30	10	16	128	8	378
PHF	0.618			0.734			0.821			0.633			0.670



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Turning Movement Count Report PM

Location ID: 6
 North/South: Indiana St
 East/West: Morton St

Date: 07/24/14
 City: Porterville, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
14:00													0
14:15													0
14:30	10	42	26	41	86	8	4	34	11	16	74	8	360
14:45	6	47	16	22	78	4	5	42	11	8	90	5	334
15:00	9	52	21	16	71	1	8	37	13	7	94	9	338
15:15	17	36	25	24	94	6	8	38	16	12	68	16	360
15:30													0
15:45													0

Total Volume:	42	177	88	103	329	19	25	151	51	43	326	38	1392
Approach %	14%	58%	29%	23%	73%	4%	11%	67%	22%	11%	80%	9%	

Peak Hr Begin:	14:30												
PHV	42	177	88	103	329	19	25	151	51	43	326	38	1392
PHF	0.936			0.835			0.915			0.925			0.967



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Turning Movement Count Report AM

Location ID: 5
 North/South: Henderson Ave
 East/West: SR-65 NB ON/Off Ramps

Date: 07/24/14
 City: Porterville, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
6:00	0	0	0	11	28	0	8	0	6	0	36	11	100
6:15	0	0	0	11	21	0	4	0	17	0	32	6	91
6:30	0	0	0	11	40	0	7	0	13	0	48	11	130
6:45	0	0	0	14	49	0	10	0	27	0	60	13	173
7:00													0
7:15													0
7:30													0
7:45													0

Total Volume:	0	0	0	47	138	0	29	0	63	0	176	41	494
Approach %	#DIV/0!	#DIV/0!	#DIV/0!	25%	75%	0%	32%	0%	68%	0%	81%	19%	

Peak Hr Begin:	6:00												
PHV	0	0	0	47	138	0	29	0	63	0	176	41	494
PHF	#DIV/0!			0.734			0.622			0.743			0.714



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Turning Movement Count Report PM

Location ID: 5
 North/South: Henderson Ave
 East/West: SR-65 NB ON/Off Ramps

Date: 07/24/14
 City: Porterville, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
14:00													0
14:15													0
14:30	0	0	0	33	157	0	26	0	56	0	152	30	454
14:45	0	0	0	35	150	0	34	0	63	0	137	34	453
15:00	0	0	0	33	144	0	38	0	73	0	153	25	466
15:15	0	0	0	30	153	0	38	0	69	0	158	27	475
15:30													0
15:45													0

Total Volume:	0	0	0	131	604	0	136	0	261	0	600	116	1848
Approach %	#DIV/0!	#DIV/0!	#DIV/0!	18%	82%	0%	34%	0%	66%	0%	84%	16%	

Peak Hr Begin:	14:30												
PHV	0	0	0	131	604	0	136	0	261	0	600	116	1848
PHF	#DIV/0!			0.967			0.894			0.968			0.973



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Turning Movement Count Report AM

Location ID: 4
 North/South: Henderson Ave
 East/West: SR-65 SB ON/Off Ramps

Date: 07/24/14
 City: Porterville, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
6:00	5	0	12	0	24	7	0	0	0	31	29	0	108
6:15	3	0	14	0	33	8	0	0	0	28	28	0	114
6:30	9	0	13	0	47	7	0	0	0	29	44	0	149
6:45	27	1	26	0	63	13	0	0	0	40	53	0	223
7:00													0
7:15													0
7:30													0
7:45													0

Total Volume:	44	1	65	0	167	35	0	0	0	128	154	0	594
Approach %	40%	1%	59%	0%	83%	17%	#DIV/0!	#DIV/0!	#DIV/0!	45%	55%	0%	

Peak Hr Begin:	6:00												
PHV	44	1	65	0	167	35	0	0	0	128	154	0	594
PHF	0.509			0.664			#DIV/0!			0.758			0.666



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Turning Movement Count Report PM

Location ID: 4
 North/South: Henderson Ave
 East/West: SR-65 SB ON/Off Ramps

Date: 07/24/14
 City: Porterville, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
14:00													0
14:15													0
14:30	30	1	25	0	194	24	0	0	0	50	151	0	475
14:45	32	1	26	0	183	21	0	0	0	55	154	0	472
15:00	21	0	25	0	193	21	0	0	0	54	160	0	474
15:15	21	0	33	0	209	19	0	0	0	50	152	0	484
15:30													0
15:45													0

Total Volume:	104	2	109	0	779	85	0	0	0	209	617	0	1905
Approach %	48%	1%	51%	0%	90%	10%	#DIV/0!	#DIV/0!	#DIV/0!	25%	75%	0%	

Peak Hr Begin:	14:30												
PHV	104	2	109	0	779	85	0	0	0	209	617	0	1905
PHF	0.911			0.947			#DIV/0!			0.965			0.984



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Turning Movement Count Report AM

Location ID: 3
 North/South: Prospect ST
 East/West: Henderson Ave

Date: 07/24/14
 City: Porterville, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
6:00	4	5	12	3	37	1	9	3	5	3	19	4	105
6:15	3	5	18	8	32	2	10	2	7	4	21	3	115
6:30	5	8	16	6	38	5	10	3	4	12	25	6	138
6:45	2	5	23	4	55	2	10	6	8	22	31	12	180
7:00													0
7:15													0
7:30													0
7:45													0

Total Volume:	14	23	69	21	162	10	39	14	24	41	96	25	538
Approach %	13%	22%	65%	11%	84%	5%	51%	18%	31%	25%	59%	15%	

Peak Hr Begin:	6:00												
PHV	14	23	69	21	162	10	39	14	24	41	96	25	538
PHF	0.883			0.791			0.802			0.623			0.747



City Count, LLC.
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Turning Movement Count Report PM

Location ID: 3
 North/South: Prospect ST
 East/West: Henderson Ave

Date: 07/24/14
 City: Porterville, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
14:00													0
14:15													0
14:30	12	24	62	13	101	21	22	30	15	83	91	34	508
14:45	14	25	52	13	110	23	15	28	21	54	105	37	497
15:00	24	33	70	13	97	21	24	37	18	75	95	38	545
15:15	21	30	78	12	106	22	14	28	21	59	120	25	536
15:30													0
15:45													0

Total Volume:	71	112	262	51	414	87	75	123	75	271	411	134	2086
Approach %	16%	25%	59%	9%	75%	16%	27%	45%	27%	33%	50%	16%	

Peak Hr Begin:	14:30												
PHV	71	112	262	51	414	87	75	123	75	271	411	134	2086
PHF	0.862			0.945			0.864			0.981			0.957



City Count, LLC.

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Turning Movement Count Report AM

Location ID: 2
 North/South: Newcomb St
 East/West: Henderson Ave

Date: 07/24/14
 City: Porterville, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
6:00	3	10	15	5	12	7	9	5	2	5	20	5	98
6:15	6	11	17	9	13	5	6	10	2	5	23	7	114
6:30	7	15	22	6	15	3	8	18	3	6	30	6	139
6:45	1	17	14	9	23	4	10	9	3	8	41	3	142
7:00													0
7:15													0
7:30													0
7:45													0

Total Volume:	17	53	68	29	63	19	33	42	10	24	114	21	493
Approach %	12%	38%	49%	26%	57%	17%	39%	49%	12%	15%	72%	13%	

Peak Hr Begin:	6:00												
PHV	17	53	68	29	63	19	33	42	10	24	114	21	493
PHF	0.784			0.771			0.733			0.764			0.868



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Turning Movement Count Report PM

Location ID: 2
 North/South: Newcomb St
 East/West: Henderson Ave

Date: 07/24/14
 City: Porterville, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
14:00													0
14:15													0
14:30	3	27	24	39	65	33	33	30	7	9	69	3	342
14:45	5	35	25	36	62	35	33	26	13	6	51	4	331
15:00	4	34	25	37	57	34	31	28	9	9	56	4	328
15:15	4	29	22	39	73	37	41	35	16	5	57	5	363
15:30													0
15:45													0

Total Volume:	16	125	96	151	257	139	138	119	45	29	233	16	1364
Approach %	7%	53%	41%	28%	47%	25%	46%	39%	15%	10%	84%	6%	

Peak Hr Begin:	14:30												
PHV	16	125	96	151	257	139	138	119	45	29	233	16	1364
PHF	0.912			0.918			0.821			0.858			0.939



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Turning Movement Count Report AM

Location ID: 1
 North/South: Prospect St
 East/West: Grand Ave

Date: 07/24/14
 City: Porterville, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
6:00	8	7	0	4	0	1	0	14	7	7	2	5	55
6:15	2	8	5	6	0	0	0	15	3	8	1	4	52
6:30	7	10	2	6	0	1	0	13	5	1	0	4	49
6:45	6	19	1	6	0	2	0	20	7	10	0	5	76
7:00													0
7:15													0
7:30													0
7:45													0

Total Volume:	23	44	8	22	0	4	0	62	22	26	3	18	232
Approach %	31%	59%	11%	85%	0%	15%	0%	74%	26%	55%	6%	38%	

Peak Hr Begin:	6:00												
PHV	23	44	8	22	0	4	0	62	22	26	3	18	232
PHF	0.721			0.813			0.778			0.783			0.763



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Turning Movement Count Report PM

Location ID: 1
 North/South: Prospect St
 East/West: Grand Ave

Date: 07/24/14
 City: Porterville, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
14:00													0
14:15													0
14:30	4	88	10	5	0	1	2	86	3	12	0	10	221
14:45	2	76	11	7	1	3	2	82	4	5	0	3	196
15:00	4	81	6	9	1	3	2	80	5	4	0	3	198
15:15	3	64	10	4	0	4	1	87	3	0	0	4	180
15:30													0
15:45													0

Total Volume:	13	309	37	25	2	11	7	335	15	21	0	20	795
Approach %	4%	86%	10%	66%	5%	29%	2%	94%	4%	51%	0%	49%	

Peak Hr Begin:	14:30												
PHV	13	309	37	25	2	11	7	335	15	21	0	20	795
PHF	0.880			0.731			0.981			0.466			0.899



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Intersection 1
N Newcomb St & Henderson Ave

HCM Signalized Intersection Capacity Analysis
1: N Newcomb St & Henderson Ave

PM Existing
2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.92		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3470		1770	1863	1549	1770	3219		1770	3468	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3470		1770	1863	1549	1770	3219		1770	3468	
Volume (vph)	16	233	29	139	257	151	45	119	138	96	125	16
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	253	32	151	279	164	49	129	150	104	136	17
RTOR Reduction (vph)	0	7	0	0	0	69	0	133	0	0	12	0
Lane Group Flow (vph)	17	278	0	151	279	95	49	146	0	104	141	0
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8											
Actuated Green, G (s)	3.0	37.4		23.2	57.6	57.6	5.7	10.6		10.6	15.5	
Effective Green, g (s)	3.5	38.0		23.7	58.2	58.2	6.2	11.2		11.1	16.1	
Actuated g/C Ratio	0.04	0.38		0.24	0.58	0.58	0.06	0.11		0.11	0.16	
Clearance Time (s)	4.5	4.6		4.5	4.6	4.6	4.5	4.6		4.5	4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	62	1319		419	1084	902	110	361		196	558	
v/s Ratio Prot	0.01	c0.08		c0.09	c0.15		0.03	c0.05		c0.06	0.04	
v/s Ratio Perm	0.06											
v/c Ratio	0.27	0.21		0.36	0.26	0.11	0.45	0.40		0.53	0.25	
Uniform Delay, d1	47.0	20.9		31.8	10.3	9.3	45.2	41.3		42.0	36.7	
Progression Factor	1.00	1.00		0.71	0.36	0.15	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.4	0.4		0.5	0.6	0.2	2.9	0.7		2.7	0.2	
Delay (s)	49.4	21.3		23.0	4.3	1.7	48.1	42.0		44.7	36.9	
Level of Service	D	C		C	A	A	D	D		D	D	
Approach Delay (s)	22.8			8.3			42.9			40.1		
Approach LOS	C			A			D			D		

Intersection Summary

HCM Average Control Delay	24.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	45.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

PM Existing+Project

1: N Newcomb St & Henderson Ave

2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.92		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3471		1770	1863	1549	1770	3219		1770	3468	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3471		1770	1863	1549	1770	3219		1770	3468	
Volume (vph)	16	236	29	139	257	151	45	119	138	96	125	16
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	257	32	151	279	164	49	129	150	104	136	17
RTOR Reduction (vph)	0	7	0	0	0	69	0	133	0	0	12	0
Lane Group Flow (vph)	17	282	0	151	279	95	49	146	0	104	141	0
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8											
Actuated Green, G (s)	3.0	37.4		23.2	57.6	57.6	5.7	10.6		10.6	15.5	
Effective Green, g (s)	3.5	38.0		23.7	58.2	58.2	6.2	11.2		11.1	16.1	
Actuated g/C Ratio	0.04	0.38		0.24	0.58	0.58	0.06	0.11		0.11	0.16	
Clearance Time (s)	4.5	4.6		4.5	4.6	4.6	4.5	4.6		4.5	4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	62	1319		419	1084	902	110	361		196	558	
v/s Ratio Prot	0.01	c0.08		c0.09	c0.15		0.03	c0.05		c0.06	0.04	
v/s Ratio Perm	0.06											
v/c Ratio	0.27	0.21		0.36	0.26	0.11	0.45	0.40		0.53	0.25	
Uniform Delay, d1	47.0	20.9		31.8	10.3	9.3	45.2	41.3		42.0	36.7	
Progression Factor	1.00	1.00		0.58	0.21	0.01	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.4	0.4		0.5	0.6	0.2	2.9	0.7		2.7	0.2	
Delay (s)	49.4	21.3		18.8	2.7	0.4	48.1	42.0		44.7	36.9	
Level of Service	D	C		B	A	A	D	D		D	D	
Approach Delay (s)	22.8			6.2			42.9			40.1		
Approach LOS	C			A			D			D		

Intersection Summary

HCM Average Control Delay	23.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	45.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

PM Future

1: N Newcomb St & Henderson Ave

2035



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.92		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3471		1770	1863	1549	1770	3220		1770	3467	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3471		1770	1863	1549	1770	3220		1770	3467	
Volume (vph)	24	353	44	211	390	229	68	180	209	146	189	24
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	384	48	229	424	249	74	196	227	159	205	26
RTOR Reduction (vph)	0	8	0	0	0	119	0	198	0	0	11	0
Lane Group Flow (vph)	26	424	0	229	424	130	74	225	0	159	220	0
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8											
Actuated Green, G (s)	3.1	28.9		25.9	51.7	51.7	7.9	12.0		15.0	19.1	
Effective Green, g (s)	3.6	29.5		26.4	52.3	52.3	8.4	12.6		15.5	19.7	
Actuated g/C Ratio	0.04	0.29		0.26	0.52	0.52	0.08	0.13		0.16	0.20	
Clearance Time (s)	4.5	4.6		4.5	4.6	4.6	4.5	4.6		4.5	4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	64	1024		467	974	810	149	406		274	683	
v/s Ratio Prot	0.01	c0.12		c0.13	c0.23		0.04	c0.07		c0.09	0.06	
v/s Ratio Perm	0.08											
v/c Ratio	0.41	0.41		0.49	0.44	0.16	0.50	0.55		0.58	0.32	
Uniform Delay, d1	47.2	28.3		31.1	14.7	12.4	43.8	41.1		39.2	34.4	
Progression Factor	1.00	1.00		0.51	0.33	0.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.2	1.2		0.7	1.2	0.3	2.6	1.6		3.1	0.3	
Delay (s)	51.3	29.5		16.5	6.1	0.4	46.4	42.7		42.3	34.7	
Level of Service	D	C		B	A	A	D	D		D	C	
Approach Delay (s)	30.8			7.1			43.2			37.8		
Approach LOS	C			A			D			D		

Intersection Summary

HCM Average Control Delay	25.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	57.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.92		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3471		1770	1863	1549	1770	3220		1770	3467	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3471		1770	1863	1549	1770	3220		1770	3467	
Volume (vph)	24	356	44	211	390	229	68	180	209	146	189	24
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	387	48	229	424	249	74	196	227	159	205	26
RTOR Reduction (vph)	0	8	0	0	0	119	0	198	0	0	11	0
Lane Group Flow (vph)	26	427	0	229	424	130	74	225	0	159	220	0
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8											
Actuated Green, G (s)	3.1	28.9		25.9	51.7	51.7	7.9	12.0		15.0	19.1	
Effective Green, g (s)	3.6	29.5		26.4	52.3	52.3	8.4	12.6		15.5	19.7	
Actuated g/C Ratio	0.04	0.29		0.26	0.52	0.52	0.08	0.13		0.16	0.20	
Clearance Time (s)	4.5	4.6		4.5	4.6	4.6	4.5	4.6		4.5	4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	64	1024		467	974	810	149	406		274	683	
v/s Ratio Prot	0.01	c0.12		c0.13	c0.23		0.04	c0.07		c0.09	0.06	
v/s Ratio Perm	0.08											
v/c Ratio	0.41	0.42		0.49	0.44	0.16	0.50	0.55		0.58	0.32	
Uniform Delay, d1	47.2	28.3		31.1	14.7	12.4	43.8	41.1		39.2	34.4	
Progression Factor	1.00	1.00		0.51	0.31	0.05	1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.2	1.2		0.7	1.2	0.4	2.6	1.6		3.1	0.3	
Delay (s)	51.3	29.6		16.7	5.7	1.0	46.4	42.7		42.3	34.7	
Level of Service	D	C		B	A	A	D	D		D	C	
Approach Delay (s)	30.8			7.2			43.2			37.8		
Approach LOS	C			A			D			D		

Intersection Summary

HCM Average Control Delay	25.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	57.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

AM Existing

1: N Newcomb St & Henderson Ave

2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.93		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3433		1770	1863	1549	1770	3277		1770	3389	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3433		1770	1863	1549	1770	3277		1770	3389	
Volume (vph)	21	114	24	19	63	29	10	42	33	68	53	17
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	124	26	21	68	32	11	46	36	74	58	18
RTOR Reduction (vph)	0	10	0	0	0	13	0	33	0	0	15	0
Lane Group Flow (vph)	23	140	0	21	68	19	11	49	0	74	61	0
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	3.2	58.3		5.6	60.7	60.7	1.5	8.9		11.0	18.4	
Effective Green, g (s)	3.7	58.9		6.1	61.3	61.3	2.0	9.5		11.5	19.0	
Actuated g/C Ratio	0.04	0.58		0.06	0.60	0.60	0.02	0.09		0.11	0.19	
Clearance Time (s)	4.5	4.6		4.5	4.6	4.6	4.5	4.6		4.5	4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	64	1982		106	1120	931	35	305		200	631	
v/s Ratio Prot	c0.01	c0.04		c0.01	0.04		c0.01	c0.02		c0.04	0.02	
v/s Ratio Perm						0.01						
v/c Ratio	0.36	0.07		0.20	0.06	0.02	0.31	0.16		0.37	0.10	
Uniform Delay, d1	48.0	9.5		45.6	8.4	8.2	49.3	42.6		41.9	34.4	
Progression Factor	1.00	1.00		0.61	0.29	0.20	1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.4	0.1		0.9	0.1	0.0	5.1	0.3		1.2	0.1	
Delay (s)	51.4	9.6		28.9	2.5	1.7	54.4	42.8		43.1	34.5	
Level of Service	D	A		C	A	A	D	D		D	C	
Approach Delay (s)		15.1			6.9			44.2			38.7	
Approach LOS		B			A			D			D	

Intersection Summary

HCM Average Control Delay	24.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.14		
Actuated Cycle Length (s)	102.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	34.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

AM Existing+Project

1: N Newcomb St & Henderson Ave

2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.93		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3433		1770	1863	1549	1770	3277		1770	3389	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3433		1770	1863	1549	1770	3277		1770	3389	
Volume (vph)	21	114	24	19	66	29	10	42	33	68	53	17
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	124	26	21	72	32	11	46	36	74	58	18
RTOR Reduction (vph)	0	10	0	0	0	13	0	33	0	0	15	0
Lane Group Flow (vph)	23	140	0	21	72	19	11	49	0	74	61	0
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8											
Actuated Green, G (s)	3.2	58.3		5.6	60.7	60.7	1.5	8.9		11.0	18.4	
Effective Green, g (s)	3.7	58.9		6.1	61.3	61.3	2.0	9.5		11.5	19.0	
Actuated g/C Ratio	0.04	0.58		0.06	0.60	0.60	0.02	0.09		0.11	0.19	
Clearance Time (s)	4.5	4.6		4.5	4.6	4.6	4.5	4.6		4.5	4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	64	1982		106	1120	931	35	305		200	631	
v/s Ratio Prot	c0.01	c0.04		c0.01	0.04		c0.01	c0.02		c0.04	0.02	
v/s Ratio Perm	0.01											
v/c Ratio	0.36	0.07		0.20	0.06	0.02	0.31	0.16		0.37	0.10	
Uniform Delay, d1	48.0	9.5		45.6	8.4	8.2	49.3	42.6		41.9	34.4	
Progression Factor	1.00	1.00		0.75	0.68	0.43	1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.4	0.1		0.9	0.1	0.0	5.1	0.3		1.2	0.1	
Delay (s)	51.4	9.6		35.0	5.9	3.6	54.4	42.8		43.1	34.5	
Level of Service	D	A		D	A	A	D	D		D	C	
Approach Delay (s)	15.1			10.2			44.2			38.7		
Approach LOS	B			B			D			D		

Intersection Summary

HCM Average Control Delay	25.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.14		
Actuated Cycle Length (s)	102.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	34.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

AM Future

1: N Newcomb St & Henderson Ave

2035



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.93		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3434		1770	1863	1549	1770	3279		1770	3384	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3434		1770	1863	1549	1770	3279		1770	3384	
Volume (vph)	32	173	36	29	95	44	15	64	50	103	80	26
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	35	188	39	32	103	48	16	70	54	112	87	28
RTOR Reduction (vph)	0	11	0	0	0	22	0	49	0	0	22	0
Lane Group Flow (vph)	35	216	0	32	103	26	16	75	0	112	93	0
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8											
Actuated Green, G (s)	5.1	51.1		8.2	54.2	54.2	3.0	9.3		14.2	20.5	
Effective Green, g (s)	5.6	51.7		8.7	54.8	54.8	3.5	9.9		14.7	21.1	
Actuated g/C Ratio	0.06	0.51		0.09	0.54	0.54	0.03	0.10		0.15	0.21	
Clearance Time (s)	4.5	4.6		4.5	4.6	4.6	4.5	4.6		4.5	4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	98	1758		152	1011	840	61	321		258	707	
v/s Ratio Prot	c0.02	c0.06		c0.02	0.06		0.01	c0.02		c0.06	0.03	
v/s Ratio Perm	0.02											
v/c Ratio	0.36	0.12		0.21	0.10	0.03	0.26	0.23		0.43	0.13	
Uniform Delay, d1	46.0	12.8		43.0	11.2	10.7	47.5	42.1		39.4	32.5	
Progression Factor	1.00	1.00		0.73	0.38	0.17	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.2	0.1		0.7	0.2	0.1	2.3	0.4		1.2	0.1	
Delay (s)	48.2	13.0		32.2	4.4	1.9	49.8	42.4		40.5	32.6	
Level of Service	D	B		C	A	A	D	D		D	C	
Approach Delay (s)	17.7			8.6			43.3			36.5		
Approach LOS	B			A			D			D		

Intersection Summary

HCM Average Control Delay	25.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.21		
Actuated Cycle Length (s)	101.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	39.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.93		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3434		1770	1863	1549	1770	3280		1770	3385	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3434		1770	1863	1549	1770	3280		1770	3385	
Volume (vph)	32	173	36	29	98	44	15	64	50	103	80	26
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	35	188	39	32	107	48	16	70	54	112	87	28
RTOR Reduction (vph)	0	11	0	0	0	22	0	49	0	0	22	0
Lane Group Flow (vph)	35	216	0	32	107	26	16	75	0	112	93	0
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8											
Actuated Green, G (s)	5.1	53.4		5.0	53.3	53.3	3.0	9.3		14.1	20.4	
Effective Green, g (s)	5.6	54.0		5.5	53.9	53.9	3.5	9.9		14.6	21.0	
Actuated g/C Ratio	0.06	0.54		0.06	0.54	0.54	0.04	0.10		0.15	0.21	
Clearance Time (s)	4.5	4.6		4.5	4.6	4.6	4.5	4.6		4.5	4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	99	1854		97	1004	835	62	325		258	711	
v/s Ratio Prot	c0.02	c0.06		0.02	0.06		0.01	c0.02		c0.06	0.03	
v/s Ratio Perm	0.02											
v/c Ratio	0.35	0.12		0.33	0.11	0.03	0.26	0.23		0.43	0.13	
Uniform Delay, d1	45.5	11.3		45.5	11.3	10.8	47.0	41.5		38.9	32.1	
Progression Factor	1.00	1.00		0.77	0.44	0.13	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.2	0.1		2.0	0.2	0.1	2.2	0.4		1.2	0.1	
Delay (s)	47.6	11.4		37.2	5.2	1.5	49.2	41.9		40.1	32.2	
Level of Service	D	B		D	A	A	D	D		D	C	
Approach Delay (s)	16.3			9.7			42.7			36.1		
Approach LOS	B			A			D			D		

Intersection Summary			
HCM Average Control Delay	24.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.19		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	39.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Intersection 2
Prospect St & Henderson Ave

HCM Signalized Intersection Capacity Analysis
2: Prospect St & Henderson Ave

PM Existing
2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95		0.91	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00
Satd. Flow (prot)	1770	3539	1554	1770	3539	1549	1763	3316		1610	3297	1556
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.58	1.00		0.95	0.63	1.00
Satd. Flow (perm)	1770	3539	1554	1770	3539	1549	1080	3316		1610	2122	1556
Volume (vph)	134	411	271	87	414	51	75	123	75	262	112	71
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	146	447	295	95	450	55	82	134	82	285	122	77
RTOR Reduction (vph)	0	0	161	0	0	32	0	70	0	0	0	52
Lane Group Flow (vph)	146	447	134	95	450	23	82	146	0	143	264	25
Turn Type	Prot		Perm	Prot		Perm	Perm			Prot		Perm
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases			4			8	2					6
Actuated Green, G (s)	12.4	44.8	44.8	9.1	41.5	41.5	14.6	14.6		13.3	32.4	32.4
Effective Green, g (s)	12.9	45.4	45.4	9.6	42.1	42.1	15.2	15.2		13.8	33.0	33.0
Actuated g/C Ratio	0.13	0.45	0.45	0.10	0.42	0.42	0.15	0.15		0.14	0.33	0.33
Clearance Time (s)	4.5	4.6	4.6	4.5	4.6	4.6	4.6	4.6		4.5	4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	228	1607	706	170	1490	652	164	504		222	862	513
v/s Ratio Prot	c0.08	0.13		c0.05	c0.13			0.04		c0.09	0.04	
v/s Ratio Perm			0.09			0.01	c0.08				0.06	0.02
v/c Ratio	0.64	0.28	0.19	0.56	0.30	0.04	0.50	0.29		0.64	0.31	0.05
Uniform Delay, d1	41.3	17.1	16.3	43.2	19.2	17.0	38.9	37.6		40.8	25.0	22.8
Progression Factor	0.79	0.74	0.60	0.66	0.51	0.24	0.78	0.73		1.00	1.00	1.00
Incremental Delay, d2	5.9	0.4	0.6	3.8	0.5	0.1	2.4	0.3		6.3	0.2	0.0
Delay (s)	38.6	13.0	10.3	32.4	10.3	4.2	32.9	27.7		47.0	25.2	22.9
Level of Service	D	B	B	C	B	A	C	C		D	C	C
Approach Delay (s)		16.3			13.3			29.1			31.3	
Approach LOS		B			B			C			C	

Intersection Summary

HCM Average Control Delay	20.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: Prospect St & Henderson Ave

PM Existing+Project
2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95		0.91	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00
Satd. Flow (prot)	1770	3539	1554	1770	3539	1549	1763	3316		1610	3297	1556
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.51	1.00		0.95	0.69	1.00
Satd. Flow (perm)	1770	3539	1554	1770	3539	1549	948	3316		1610	2334	1556
Volume (vph)	134	411	274	106	414	51	75	123	75	262	112	71
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	146	447	298	115	450	55	82	134	82	285	122	77
RTOR Reduction (vph)	0	0	173	0	0	32	0	70	0	0	0	52
Lane Group Flow (vph)	146	447	125	115	450	23	82	146	0	143	264	25
Turn Type	Prot		Perm	Prot		Perm	Perm			Prot		Perm
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases			4			8	2					6
Actuated Green, G (s)	12.3	41.3	41.3	12.5	41.5	41.5	14.6	14.6		13.4	32.6	32.5
Effective Green, g (s)	12.8	41.9	41.9	13.0	42.1	42.1	15.2	15.2		13.9	33.1	33.1
Actuated g/C Ratio	0.13	0.42	0.42	0.13	0.42	0.42	0.15	0.15		0.14	0.33	0.33
Clearance Time (s)	4.5	4.6	4.6	4.5	4.6	4.6	4.6	4.6		4.5	4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	227	1483	651	230	1490	652	144	504		224	906	515
v/s Ratio Prot	c0.08	c0.13		c0.06	0.13			0.04		c0.09	0.04	
v/s Ratio Perm			0.08			0.01	c0.09				0.06	0.02
v/c Ratio	0.64	0.30	0.19	0.50	0.30	0.04	0.57	0.29		0.64	0.29	0.05
Uniform Delay, d1	41.4	19.3	18.4	40.5	19.2	17.0	39.4	37.6		40.7	24.8	22.8
Progression Factor	0.83	0.72	0.49	0.57	0.39	0.07	0.80	0.71		1.00	1.00	1.00
Incremental Delay, d2	6.0	0.5	0.6	1.6	0.5	0.1	5.1	0.3		5.9	0.2	0.0
Delay (s)	40.5	14.3	9.6	24.8	8.0	1.3	36.5	27.1		46.5	24.9	22.8
Level of Service	D	B	A	C	A	A	D	C		D	C	C
Approach Delay (s)		17.0			10.6			29.6			31.0	
Approach LOS		B			B			C			C	

Intersection Summary

HCM Average Control Delay	19.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: Prospect St & Henderson Ave

PM Future
2035



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95		0.91	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00
Satd. Flow (prot)	1770	3539	1554	1770	3539	1549	1764	3315		1610	3298	1556
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.40	1.00		0.95	0.62	1.00
Satd. Flow (perm)	1770	3539	1554	1770	3539	1549	738	3315		1610	2112	1556
Volume (vph)	203	623	411	132	627	77	114	186	114	397	170	108
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	221	677	447	143	682	84	124	202	124	432	185	117
RTOR Reduction (vph)	0	0	288	0	0	58	0	100	0	0	0	69
Lane Group Flow (vph)	221	677	159	143	682	26	124	226	0	216	401	48
Turn Type	Prot		Perm	Prot		Perm	Perm			Prot		Perm
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases			4			8	2					6
Actuated Green, G (s)	15.2	34.9	34.9	11.0	30.7	30.7	18.9	18.9		17.0	40.5	40.4
Effective Green, g (s)	15.7	35.5	35.5	11.5	31.3	31.3	19.5	19.5		17.5	41.0	41.0
Actuated g/C Ratio	0.16	0.36	0.36	0.12	0.31	0.31	0.20	0.20		0.18	0.41	0.41
Clearance Time (s)	4.5	4.6	4.6	4.5	4.6	4.6	4.6	4.6		4.5	4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	278	1256	552	204	1108	485	144	646		282	1073	638
v/s Ratio Prot	c0.12	0.19		0.08	c0.19			0.07		c0.13	0.07	
v/s Ratio Perm			0.10			0.02	c0.17				0.09	0.03
v/c Ratio	0.79	0.54	0.29	0.70	0.62	0.05	0.86	0.35		0.77	0.37	0.08
Uniform Delay, d1	40.6	25.7	23.2	42.6	29.2	24.0	38.9	34.8		39.3	20.6	18.0
Progression Factor	0.85	0.71	0.53	0.69	0.60	0.51	0.77	0.66		1.00	1.00	1.00
Incremental Delay, d2	14.1	1.6	1.3	9.3	2.3	0.2	37.2	0.3		11.7	0.2	0.1
Delay (s)	48.5	19.9	13.5	38.7	19.8	12.5	67.0	23.4		51.0	20.8	18.0
Level of Service	D	B	B	D	B	B	E	C		D	C	B
Approach Delay (s)		22.5			22.1			35.4			29.2	
Approach LOS		C			C			D			C	

Intersection Summary

HCM Average Control Delay	25.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: Prospect St & Henderson Ave

PM Future+Project
2035



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95		0.91	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00
Satd. Flow (prot)	1770	3539	1554	1770	3539	1549	1764	3315		1610	3298	1556
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.51	1.00		0.95	0.58	1.00
Satd. Flow (perm)	1770	3539	1554	1770	3539	1549	942	3315		1610	1950	1556
Volume (vph)	203	623	414	151	627	77	114	186	114	397	170	108
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	221	677	450	164	682	84	124	202	124	432	185	117
RTOR Reduction (vph)	0	0	286	0	0	57	0	101	0	0	0	72
Lane Group Flow (vph)	221	677	164	164	682	27	124	225	0	216	401	45
Turn Type	Prot		Perm	Prot		Perm	Perm			Prot		Perm
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases			4			8	2					6
Actuated Green, G (s)	16.4	35.8	35.8	12.5	31.9	31.9	17.8	17.8		15.7	38.0	38.0
Effective Green, g (s)	16.9	36.4	36.4	13.0	32.5	32.5	18.4	18.4		16.2	38.6	38.6
Actuated g/C Ratio	0.17	0.36	0.36	0.13	0.32	0.32	0.18	0.18		0.16	0.39	0.39
Clearance Time (s)	4.5	4.6	4.6	4.5	4.6	4.6	4.6	4.6		4.5	4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	299	1288	566	230	1150	503	173	610		261	971	601
v/s Ratio Prot	c0.12	0.19		c0.09	c0.19			0.07		c0.13	0.07	
v/s Ratio Perm			0.11			0.02	c0.13				0.09	0.03
v/c Ratio	0.74	0.53	0.29	0.71	0.59	0.05	0.72	0.37		0.83	0.41	0.08
Uniform Delay, d1	39.5	25.0	22.6	41.7	28.2	23.2	38.4	35.7		40.5	22.4	19.4
Progression Factor	0.79	0.72	0.59	0.67	0.58	0.42	0.80	0.70		1.00	1.00	1.00
Incremental Delay, d2	8.9	1.5	1.3	8.9	2.0	0.2	13.0	0.4		18.9	0.3	0.1
Delay (s)	40.2	19.5	14.5	37.1	18.2	9.9	43.7	25.2		59.5	22.7	19.5
Level of Service	D	B	B	D	B	A	D	C		E	C	B
Approach Delay (s)		21.2			20.8			30.3			33.0	
Approach LOS		C			C			C			C	

Intersection Summary

HCM Average Control Delay	24.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: Prospect St & Henderson Ave

AM Existing
2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95		0.91	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00
Satd. Flow (prot)	1770	3539	1554	1770	3539	1549	1760	3107		1610	3284	1556
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.71	1.00		0.95	0.83	1.00
Satd. Flow (perm)	1770	3539	1554	1770	3539	1549	1321	3107		1610	2803	1556
Volume (vph)	25	96	41	10	162	21	24	14	39	69	23	14
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	104	45	11	176	23	26	15	42	75	25	15
RTOR Reduction (vph)	0	0	16	0	0	8	0	37	0	0	0	12
Lane Group Flow (vph)	27	104	29	11	176	15	26	20	0	38	62	3
Turn Type	Prot		Perm	Prot		Perm	Perm			Prot		Perm
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases			4			8	2					6
Actuated Green, G (s)	3.2	65.3	65.3	2.0	64.1	64.1	11.1	11.1		5.4	21.1	21.0
Effective Green, g (s)	3.7	65.9	65.9	2.5	64.7	64.7	11.7	11.7		5.9	21.6	21.6
Actuated g/C Ratio	0.04	0.65	0.65	0.02	0.63	0.63	0.11	0.11		0.06	0.21	0.21
Clearance Time (s)	4.5	4.6	4.6	4.5	4.6	4.6	4.6	4.6		4.5	4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	64	2286	1004	43	2245	983	152	356		93	621	330
v/s Ratio Prot	c0.02	0.03		c0.01	c0.05			0.01		c0.02	0.01	
v/s Ratio Perm			0.02			0.01	c0.02				0.02	0.00
v/c Ratio	0.42	0.05	0.03	0.26	0.08	0.01	0.17	0.06		0.41	0.10	0.01
Uniform Delay, d1	48.1	6.6	6.5	48.8	7.2	6.9	40.8	40.2		46.4	32.4	31.8
Progression Factor	0.79	0.56	0.49	0.71	0.69	0.47	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.4	0.0	0.1	3.1	0.1	0.0	0.5	0.1		2.9	0.1	0.0
Delay (s)	42.4	3.7	3.2	37.8	5.0	3.3	41.3	40.3		49.3	32.4	31.8
Level of Service	D	A	A	D	A	A	D	D		D	C	C
Approach Delay (s)		9.5			6.5			40.6			37.9	
Approach LOS		A			A			D			D	

Intersection Summary

HCM Average Control Delay	18.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.14		
Actuated Cycle Length (s)	102.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	38.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: Prospect St & Henderson Ave

AM Existing+Project
2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95		0.91	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.88		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00
Satd. Flow (prot)	1770	3539	1554	1770	3539	1549	1760	3066		1610	3284	1556
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.71	1.00		0.95	0.82	1.00
Satd. Flow (perm)	1770	3539	1554	1770	3539	1549	1321	3066		1610	2781	1556
Volume (vph)	25	96	41	10	162	21	27	14	58	69	23	14
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	104	45	11	176	23	29	15	63	75	25	15
RTOR Reduction (vph)	0	0	16	0	0	8	0	56	0	0	0	12
Lane Group Flow (vph)	27	104	29	11	176	15	29	22	0	38	62	3
Turn Type	Prot		Perm	Prot		Perm	Perm			Prot		Perm
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases			4			8	2					6
Actuated Green, G (s)	3.3	65.5	65.5	2.0	64.2	64.2	10.9	10.9		5.4	20.9	20.8
Effective Green, g (s)	3.8	66.1	66.1	2.5	64.8	64.8	11.5	11.5		5.9	21.4	21.4
Actuated g/C Ratio	0.04	0.65	0.65	0.02	0.64	0.64	0.11	0.11		0.06	0.21	0.21
Clearance Time (s)	4.5	4.6	4.6	4.5	4.6	4.6	4.6	4.6		4.5	4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	66	2293	1007	43	2248	984	149	346		93	613	326
v/s Ratio Prot	c0.02	0.03		c0.01	c0.05			0.01		c0.02	0.01	
v/s Ratio Perm			0.02			0.01	c0.02				0.02	0.00
v/c Ratio	0.41	0.05	0.03	0.26	0.08	0.01	0.19	0.06		0.41	0.10	0.01
Uniform Delay, d1	48.0	6.5	6.4	48.8	7.1	6.8	41.0	40.4		46.4	32.5	31.9
Progression Factor	0.67	0.68	0.76	0.68	0.68	0.46	0.75	0.64		1.00	1.00	1.00
Incremental Delay, d2	4.0	0.0	0.1	3.1	0.1	0.0	0.6	0.1		2.9	0.1	0.0
Delay (s)	36.2	4.5	4.9	36.4	4.9	3.2	31.3	26.1		49.3	32.6	31.9
Level of Service	D	A	A	D	A	A	C	C		D	C	C
Approach Delay (s)		9.5			6.4			27.5			38.0	
Approach LOS		A			A			C			D	

Intersection Summary

HCM Average Control Delay	17.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.14		
Actuated Cycle Length (s)	102.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	38.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: Prospect St & Henderson Ave

AM Future
2035



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95		0.91	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00
Satd. Flow (prot)	1770	3539	1554	1770	3539	1549	1761	3108		1610	3285	1556
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.69	1.00		0.95	0.77	1.00
Satd. Flow (perm)	1770	3539	1554	1770	3539	1549	1278	3108		1610	2604	1556
Volume (vph)	38	146	62	15	246	32	36	21	59	105	35	21
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	41	159	67	16	267	35	39	23	64	114	38	23
RTOR Reduction (vph)	0	0	26	0	0	14	0	57	0	0	0	18
Lane Group Flow (vph)	41	159	41	16	267	21	39	30	0	57	95	5
Turn Type	Prot		Perm	Prot		Perm	Perm			Prot		Perm
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases			4			8	2					6
Actuated Green, G (s)	5.2	60.5	60.5	3.6	58.9	58.9	11.0	11.0		7.7	23.2	23.2
Effective Green, g (s)	5.7	61.1	61.1	4.1	59.5	59.5	11.6	11.6		8.2	23.8	23.8
Actuated g/C Ratio	0.06	0.60	0.60	0.04	0.59	0.59	0.11	0.11		0.08	0.24	0.24
Clearance Time (s)	4.5	4.6	4.6	4.5	4.6	4.6	4.6	4.6		4.5	4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	100	2141	940	72	2085	913	147	357		131	669	367
v/s Ratio Prot	c0.02	0.04		c0.01	c0.08			0.01		c0.04	0.01	
v/s Ratio Perm			0.03			0.01	c0.03				0.02	0.00
v/c Ratio	0.41	0.07	0.04	0.22	0.13	0.02	0.27	0.09		0.44	0.14	0.01
Uniform Delay, d1	46.0	8.3	8.1	46.9	9.2	8.6	40.8	40.0		44.2	30.5	29.6
Progression Factor	0.68	0.63	0.74	0.91	0.80	0.86	0.82	0.79		1.00	1.00	1.00
Incremental Delay, d2	2.7	0.1	0.1	1.6	0.1	0.0	1.0	0.1		2.3	0.1	0.0
Delay (s)	33.7	5.3	6.1	44.1	7.5	7.5	34.6	31.5		46.5	30.6	29.6
Level of Service	C	A	A	D	A	A	C	C		D	C	C
Approach Delay (s)		9.9			9.4			32.4			35.7	
Approach LOS		A			A			C			D	

Intersection Summary

HCM Average Control Delay	18.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.21		
Actuated Cycle Length (s)	101.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	44.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: Prospect St & Henderson Ave

AM Future+Project
2035



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95		0.91	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.88		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00
Satd. Flow (prot)	1770	3539	1554	1770	3539	1549	1761	3079		1610	3285	1556
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.69	1.00		0.95	0.77	1.00
Satd. Flow (perm)	1770	3539	1554	1770	3539	1549	1278	3079		1610	2592	1556
Volume (vph)	38	146	62	15	246	32	39	21	78	105	35	21
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	41	159	67	16	267	35	42	23	85	114	38	23
RTOR Reduction (vph)	0	0	27	0	0	15	0	75	0	0	0	18
Lane Group Flow (vph)	41	159	40	16	267	20	42	33	0	57	95	5
Turn Type	Prot		Perm	Prot		Perm	Perm			Prot		Perm
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases			4			8	2					6
Actuated Green, G (s)	5.1	59.4	59.4	3.6	57.9	57.9	11.1	11.1		7.7	23.3	23.3
Effective Green, g (s)	5.6	60.0	60.0	4.1	58.5	58.5	11.7	11.7		8.2	23.9	23.9
Actuated g/C Ratio	0.06	0.60	0.60	0.04	0.58	0.58	0.12	0.12		0.08	0.24	0.24
Clearance Time (s)	4.5	4.6	4.6	4.5	4.6	4.6	4.6	4.6		4.5	4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	99	2123	932	73	2070	906	150	360		132	676	372
v/s Ratio Prot	c0.02	0.04		c0.01	c0.08			0.01		c0.04	0.01	
v/s Ratio Perm			0.03			0.01	c0.03				0.02	0.00
v/c Ratio	0.41	0.07	0.04	0.22	0.13	0.02	0.28	0.09		0.43	0.14	0.01
Uniform Delay, d1	45.6	8.4	8.2	46.4	9.3	8.7	40.3	39.4		43.7	30.0	29.1
Progression Factor	0.69	0.71	0.71	0.81	0.59	0.36	0.65	0.25		1.00	1.00	1.00
Incremental Delay, d2	2.7	0.1	0.1	1.5	0.1	0.0	1.0	0.1		2.3	0.1	0.0
Delay (s)	34.2	6.0	5.9	39.2	5.6	3.2	27.2	9.8		45.9	30.1	29.1
Level of Service	C	A	A	D	A	A	C	A		D	C	C
Approach Delay (s)		10.3			7.1			14.7			35.1	
Approach LOS		B			A			B			D	

Intersection Summary

HCM Average Control Delay	14.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.21		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	44.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Intersection 3
SR 65 SB Ramps & Henderson Ave

HCM Signalized Intersection Capacity Analysis
 3: SR 65 SB Ramps & Henderson Ave

PM Existing
 2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0						4.0	4.0
Lane Util. Factor		0.95	1.00	1.00	0.95						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3539	1519	1770	3539						1756	1552
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (perm)		3539	1519	1770	3539						1756	1552
Volume (vph)	0	617	209	85	779	0	0	0	0	109	0	104
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	671	227	92	847	0	0	0	0	118	0	113
RTOR Reduction (vph)	0	0	76	0	0	0	0	0	0	0	0	99
Lane Group Flow (vph)	0	671	151	92	847	0	0	0	0	0	118	14
Turn Type			Perm	Prot						Perm		Perm
Protected Phases		4		3	8						6	
Permitted Phases			4							6		6
Actuated Green, G (s)		66.0	66.0	8.8	79.3						12.1	12.1
Effective Green, g (s)		66.6	66.6	9.3	79.9						12.1	12.1
Actuated g/C Ratio		0.67	0.67	0.09	0.80						0.12	0.12
Clearance Time (s)		4.6	4.6	4.5	4.6						4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		2357	1012	165	2828						212	188
v/s Ratio Prot		0.19		c0.05	c0.24							
v/s Ratio Perm			0.10								0.07	0.01
v/c Ratio		0.28	0.15	0.56	0.30						0.56	0.07
Uniform Delay, d1		6.9	6.2	43.4	2.7						41.4	39.0
Progression Factor		0.47	0.48	1.38	0.13						1.00	1.00
Incremental Delay, d2		0.3	0.3	3.5	0.2						3.1	0.2
Delay (s)		3.5	3.3	63.2	0.6						44.6	39.1
Level of Service		A	A	E	A						D	D
Approach Delay (s)		3.5			6.7			0.0			41.9	
Approach LOS		A			A			A			D	
Intersection Summary												
HCM Average Control Delay			9.2		HCM Level of Service					A		
HCM Volume to Capacity ratio			0.35									
Actuated Cycle Length (s)			100.0		Sum of lost time (s)			8.0				
Intersection Capacity Utilization			47.6%		ICU Level of Service			A				
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
 3: SR 65 SB Ramps & Henderson Ave

PM Existing+Project
 2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0						4.0	4.0
Lane Util. Factor		0.95	1.00	1.00	0.95						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3539	1519	1770	3539						1756	1552
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (perm)		3539	1519	1770	3539						1756	1552
Volume (vph)	0	617	209	85	788	0	0	0	0	109	0	114
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	671	227	92	857	0	0	0	0	118	0	124
RTOR Reduction (vph)	0	0	94	0	0	0	0	0	0	0	0	109
Lane Group Flow (vph)	0	671	133	92	857	0	0	0	0	0	118	15
Turn Type			Perm	Prot						Perm		Perm
Protected Phases		4		3	8						6	
Permitted Phases			4							6		6
Actuated Green, G (s)		57.8	57.8	17.0	79.3						12.1	12.1
Effective Green, g (s)		58.4	58.4	17.5	79.9						12.1	12.1
Actuated g/C Ratio		0.58	0.58	0.18	0.80						0.12	0.12
Clearance Time (s)		4.6	4.6	4.5	4.6						4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		2067	887	310	2828						212	188
v/s Ratio Prot		c0.19		0.05	c0.24							
v/s Ratio Perm			0.09								0.07	0.01
v/c Ratio		0.32	0.15	0.30	0.30						0.56	0.08
Uniform Delay, d1		10.7	9.5	35.9	2.7						41.4	39.0
Progression Factor		0.41	0.31	1.38	1.20						1.00	1.00
Incremental Delay, d2		0.4	0.3	0.5	0.2						3.1	0.2
Delay (s)		4.7	3.3	49.9	3.4						44.6	39.2
Level of Service		A	A	D	A						D	D
Approach Delay (s)		4.4			7.9			0.0			41.8	
Approach LOS		A			A			A			D	

Intersection Summary		
HCM Average Control Delay	10.3	HCM Level of Service B
HCM Volume to Capacity ratio	0.35	
Actuated Cycle Length (s)	100.0	Sum of lost time (s) 8.0
Intersection Capacity Utilization	48.1%	ICU Level of Service A
Analysis Period (min)	15	

HCM Signalized Intersection Capacity Analysis
 3: SR 65 SB Ramps & Henderson Ave

PM Future
 2035



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0						4.0	4.0
Lane Util. Factor		0.95	1.00	1.00	0.95						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3539	1519	1770	3539						1756	1552
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (perm)		3539	1519	1770	3539						1756	1552
Volume (vph)	0	935	317	129	1181	0	0	0	0	165	0	158
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1016	345	140	1284	0	0	0	0	179	0	172
RTOR Reduction (vph)	0	0	163	0	0	0	0	0	0	0	0	74
Lane Group Flow (vph)	0	1016	182	140	1284	0	0	0	0	0	179	98
Turn Type			Perm	Prot						Perm		Perm
Protected Phases		4		3	8						6	
Permitted Phases			4							6		6
Actuated Green, G (s)		52.1	52.1	19.9	76.5						14.9	14.9
Effective Green, g (s)		52.7	52.7	20.4	77.1						14.9	14.9
Actuated g/C Ratio		0.53	0.53	0.20	0.77						0.15	0.15
Clearance Time (s)		4.6	4.6	4.5	4.6						4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		1865	801	361	2729						262	231
v/s Ratio Prot		c0.29		0.08	c0.36							
v/s Ratio Perm			0.12								0.10	0.06
v/c Ratio		0.54	0.23	0.39	0.47						0.68	0.42
Uniform Delay, d1		15.7	12.7	34.4	4.1						40.3	38.7
Progression Factor		0.54	0.51	1.22	0.96						1.00	1.00
Incremental Delay, d2		1.0	0.6	0.5	0.4						7.2	1.3
Delay (s)		9.5	7.0	42.6	4.4						47.5	39.9
Level of Service		A	A	D	A						D	D
Approach Delay (s)		8.9			8.1		0.0				43.8	
Approach LOS		A			A		A				D	

Intersection Summary

HCM Average Control Delay	12.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
 3: SR 65 SB Ramps & Henderson Ave

PM Future+Project
 2035



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0						4.0	4.0
Lane Util. Factor		0.95	1.00	1.00	0.95						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3539	1519	1770	3539						1756	1552
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (perm)		3539	1519	1770	3539						1756	1552
Volume (vph)	0	935	317	129	1190	0	0	0	0	165	0	168
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1016	345	140	1293	0	0	0	0	179	0	183
RTOR Reduction (vph)	0	0	164	0	0	0	0	0	0	0	0	73
Lane Group Flow (vph)	0	1016	181	140	1293	0	0	0	0	0	179	110
Turn Type			Perm	Prot						Perm		Perm
Protected Phases		4		3	8						6	
Permitted Phases			4							6		6
Actuated Green, G (s)		51.9	51.9	19.9	76.3						15.1	15.1
Effective Green, g (s)		52.5	52.5	20.4	76.9						15.1	15.1
Actuated g/C Ratio		0.52	0.52	0.20	0.77						0.15	0.15
Clearance Time (s)		4.6	4.6	4.5	4.6						4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		1858	797	361	2721						265	234
v/s Ratio Prot		c0.29		0.08	c0.37							
v/s Ratio Perm			0.12								0.10	0.07
v/c Ratio		0.55	0.23	0.39	0.48						0.68	0.47
Uniform Delay, d1		15.8	12.8	34.4	4.2						40.1	38.8
Progression Factor		0.69	1.59	1.19	0.89						1.00	1.00
Incremental Delay, d2		1.0	0.6	0.5	0.4						6.7	1.5
Delay (s)		12.0	21.0	41.5	4.1						46.8	40.3
Level of Service		B	C	D	A						D	D
Approach Delay (s)		14.3			7.8			0.0			43.5	
Approach LOS		B			A			A			D	
Intersection Summary												
HCM Average Control Delay			14.7			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			67.5%			ICU Level of Service			C			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
 3: SR 65 SB Ramps & Henderson Ave

AM Existing
 2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0						4.0	4.0
Lane Util. Factor		0.95	1.00	1.00	0.95						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3539	1519	1770	3539						1755	1552
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (perm)		3539	1519	1770	3539						1755	1552
Volume (vph)	0	154	128	35	167	0	0	0	0	65	0	44
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	167	139	38	182	0	0	0	0	71	0	48
RTOR Reduction (vph)	0	0	49	0	0	0	0	0	0	0	0	43
Lane Group Flow (vph)	0	167	90	38	182	0	0	0	0	0	71	5
Turn Type			Perm	Prot						Perm		Perm
Protected Phases		4		3	8						6	
Permitted Phases			4							6		6
Actuated Green, G (s)		65.5	65.5	13.1	83.1						10.3	10.3
Effective Green, g (s)		66.1	66.1	13.6	83.7						10.3	10.3
Actuated g/C Ratio		0.65	0.65	0.13	0.82						0.10	0.10
Clearance Time (s)		4.6	4.6	4.5	4.6						4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		2293	984	236	2904						177	157
v/s Ratio Prot		0.05		0.02	0.05							
v/s Ratio Perm			0.06								0.04	0.00
v/c Ratio		0.07	0.09	0.16	0.06						0.40	0.03
Uniform Delay, d1		6.6	6.7	39.1	1.7						43.0	41.3
Progression Factor		0.70	0.50	0.70	0.68						1.00	1.00
Incremental Delay, d2		0.1	0.2	0.3	0.0						1.5	0.1
Delay (s)		4.7	3.6	27.8	1.2						44.5	41.4
Level of Service		A	A	C	A						D	D
Approach Delay (s)		4.2			5.8			0.0			43.2	
Approach LOS		A			A			A			D	
Intersection Summary												
HCM Average Control Delay			12.0			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.14									
Actuated Cycle Length (s)			102.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			28.8%			ICU Level of Service			A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
 3: SR 65 SB Ramps & Henderson Ave

AM Existing+Project
 2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0						4.0	4.0
Lane Util. Factor		0.95	1.00	1.00	0.95						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3539	1519	1770	3539						1755	1552
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (perm)		3539	1519	1770	3539						1755	1552
Volume (vph)	0	163	138	35	167	0	0	0	0	65	0	44
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	177	150	38	182	0	0	0	0	71	0	48
RTOR Reduction (vph)	0	0	53	0	0	0	0	0	0	0	0	43
Lane Group Flow (vph)	0	177	97	38	182	0	0	0	0	0	71	5
Turn Type			Perm	Prot						Perm		Perm
Protected Phases		4		3	8						6	
Permitted Phases			4							6		6
Actuated Green, G (s)		65.5	65.5	13.1	83.1						10.3	10.3
Effective Green, g (s)		66.1	66.1	13.6	83.7						10.3	10.3
Actuated g/C Ratio		0.65	0.65	0.13	0.82						0.10	0.10
Clearance Time (s)		4.6	4.6	4.5	4.6						4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		2293	984	236	2904						177	157
v/s Ratio Prot		0.05		0.02	0.05							
v/s Ratio Perm			0.06								0.04	0.00
v/c Ratio		0.08	0.10	0.16	0.06						0.40	0.03
Uniform Delay, d1		6.7	6.7	39.1	1.7						43.0	41.3
Progression Factor		0.54	0.04	0.66	0.67						1.00	1.00
Incremental Delay, d2		0.1	0.2	0.3	0.0						1.5	0.1
Delay (s)		3.6	0.4	26.1	1.2						44.5	41.4
Level of Service		A	A	C	A						D	D
Approach Delay (s)		2.2			5.5			0.0			43.2	
Approach LOS		A			A			A			D	

Intersection Summary			
HCM Average Control Delay	10.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.14		
Actuated Cycle Length (s)	102.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	28.8%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
 3: SR 65 SB Ramps & Henderson Ave

AM Future
 2035



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0						4.0	4.0
Lane Util. Factor		0.95	1.00	1.00	0.95						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3539	1519	1770	3539						1755	1552
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (perm)		3539	1519	1770	3539						1755	1552
Volume (vph)	0	233	194	53	253	0	0	0	0	99	0	67
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	253	211	58	275	0	0	0	0	108	0	73
RTOR Reduction (vph)	0	0	66	0	0	0	0	0	0	0	0	65
Lane Group Flow (vph)	0	253	145	58	275	0	0	0	0	0	108	8
Turn Type			Perm	Prot						Perm		Perm
Protected Phases		4		3	8						6	
Permitted Phases			4							6		6
Actuated Green, G (s)		69.0	69.0	7.3	80.8						11.6	11.6
Effective Green, g (s)		69.6	69.6	7.8	81.4						11.6	11.6
Actuated g/C Ratio		0.69	0.69	0.08	0.81						0.11	0.11
Clearance Time (s)		4.6	4.6	4.5	4.6						4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		2439	1047	137	2852						202	178
v/s Ratio Prot		0.07		0.03	0.08							
v/s Ratio Perm			0.10								0.06	0.01
v/c Ratio		0.10	0.14	0.42	0.10						0.53	0.05
Uniform Delay, d1		5.3	5.4	44.5	2.1						42.2	39.8
Progression Factor		0.52	0.04	1.13	0.68						1.00	1.00
Incremental Delay, d2		0.1	0.3	2.1	0.1						2.7	0.1
Delay (s)		2.8	0.5	52.5	1.5						44.9	39.9
Level of Service		A	A	D	A						D	D
Approach Delay (s)		1.8			10.3			0.0			42.9	
Approach LOS		A			B			A			D	
Intersection Summary												
HCM Average Control Delay			12.3			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.22									
Actuated Cycle Length (s)			101.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			33.0%			ICU Level of Service			A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
 3: SR 65 SB Ramps & Henderson Ave

AM Future+Project
 2035



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0						4.0	4.0
Lane Util. Factor		0.95	1.00	1.00	0.95						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3539	1519	1770	3539						1756	1552
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (perm)		3539	1519	1770	3539						1756	1552
Volume (vph)	0	242	204	53	253	0	0	0	0	99	0	67
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	263	222	58	275	0	0	0	0	108	0	73
RTOR Reduction (vph)	0	0	70	0	0	0	0	0	0	0	0	65
Lane Group Flow (vph)	0	263	152	58	275	0	0	0	0	0	108	8
Turn Type			Perm	Prot						Perm		Perm
Protected Phases		4		3	8						6	
Permitted Phases			4							6		6
Actuated Green, G (s)		67.7	67.7	7.6	79.8						11.6	11.6
Effective Green, g (s)		68.3	68.3	8.1	80.4						11.6	11.6
Actuated g/C Ratio		0.68	0.68	0.08	0.80						0.12	0.12
Clearance Time (s)		4.6	4.6	4.5	4.6						4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		2417	1037	143	2845						204	180
v/s Ratio Prot		0.07		0.03	0.08							
v/s Ratio Perm			0.10								0.06	0.01
v/c Ratio		0.11	0.15	0.41	0.10						0.53	0.05
Uniform Delay, d1		5.4	5.6	43.7	2.1						41.6	39.3
Progression Factor		0.52	0.05	1.38	0.48						1.00	1.00
Incremental Delay, d2		0.1	0.3	1.8	0.1						2.5	0.1
Delay (s)		2.9	0.5	62.0	1.1						44.1	39.4
Level of Service		A	A	E	A						D	D
Approach Delay (s)		1.8			11.7			0.0			42.2	
Approach LOS		A			B			A			D	
Intersection Summary												
HCM Average Control Delay			12.4			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.22									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			33.6%			ICU Level of Service			A			
Analysis Period (min)			15									

Intersection 4
SR 65 NB Ramps & Henderson Ave

HCM Signalized Intersection Capacity Analysis
4: SR 65 NB Ramps & Henderson Ave

PM Existing
2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0	4.0			
Lane Util. Factor	1.00	0.95			0.95	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	1770	3539			3539	1519		1752	1549			
Flt Permitted	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	1770	3539			3539	1519		1752	1549			
Volume (vph)	116	600	0	0	604	131	261	0	136	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	126	652	0	0	657	142	284	0	148	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	77	0	0	118	0	0	0
Lane Group Flow (vph)	126	652	0	0	657	65	0	284	30	0	0	0
Turn Type	Prot				Perm		Perm	Perm				
Protected Phases	7	4			8			2				
Permitted Phases						8	2		2			
Actuated Green, G (s)	21.1	70.8			45.2	45.2		20.6	20.6			
Effective Green, g (s)	21.6	71.4			45.8	45.8		20.6	20.6			
Actuated g/C Ratio	0.22	0.71			0.46	0.46		0.21	0.21			
Clearance Time (s)	4.5	4.6			4.6	4.6		4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)	382	2527			1621	696		361	319			
v/s Ratio Prot	c0.07	0.18			c0.19							
v/s Ratio Perm						0.04		0.16	0.02			
v/c Ratio	0.33	0.26			0.41	0.09		0.79	0.10			
Uniform Delay, d1	33.1	5.0			18.0	15.3		37.6	32.2			
Progression Factor	0.87	0.52			1.00	1.00		1.00	1.00			
Incremental Delay, d2	0.5	0.2			0.8	0.3		10.8	0.1			
Delay (s)	29.4	2.9			18.8	15.6		48.4	32.3			
Level of Service	C	A			B	B		D	C			
Approach Delay (s)		7.1			18.2			42.9			0.0	
Approach LOS		A			B			D			A	

Intersection Summary			
HCM Average Control Delay	19.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	47.6%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
4: SR 65 NB Ramps & Henderson Ave

PM Existing+Project
2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0	4.0			
Lane Util. Factor	1.00	0.95			0.95	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	1770	3539			3539	1519		1752	1549			
Flt Permitted	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	1770	3539			3539	1519		1752	1549			
Volume (vph)	116	600	0	0	604	131	270	0	136	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	126	652	0	0	657	142	293	0	148	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	78	0	0	117	0	0	0
Lane Group Flow (vph)	126	652	0	0	657	64	0	293	31	0	0	0
Turn Type	Prot						Perm	Perm	Perm			
Protected Phases	7	4					8			2		
Permitted Phases							8	2	2			
Actuated Green, G (s)	21.1	70.3					44.7	44.7	21.1	21.1		
Effective Green, g (s)	21.6	70.9					45.3	45.3	21.1	21.1		
Actuated g/C Ratio	0.22	0.71					0.45	0.45	0.21	0.21		
Clearance Time (s)	4.5	4.6					4.6	4.6	4.0	4.0		
Vehicle Extension (s)	3.0	3.0					3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	382	2509					1603	688	370	327		
v/s Ratio Prot	c0.07	0.18					c0.19					
v/s Ratio Perm							0.04		0.17	0.02		
v/c Ratio	0.33	0.26					0.41	0.09	0.79	0.10		
Uniform Delay, d1	33.1	5.2					18.4	15.6	37.4	31.8		
Progression Factor	0.72	0.09					1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.5	0.2					0.8	0.3	11.0	0.1		
Delay (s)	24.2	0.7					19.1	15.9	48.4	31.9		
Level of Service	C	A					B	B	D	C		
Approach Delay (s)	4.5						18.6	42.9		0.0		
Approach LOS	A						B	D		A		

Intersection Summary			
HCM Average Control Delay	18.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
4: SR 65 NB Ramps & Henderson Ave

PM Future
2035



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0	4.0				
Lane Util. Factor	1.00	0.95			0.95	1.00		1.00	1.00				
Frt	1.00	1.00			1.00	0.85		1.00	0.85				
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00				
Satd. Flow (prot)	1770	3539			3539	1519		1752	1549				
Flt Permitted	0.95	1.00			1.00	1.00		0.95	1.00				
Satd. Flow (perm)	1770	3539			3539	1519		1752	1549				
Volume (vph)	176	909	0	0	915	199	396	0	206	0	0	0	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	191	988	0	0	995	216	430	0	224	0	0	0	
RTOR Reduction (vph)	0	0	0	0	0	124	0	0	80	0	0	0	
Lane Group Flow (vph)	191	988	0	0	995	92	0	430	144	0	0	0	
Turn Type	Prot				Perm		Perm	Perm					
Protected Phases	7	4			8			2					
Permitted Phases						8	2		2				
Actuated Green, G (s)	16.5	63.1			42.1	42.1		28.3	28.3				
Effective Green, g (s)	17.0	63.7			42.7	42.7		28.3	28.3				
Actuated g/C Ratio	0.17	0.64			0.43	0.43		0.28	0.28				
Clearance Time (s)	4.5	4.6			4.6	4.6		4.0	4.0				
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0	3.0				
Lane Grp Cap (vph)	301	2254			1511	649		496	438				
v/s Ratio Prot	c0.11	0.28			c0.28								
v/s Ratio Perm						0.06		0.25	0.09				
v/c Ratio	0.63	0.44			0.66	0.14		0.87	0.33				
Uniform Delay, d1	38.6	9.1			22.8	17.5		34.1	28.3				
Progression Factor	0.62	0.09			1.00	1.00		1.00	1.00				
Incremental Delay, d2	3.6	0.5			2.3	0.5		14.7	0.4				
Delay (s)	27.5	1.4			25.1	17.9		48.8	28.8				
Level of Service	C	A			C	B		D	C				
Approach Delay (s)		5.6			23.8			41.9			0.0		
Approach LOS		A			C			D			A		
Intersection Summary													
HCM Average Control Delay	20.7		HCM Level of Service				C						
HCM Volume to Capacity ratio	0.72												
Actuated Cycle Length (s)	100.0				Sum of lost time (s)				12.0				
Intersection Capacity Utilization	67.0%		ICU Level of Service				C						
Analysis Period (min)	15												

HCM Signalized Intersection Capacity Analysis
4: SR 65 NB Ramps & Henderson Ave

PM Future+Project
2035



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0	4.0			
Lane Util. Factor	1.00	0.95			0.95	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	1770	3539			3539	1519		1752	1549			
Flt Permitted	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	1770	3539			3539	1519		1752	1549			
Volume (vph)	176	909	0	0	915	199	405	0	206	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	191	988	0	0	995	216	440	0	224	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	125	0	0	80	0	0	0
Lane Group Flow (vph)	191	988	0	0	995	91	0	440	144	0	0	0
Turn Type	Prot				Perm		Perm	Perm				
Protected Phases	7	4			8			2				
Permitted Phases						8	2		2			
Actuated Green, G (s)	16.5	62.6			41.6	41.6		28.8	28.8			
Effective Green, g (s)	17.0	63.2			42.2	42.2		28.8	28.8			
Actuated g/C Ratio	0.17	0.63			0.42	0.42		0.29	0.29			
Clearance Time (s)	4.5	4.6			4.6	4.6		4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)	301	2237			1493	641		505	446			
v/s Ratio Prot	c0.11	0.28			c0.28							
v/s Ratio Perm						0.06		0.25	0.09			
v/c Ratio	0.63	0.44			0.67	0.14		0.87	0.32			
Uniform Delay, d1	38.6	9.4			23.2	17.8		33.8	28.0			
Progression Factor	0.65	0.11			1.00	1.00		1.00	1.00			
Incremental Delay, d2	3.6	0.5			2.4	0.5		15.1	0.4			
Delay (s)	28.6	1.5			25.6	18.2		49.0	28.4			
Level of Service	C	A			C	B		D	C			
Approach Delay (s)		5.9			24.3			42.0			0.0	
Approach LOS		A			C			D			A	
Intersection Summary												
HCM Average Control Delay			21.1	HCM Level of Service				C				
HCM Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			100.0	Sum of lost time (s)				12.0				
Intersection Capacity Utilization			67.5%	ICU Level of Service				C				
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
4: SR 65 NB Ramps & Henderson Ave

AM Existing
2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0	4.0				
Lane Util. Factor	1.00	0.95			0.95	1.00		1.00	1.00				
Frt	1.00	1.00			1.00	0.85		1.00	0.85				
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00				
Satd. Flow (prot)	1770	3539			3539	1519		1752	1549				
Flt Permitted	0.95	1.00			1.00	1.00		0.95	1.00				
Satd. Flow (perm)	1770	3539			3539	1519		1752	1549				
Volume (vph)	41	176	0	0	138	47	63	0	29	0	0	0	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	45	191	0	0	150	51	68	0	32	0	0	0	
RTOR Reduction (vph)	0	0	0	0	0	16	0	0	29	0	0	0	
Lane Group Flow (vph)	45	191	0	0	150	35	0	68	3	0	0	0	
Turn Type	Prot						Perm	Perm	Perm				
Protected Phases	7	4					8			2			
Permitted Phases							8	2	2				
Actuated Green, G (s)	9.3	84.0					70.2	70.2	9.4		9.4		
Effective Green, g (s)	9.8	84.6					70.8	70.8	9.4		9.4		
Actuated g/C Ratio	0.10	0.83					0.69	0.69	0.09		0.09		
Clearance Time (s)	4.5	4.6					4.6	4.6	4.0		4.0		
Vehicle Extension (s)	3.0	3.0					3.0	3.0	3.0		3.0		
Lane Grp Cap (vph)	170	2935					2456	1054	161		143		
v/s Ratio Prot	c0.03	c0.05					0.04						
v/s Ratio Perm							0.02	0.04		0.00			
v/c Ratio	0.26	0.07					0.06	0.03	0.42		0.02		
Uniform Delay, d1	42.8	1.6					5.0	4.9	43.7		42.1		
Progression Factor	0.82	0.66					1.00	1.00	1.00		1.00		
Incremental Delay, d2	0.8	0.0					0.0	0.1	1.8		0.1		
Delay (s)	36.0	1.1					5.0	4.9	45.5		42.2		
Level of Service	D	A					A	A	D		D		
Approach Delay (s)			7.7				5.0		44.4		0.0		
Approach LOS			A				A		D		A		

Intersection Summary			
HCM Average Control Delay	13.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.13		
Actuated Cycle Length (s)	102.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	28.8%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
4: SR 65 NB Ramps & Henderson Ave

AM Existing+Project
2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0	4.0			
Lane Util. Factor	1.00	0.95			0.95	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	1770	3539			3539	1519		1752	1549			
Flt Permitted	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	1770	3539			3539	1519		1752	1549			
Volume (vph)	50	176	0	0	138	47	63	0	29	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	191	0	0	150	51	68	0	32	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	19	0	0	29	0	0	0
Lane Group Flow (vph)	54	191	0	0	150	33	0	68	3	0	0	0
Turn Type	Prot				Perm		Perm	Perm				
Protected Phases	7	4			8			2				
Permitted Phases						8	2		2			
Actuated Green, G (s)	15.1	84.0			64.4	64.4		9.4	9.4			
Effective Green, g (s)	15.6	84.6			65.0	65.0		9.4	9.4			
Actuated g/C Ratio	0.15	0.83			0.64	0.64		0.09	0.09			
Clearance Time (s)	4.5	4.6			4.6	4.6		4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)	271	2935			2255	968		161	143			
v/s Ratio Prot	c0.03	c0.05			0.04							
v/s Ratio Perm						0.02		0.04	0.00			
v/c Ratio	0.20	0.07			0.07	0.03		0.42	0.02			
Uniform Delay, d1	37.7	1.6			7.0	6.9		43.7	42.1			
Progression Factor	0.77	0.80			1.00	1.00		1.00	1.00			
Incremental Delay, d2	0.4	0.0			0.1	0.1		1.8	0.1			
Delay (s)	29.5	1.3			7.1	6.9		45.5	42.2			
Level of Service	C	A			A	A		D	D			
Approach Delay (s)		7.5			7.0			44.4			0.0	
Approach LOS		A			A			D			A	

Intersection Summary

HCM Average Control Delay	14.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.13		
Actuated Cycle Length (s)	102.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	28.8%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
4: SR 65 NB Ramps & Henderson Ave

AM Future
2035



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0	4.0				
Lane Util. Factor	1.00	0.95			0.95	1.00		1.00	1.00				
Frt	1.00	1.00			1.00	0.85		1.00	0.85				
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00				
Satd. Flow (prot)	1770	3539			3539	1519		1752	1549				
Flt Permitted	0.95	1.00			1.00	1.00		0.95	1.00				
Satd. Flow (perm)	1770	3539			3539	1519		1752	1549				
Volume (vph)	62	267	0	0	209	71	95	0	44	0	0	0	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	67	290	0	0	227	77	103	0	48	0	0	0	
RTOR Reduction (vph)	0	0	0	0	0	23	0	0	43	0	0	0	
Lane Group Flow (vph)	67	290	0	0	227	54	0	103	5	0	0	0	
Turn Type	Prot				Perm		Perm	Perm					
Protected Phases	7	4			8			2					
Permitted Phases						8	2		2				
Actuated Green, G (s)	7.4	81.7			69.8	69.8		10.7	10.7				
Effective Green, g (s)	7.9	82.3			70.4	70.4		10.7	10.7				
Actuated g/C Ratio	0.08	0.81			0.70	0.70		0.11	0.11				
Clearance Time (s)	4.5	4.6			4.6	4.6		4.0	4.0				
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0	3.0				
Lane Grp Cap (vph)	138	2884			2467	1059		186	164				
v/s Ratio Prot	c0.04	c0.08			0.06								
v/s Ratio Perm						0.04		0.06	0.00				
v/c Ratio	0.49	0.10			0.09	0.05		0.55	0.03				
Uniform Delay, d1	44.6	1.9			5.0	4.8		42.9	40.5				
Progression Factor	0.88	0.30			1.00	1.00		1.00	1.00				
Incremental Delay, d2	2.6	0.1			0.1	0.1		3.5	0.1				
Delay (s)	42.0	0.6			5.0	4.9		46.4	40.6				
Level of Service	D	A			A	A		D	D				
Approach Delay (s)		8.4			5.0			44.6			0.0		
Approach LOS		A			A			D			A		
Intersection Summary													
HCM Average Control Delay	13.8			HCM Level of Service					B				
HCM Volume to Capacity ratio	0.18												
Actuated Cycle Length (s)	101.0				Sum of lost time (s)				8.0				
Intersection Capacity Utilization	33.0%			ICU Level of Service					A				
Analysis Period (min)	15												

HCM Signalized Intersection Capacity Analysis
4: SR 65 NB Ramps & Henderson Ave

AM Future+Project
2035



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0	4.0			
Lane Util. Factor	1.00	0.95			0.95	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	1770	3539			3539	1519		1752	1549			
Flt Permitted	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	1770	3539			3539	1519		1752	1549			
Volume (vph)	71	267	0	0	209	71	95	0	44	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	77	290	0	0	227	77	103	0	48	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	33	0	0	43	0	0	0
Lane Group Flow (vph)	77	290	0	0	227	44	0	103	5	0	0	0
Turn Type	Prot				Perm		Perm	Perm				
Protected Phases	7	4			8			2				
Permitted Phases						8	2		2			
Actuated Green, G (s)	20.3	80.7			55.9	55.9		10.7	10.7			
Effective Green, g (s)	20.8	81.3			56.5	56.5		10.7	10.7			
Actuated g/C Ratio	0.21	0.81			0.56	0.56		0.11	0.11			
Clearance Time (s)	4.5	4.6			4.6	4.6		4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)	368	2877			2000	858		187	166			
v/s Ratio Prot	c0.04	0.08			c0.06							
v/s Ratio Perm						0.03		0.06	0.00			
v/c Ratio	0.21	0.10			0.11	0.05		0.55	0.03			
Uniform Delay, d1	32.8	1.9			10.1	9.7		42.4	40.0			
Progression Factor	0.85	0.26			1.00	1.00		1.00	1.00			
Incremental Delay, d2	0.3	0.1			0.1	0.1		3.5	0.1			
Delay (s)	28.2	0.6			10.2	9.9		45.9	40.1			
Level of Service	C	A			B	A		D	D			
Approach Delay (s)		6.4			10.1			44.0			0.0	
Approach LOS		A			B			D			A	
Intersection Summary												
HCM Average Control Delay	14.7			HCM Level of Service				B				
HCM Volume to Capacity ratio	0.19											
Actuated Cycle Length (s)	100.0			Sum of lost time (s)				12.0				
Intersection Capacity Utilization	33.6%			ICU Level of Service				A				
Analysis Period (min)	15											

Intersection 5
N. Prospect St & W. Grand Ave

HCM Signalized Intersection Capacity Analysis
5: N. Prospect St & W. Grand Ave

PM Existing
2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.93			0.91		1.00	1.00		1.00	0.99	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1666			1641		1770	3525		1770	3513	
Flt Permitted		0.89			0.93		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1516			1543		1770	3525		1770	3513	
Volume (vph)	20	0	21	11	2	25	15	335	7	37	309	13
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	0	23	12	2	27	16	364	8	40	336	14
RTOR Reduction (vph)	0	21	0	0	25	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	24	0	0	16	0	16	371	0	40	349	0
Turn Type	Perm		Perm				Prot		Prot			
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		6.7			6.7		2.2	73.1		6.7	77.6	
Effective Green, g (s)		7.2			7.2		2.7	73.6		7.2	78.1	
Actuated g/C Ratio		0.07			0.07		0.03	0.74		0.07	0.78	
Clearance Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		109			111		48	2594		127	2744	
v/s Ratio Prot							0.01	c0.11		c0.02	0.10	
v/s Ratio Perm		c0.02			0.01							
v/c Ratio		0.22			0.14		0.33	0.14		0.31	0.13	
Uniform Delay, d1		43.7			43.5		47.8	3.9		44.1	2.7	
Progression Factor		1.00			1.00		0.95	0.96		0.96	0.97	
Incremental Delay, d2		1.0			0.6		3.9	0.1		1.4	0.1	
Delay (s)		44.7			44.1		49.4	3.8		43.5	2.7	
Level of Service		D			D		D	A		D	A	
Approach Delay (s)		44.7			44.1			5.7			6.9	
Approach LOS		D			D			A			A	

Intersection Summary

HCM Average Control Delay	10.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.16		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	31.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
5: N. Prospect St & W. Grand Ave

PM Existing+Project
2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.93			0.91		1.00	1.00		1.00	0.98	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1666			1641		1770	3525		1770	3472	
Flt Permitted		0.89			0.93		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1516			1543		1770	3525		1770	3472	
Volume (vph)	20	0	21	11	2	25	39	335	7	37	309	35
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	0	23	12	2	27	42	364	8	40	336	38
RTOR Reduction (vph)	0	21	0	0	25	0	0	1	0	0	3	0
Lane Group Flow (vph)	0	24	0	0	16	0	42	371	0	40	371	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		6.7			6.7		5.5	74.2		5.6	74.3	
Effective Green, g (s)		7.2			7.2		6.0	74.7		6.1	74.8	
Actuated g/C Ratio		0.07			0.07		0.06	0.75		0.06	0.75	
Clearance Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		109			111		106	2633		108	2597	
v/s Ratio Prot							c0.02	0.11		0.02	c0.11	
v/s Ratio Perm		c0.02			0.01							
v/c Ratio		0.22			0.14		0.40	0.14		0.37	0.14	
Uniform Delay, d1		43.7			43.5		45.3	3.6		45.1	3.6	
Progression Factor		1.00			1.00		0.98	0.91		1.00	0.75	
Incremental Delay, d2		1.0			0.6		2.4	0.1		2.0	0.1	
Delay (s)		44.7			44.1		46.5	3.4		47.2	2.8	
Level of Service		D			D		D	A		D	A	
Approach Delay (s)		44.7			44.1			7.8			7.1	
Approach LOS		D			D			A			A	

Intersection Summary

HCM Average Control Delay	10.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.17		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	31.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 5: N. Prospect St & W. Grand Ave

PM Future
 2035



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.93			0.91		1.00	1.00		1.00	1.00	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1667			1637		1770	3525		1770	3522	
Flt Permitted		0.84			0.92		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1440			1529		1770	3525		1770	3522	
Volume (vph)	20	0	21	17	2	38	15	508	11	56	468	13
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	0	23	18	2	41	16	552	12	61	509	14
RTOR Reduction (vph)	0	21	0	0	38	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	24	0	0	23	0	16	563	0	61	522	0
Turn Type	Perm		Perm				Prot		Prot			
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		7.8			7.8		3.3	69.4		9.3	75.4	
Effective Green, g (s)		8.3			8.3		3.8	69.9		9.8	75.9	
Actuated g/C Ratio		0.08			0.08		0.04	0.70		0.10	0.76	
Clearance Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		120			127		67	2464		173	2673	
v/s Ratio Prot							0.01	c0.16		c0.03	0.15	
v/s Ratio Perm		c0.02			0.02							
v/c Ratio		0.20			0.18		0.24	0.23		0.35	0.20	
Uniform Delay, d1		42.8			42.7		46.7	5.4		42.1	3.4	
Progression Factor		1.00			1.00		1.00	0.45		0.98	1.01	
Incremental Delay, d2		0.8			0.7		1.7	0.2		1.1	0.1	
Delay (s)		43.6			43.4		48.5	2.6		42.3	3.6	
Level of Service		D			D		D	A		D	A	
Approach Delay (s)		43.6			43.4			3.9			7.6	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM Average Control Delay	8.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	33.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
5: N. Prospect St & W. Grand Ave

PM Future+Project
2035



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.93			0.91		1.00	1.00		1.00	0.99	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1667			1637		1770	3525		1770	3493	
Flt Permitted		0.84			0.92		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1440			1529		1770	3525		1770	3493	
Volume (vph)	20	0	21	17	2	38	39	508	11	56	468	35
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	0	23	18	2	41	42	552	12	61	509	38
RTOR Reduction (vph)	0	21	0	0	38	0	0	1	0	0	3	0
Lane Group Flow (vph)	0	24	0	0	23	0	42	563	0	61	544	0
Turn Type	Perm		Perm				Prot		Prot			
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		7.8			7.8		8.2	70.5		8.2	70.5	
Effective Green, g (s)		8.3			8.3		8.7	71.0		8.7	71.0	
Actuated g/C Ratio		0.08			0.08		0.09	0.71		0.09	0.71	
Clearance Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		120			127		154	2503		154	2480	
v/s Ratio Prot							0.02	c0.16		c0.03	0.16	
v/s Ratio Perm		c0.02			0.02							
v/c Ratio		0.20			0.18		0.27	0.23		0.40	0.22	
Uniform Delay, d1		42.8			42.7		42.7	5.0		43.2	5.0	
Progression Factor		1.00			1.00		1.01	0.44		1.03	0.78	
Incremental Delay, d2		0.8			0.7		0.9	0.2		1.4	0.2	
Delay (s)		43.6			43.4		43.9	2.4		45.7	4.1	
Level of Service		D			D		D	A		D	A	
Approach Delay (s)		43.6			43.4			5.3			8.3	
Approach LOS		D			D			A			A	

Intersection Summary

HCM Average Control Delay	9.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	33.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
5: N. Prospect St & W. Grand Ave

AM Existing
2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.93			0.88		1.00	1.00		1.00	0.95	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1665			1598		1770	3539		1770	3316	
Flt Permitted		0.86			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1459			1552		1770	3539		1770	3316	
Volume (vph)	18	3	26	4	0	22	22	62	0	8	44	23
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	3	28	4	0	24	24	67	0	9	48	25
RTOR Reduction (vph)	0	26	0	0	22	0	0	0	0	0	6	0
Lane Group Flow (vph)	0	25	0	0	6	0	24	67	0	9	67	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		6.7			6.7		3.0	78.4		1.4	76.8	
Effective Green, g (s)		7.2			7.2		3.5	78.9		1.9	77.3	
Actuated g/C Ratio		0.07			0.07		0.04	0.79		0.02	0.77	
Clearance Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		105			112		62	2792		34	2563	
v/s Ratio Prot							c0.01	0.02		c0.01	c0.02	
v/s Ratio Perm		c0.02			0.00							
v/c Ratio		0.24			0.05		0.39	0.02		0.26	0.03	
Uniform Delay, d1		43.8			43.2		47.2	2.3		48.4	2.6	
Progression Factor		1.00			1.00		0.68	0.41		1.00	1.00	
Incremental Delay, d2		1.2			0.2		4.0	0.0		4.1	0.0	
Delay (s)		45.0			43.4		36.1	1.0		52.5	2.6	
Level of Service		D			D		D	A		D	A	
Approach Delay (s)		45.0			43.4			10.2			8.1	
Approach LOS		D			D			B			A	

Intersection Summary

HCM Average Control Delay	20.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.06		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	26.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
5: N. Prospect St & W. Grand Ave

AM Existing+Project
2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.93			0.88		1.00	1.00		1.00	0.95	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1663			1598		1770	3539		1770	3315	
Flt Permitted		0.85			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1440			1548		1770	3539		1770	3315	
Volume (vph)	40	3	50	4	0	22	22	62	0	8	44	23
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	3	54	4	0	24	24	67	0	9	48	25
RTOR Reduction (vph)	0	49	0	0	22	0	0	0	0	0	6	0
Lane Group Flow (vph)	0	51	0	0	6	0	24	67	0	9	67	0
Turn Type	Perm		Perm				Prot		Prot			
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		8.7			8.7		3.2	78.4		1.4	76.6	
Effective Green, g (s)		9.2			9.2		3.7	78.9		1.9	77.1	
Actuated g/C Ratio		0.09			0.09		0.04	0.77		0.02	0.76	
Clearance Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		130			140		64	2738		33	2506	
v/s Ratio Prot							c0.01	0.02		0.01	c0.02	
v/s Ratio Perm		c0.04			0.00							
v/c Ratio		0.39			0.04		0.38	0.02		0.27	0.03	
Uniform Delay, d1		43.8			42.4		48.0	2.7		49.4	3.1	
Progression Factor		1.00			1.00		1.05	0.34		1.09	0.21	
Incremental Delay, d2		1.9			0.1		3.6	0.0		4.4	0.0	
Delay (s)		45.7			42.5		54.2	0.9		58.0	0.7	
Level of Service		D			D		D	A		E	A	
Approach Delay (s)		45.7			42.5			15.0			7.0	
Approach LOS		D			D			B			A	

Intersection Summary

HCM Average Control Delay	25.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.08		
Actuated Cycle Length (s)	102.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	32.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
5: N. Prospect St & W. Grand Ave

AM Future
2035



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.93			0.89		1.00	1.00		1.00	0.96	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1665			1602		1770	3539		1770	3372	
Flt Permitted		0.91			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1539			1552		1770	3539		1770	3372	
Volume (vph)	18	3	26	6	0	33	22	94	0	12	67	23
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	3	28	7	0	36	24	102	0	13	73	25
RTOR Reduction (vph)	0	26	0	0	33	0	0	0	0	0	6	0
Lane Group Flow (vph)	0	25	0	0	10	0	24	102	0	13	92	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		6.7			6.7		3.0	75.8		5.0	77.8	
Effective Green, g (s)		7.2			7.2		3.5	76.3		5.5	78.3	
Actuated g/C Ratio		0.07			0.07		0.03	0.76		0.05	0.78	
Clearance Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		110			111		61	2674		96	2614	
v/s Ratio Prot							c0.01	c0.03		c0.01	0.03	
v/s Ratio Perm		c0.02			0.01							
v/c Ratio		0.23			0.09		0.39	0.04		0.14	0.04	
Uniform Delay, d1		44.3			43.8		47.7	3.1		45.5	2.6	
Progression Factor		1.00			1.00		0.92	0.56		0.73	0.24	
Incremental Delay, d2		1.1			0.3		4.1	0.0		0.6	0.0	
Delay (s)		45.3			44.2		48.2	1.8		33.9	0.7	
Level of Service		D			D		D	A		C	A	
Approach Delay (s)		45.3			44.2			10.6			4.6	
Approach LOS		D			D			B			A	

Intersection Summary

HCM Average Control Delay	18.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.07		
Actuated Cycle Length (s)	101.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	26.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 5: N. Prospect St & W. Grand Ave

AM Future+Project
 2035



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.93			0.89		1.00	1.00		1.00	0.96	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1664			1603		1770	3539		1770	3372	
Flt Permitted		0.89			0.95		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1507			1531		1770	3539		1770	3372	
Volume (vph)	40	3	50	6	0	33	22	94	0	12	67	23
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	3	54	7	0	36	24	102	0	13	73	25
RTOR Reduction (vph)	0	49	0	0	33	0	0	0	0	0	6	0
Lane Group Flow (vph)	0	51	0	0	10	0	24	102	0	13	92	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		8.7			8.7		3.2	73.0		4.8	74.6	
Effective Green, g (s)		9.2			9.2		3.7	73.5		5.3	75.1	
Actuated g/C Ratio		0.09			0.09		0.04	0.74		0.05	0.75	
Clearance Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		139			141		65	2601		94	2532	
v/s Ratio Prot							c0.01	c0.03		c0.01	0.03	
v/s Ratio Perm		c0.03			0.01							
v/c Ratio		0.37			0.07		0.37	0.04		0.14	0.04	
Uniform Delay, d1		42.7			41.5		47.0	3.6		45.2	3.2	
Progression Factor		1.00			1.00		0.77	0.92		0.72	0.28	
Incremental Delay, d2		1.6			0.2		3.5	0.0		0.7	0.0	
Delay (s)		44.3			41.7		39.6	3.4		33.2	0.9	
Level of Service		D			D		D	A		C	A	
Approach Delay (s)		44.3			41.7			10.3			4.7	
Approach LOS		D			D			B			A	

Intersection Summary

HCM Average Control Delay	21.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.09		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	32.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Intersection 6
N. Prospect St & W. Morton Ave

HCM Signalized Intersection Capacity Analysis
6: N. Prospect St & W. Morton Ave

PM Existing
2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.93			0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	1.00
Satd. Flow (prot)	1630	3513		1630	3276			1767		1621	1863	1421
Flt Permitted	0.95	1.00		0.95	1.00			1.00		0.56	1.00	1.00
Satd. Flow (perm)	1630	3513		1630	3276			1766		950	1863	1421
Volume (vph)	59	292	12	27	269	208	1	85	42	151	83	109
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	64	317	13	29	292	226	1	92	46	164	90	118
RTOR Reduction (vph)	0	2	0	0	85	0	0	22	0	0	0	92
Lane Group Flow (vph)	64	328	0	29	433	0	0	117	0	164	90	26
Turn Type	Prot			Prot			Perm			Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		6
Actuated Green, G (s)	8.0	58.8		6.3	57.1			21.2		21.2	21.2	21.2
Effective Green, g (s)	8.5	59.4		6.8	57.7			21.8		21.8	21.8	21.8
Actuated g/C Ratio	0.08	0.59		0.07	0.58			0.22		0.22	0.22	0.22
Clearance Time (s)	4.5	4.6		4.5	4.6			4.6		4.6	4.6	4.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	139	2087		111	1890			385		207	406	310
v/s Ratio Prot	c0.04	0.09		0.02	c0.13						0.05	
v/s Ratio Perm								0.07		c0.17		0.02
v/c Ratio	0.46	0.16		0.26	0.23			0.30		0.79	0.22	0.08
Uniform Delay, d1	43.6	9.1		44.2	10.3			32.7		37.0	32.1	31.1
Progression Factor	1.00	1.00		0.77	0.58			1.00		0.78	0.73	0.28
Incremental Delay, d2	2.4	0.2		1.2	0.3			0.4		18.4	0.3	0.1
Delay (s)	46.0	9.3		35.2	6.2			33.2		47.3	23.7	9.0
Level of Service	D	A		D	A			C		D	C	A
Approach Delay (s)		15.2			7.7			33.2			29.4	
Approach LOS		B			A			C			C	

Intersection Summary

HCM Average Control Delay	17.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	48.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.93			0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	1.00
Satd. Flow (prot)	1630	3513		1630	3261			1767		1621	1863	1421
Flt Permitted	0.95	1.00		0.95	1.00			1.00		0.56	1.00	1.00
Satd. Flow (perm)	1630	3513		1630	3261			1766		948	1863	1421
Volume (vph)	61	292	12	27	269	230	1	85	42	151	83	109
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	66	317	13	29	292	250	1	92	46	164	90	118
RTOR Reduction (vph)	0	2	0	0	94	0	0	22	0	0	0	92
Lane Group Flow (vph)	66	328	0	29	448	0	0	117	0	164	90	26
Turn Type	Prot			Prot			Perm			Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		6
Actuated Green, G (s)	8.1	58.9		6.3	57.1			21.1		21.1	21.1	21.1
Effective Green, g (s)	8.6	59.5		6.8	57.7			21.7		21.7	21.7	21.7
Actuated g/C Ratio	0.09	0.60		0.07	0.58			0.22		0.22	0.22	0.22
Clearance Time (s)	4.5	4.6		4.5	4.6			4.6		4.6	4.6	4.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	140	2090		111	1882			383		206	404	308
v/s Ratio Prot	c0.04	0.09		0.02	c0.14						0.05	
v/s Ratio Perm								0.07		c0.17		0.02
v/c Ratio	0.47	0.16		0.26	0.24			0.31		0.80	0.22	0.08
Uniform Delay, d1	43.5	9.0		44.2	10.4			32.8		37.1	32.2	31.2
Progression Factor	1.00	1.00		0.79	0.62			1.00		0.89	0.86	0.67
Incremental Delay, d2	2.5	0.2		1.2	0.3			0.5		18.8	0.3	0.1
Delay (s)	46.0	9.2		36.0	6.7			33.3		51.6	27.9	21.1
Level of Service	D	A		D	A			C		D	C	C
Approach Delay (s)		15.3			8.2			33.3			36.2	
Approach LOS		B			A			C			D	

Intersection Summary

HCM Average Control Delay	19.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	49.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

PM Future

6: N. Prospect St & W. Morton Ave

2035



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.93			0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	1.00
Satd. Flow (prot)	1630	3513		1630	3277			1767		1623	1863	1421
Flt Permitted	0.95	1.00		0.95	1.00			1.00		0.50	1.00	1.00
Satd. Flow (perm)	1630	3513		1630	3277			1765		849	1863	1421
Volume (vph)	89	443	18	41	408	315	2	129	64	229	126	165
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	97	482	20	45	443	342	2	140	70	249	137	179
RTOR Reduction (vph)	0	2	0	0	104	0	0	22	0	0	0	127
Lane Group Flow (vph)	97	500	0	45	681	0	0	190	0	249	137	52
Turn Type	Prot			Prot			Perm			Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		6
Actuated Green, G (s)	9.4	53.0		4.7	48.3			28.6		28.6	28.6	28.6
Effective Green, g (s)	9.9	53.6		5.2	48.9			29.2		29.2	29.2	29.2
Actuated g/C Ratio	0.10	0.54		0.05	0.49			0.29		0.29	0.29	0.29
Clearance Time (s)	4.5	4.6		4.5	4.6			4.6		4.6	4.6	4.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	161	1883		85	1602			515		248	544	415
v/s Ratio Prot	c0.06	0.14		0.03	c0.21						0.07	
v/s Ratio Perm								0.11		c0.29		0.04
v/c Ratio	0.60	0.27		0.53	0.42			0.37		1.00	0.25	0.13
Uniform Delay, d1	43.2	12.5		46.2	16.5			28.1		35.4	27.1	26.0
Progression Factor	1.00	1.00		0.59	0.18			1.00		0.82	0.80	1.09
Incremental Delay, d2	6.2	0.3		5.0	0.7			0.4		57.9	0.2	0.1
Delay (s)	49.4	12.9		32.4	3.7			28.5		86.9	22.0	28.5
Level of Service	D	B		C	A			C		F	C	C
Approach Delay (s)		18.8			5.2			28.5			52.6	
Approach LOS		B			A			C			D	

Intersection Summary

HCM Average Control Delay	23.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.93			0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	1.00
Satd. Flow (prot)	1630	3513		1630	3267			1767		1622	1863	1421
Flt Permitted	0.95	1.00		0.95	1.00			1.00		0.53	1.00	1.00
Satd. Flow (perm)	1630	3513		1630	3267			1765		900	1863	1421
Volume (vph)	91	443	18	41	408	337	2	129	64	229	126	165
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	99	482	20	45	443	366	2	140	70	249	137	179
RTOR Reduction (vph)	0	3	0	0	123	0	0	20	0	0	0	120
Lane Group Flow (vph)	99	499	0	45	686	0	0	192	0	249	137	59
Turn Type	Prot			Prot			Perm			Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		6
Actuated Green, G (s)	9.3	48.9		4.9	44.5			32.5		32.5	32.5	32.5
Effective Green, g (s)	9.8	49.5		5.4	45.1			33.1		33.1	33.1	33.1
Actuated g/C Ratio	0.10	0.50		0.05	0.45			0.33		0.33	0.33	0.33
Clearance Time (s)	4.5	4.6		4.5	4.6			4.6		4.6	4.6	4.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	160	1739		88	1473			584		298	617	470
v/s Ratio Prot	c0.06	0.14		0.03	c0.21						0.07	
v/s Ratio Perm								0.11		c0.28		0.04
v/c Ratio	0.62	0.29		0.51	0.47			0.33		0.84	0.22	0.13
Uniform Delay, d1	43.3	14.9		46.0	19.1			25.1		30.9	24.2	23.4
Progression Factor	1.00	1.00		1.22	0.43			1.00		0.80	0.79	0.72
Incremental Delay, d2	6.9	0.4		4.2	0.9			0.3		17.8	0.2	0.1
Delay (s)	50.3	15.3		60.2	9.0			25.4		42.7	19.2	16.9
Level of Service	D	B		E	A			C		D	B	B
Approach Delay (s)		21.0			11.7			25.4			28.8	
Approach LOS		C			B			C			C	

Intersection Summary		
HCM Average Control Delay	19.9	HCM Level of Service B
HCM Volume to Capacity ratio	0.62	
Actuated Cycle Length (s)	100.0	Sum of lost time (s) 12.0
Intersection Capacity Utilization	66.6%	ICU Level of Service C
Analysis Period (min)	15	
c Critical Lane Group		

HCM Signalized Intersection Capacity Analysis
6: N. Prospect St & W. Morton Ave

AM Existing
2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.95			0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	1.00
Satd. Flow (prot)	1630	3535		1630	3319			1703		1617	1863	1421
Flt Permitted	0.95	1.00		0.95	1.00			1.00		0.74	1.00	1.00
Satd. Flow (perm)	1630	3535		1630	3319			1703		1262	1863	1421
Volume (vph)	32	148	1	4	75	43	0	10	13	44	7	18
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	35	161	1	4	82	47	0	11	14	48	8	20
RTOR Reduction (vph)	0	0	0	0	13	0	0	13	0	0	0	18
Lane Group Flow (vph)	35	162	0	4	116	0	0	12	0	48	8	2
Turn Type	Prot			Prot			Perm			Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		6
Actuated Green, G (s)	5.2	75.1		1.3	71.2			9.9		9.9	9.9	9.9
Effective Green, g (s)	5.7	75.7		1.8	71.8			10.5		10.5	10.5	10.5
Actuated g/C Ratio	0.06	0.76		0.02	0.72			0.10		0.10	0.10	0.10
Clearance Time (s)	4.5	4.6		4.5	4.6			4.6		4.6	4.6	4.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	93	2676		29	2383			179		133	196	149
v/s Ratio Prot	c0.02	c0.05		0.00	0.03			0.01			0.00	
v/s Ratio Perm										c0.04		0.00
v/c Ratio	0.38	0.06		0.14	0.05			0.07		0.36	0.04	0.01
Uniform Delay, d1	45.4	3.1		48.3	4.1			40.3		41.6	40.2	40.1
Progression Factor	1.00	1.00		1.11	0.45			1.00		0.80	0.77	0.55
Incremental Delay, d2	2.5	0.0		2.2	0.0			0.2		1.7	0.1	0.0
Delay (s)	48.0	3.1		55.6	1.9			40.5		35.1	31.0	22.0
Level of Service	D	A		E	A			D		D	C	C
Approach Delay (s)		11.1			3.5			40.5			31.2	
Approach LOS		B			A			D			C	

Intersection Summary

HCM Average Control Delay	14.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.11		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	32.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.95			0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	1.00
Satd. Flow (prot)	1630	3535		1630	3319			1703		1617	1863	1421
Flt Permitted	0.95	1.00		0.95	1.00			1.00		0.74	1.00	1.00
Satd. Flow (perm)	1630	3535		1630	3319			1703		1261	1863	1421
Volume (vph)	32	148	1	4	75	43	0	10	13	66	7	20
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	35	161	1	4	82	47	0	11	14	72	8	22
RTOR Reduction (vph)	0	0	0	0	14	0	0	12	0	0	0	19
Lane Group Flow (vph)	35	162	0	4	115	0	0	13	0	72	8	3
Turn Type	Prot			Prot			Perm			Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		6
Actuated Green, G (s)	5.2	75.3		1.3	71.4			11.7		11.7	11.7	11.7
Effective Green, g (s)	5.7	75.9		1.8	72.0			12.3		12.3	12.3	12.3
Actuated g/C Ratio	0.06	0.74		0.02	0.71			0.12		0.12	0.12	0.12
Clearance Time (s)	4.5	4.6		4.5	4.6			4.6		4.6	4.6	4.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	91	2630		29	2343			205		152	225	171
v/s Ratio Prot	c0.02	c0.05		0.00	0.03			0.01			0.00	
v/s Ratio Perm										c0.06		0.00
v/c Ratio	0.38	0.06		0.14	0.05			0.06		0.47	0.04	0.02
Uniform Delay, d1	46.5	3.5		49.3	4.6			39.7		41.8	39.6	39.5
Progression Factor	1.00	1.00		1.03	0.52			1.00		0.70	0.65	0.45
Incremental Delay, d2	2.7	0.0		2.2	0.0			0.1		2.3	0.1	0.0
Delay (s)	49.2	3.5		53.1	2.4			39.9		31.6	25.7	17.7
Level of Service	D	A		D	A			D		C	C	B
Approach Delay (s)		11.6			3.9			39.9			28.1	
Approach LOS		B			A			D			C	

Intersection Summary		
HCM Average Control Delay	14.6	HCM Level of Service B
HCM Volume to Capacity ratio	0.13	
Actuated Cycle Length (s)	102.0	Sum of lost time (s) 12.0
Intersection Capacity Utilization	32.0%	ICU Level of Service A
Analysis Period (min)	15	
c Critical Lane Group		

HCM Signalized Intersection Capacity Analysis

AM Future

6: N. Prospect St & W. Morton Ave

2035



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.95			0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	1.00
Satd. Flow (prot)	1630	3534		1630	3319			1697		1618	1863	1421
Flt Permitted	0.95	1.00		0.95	1.00			1.00		0.73	1.00	1.00
Satd. Flow (perm)	1630	3534		1630	3319			1697		1247	1863	1421
Volume (vph)	49	224	2	6	114	65	0	15	20	67	11	27
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	53	243	2	7	124	71	0	16	22	73	12	29
RTOR Reduction (vph)	0	0	0	0	23	0	0	19	0	0	0	26
Lane Group Flow (vph)	53	245	0	7	172	0	0	19	0	73	12	3
Turn Type	Prot			Prot			Perm			Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		6
Actuated Green, G (s)	7.8	74.3		1.7	68.2			11.3		11.3	11.3	11.3
Effective Green, g (s)	8.3	74.9		2.2	68.8			11.9		11.9	11.9	11.9
Actuated g/C Ratio	0.08	0.74		0.02	0.68			0.12		0.12	0.12	0.12
Clearance Time (s)	4.5	4.6		4.5	4.6			4.6		4.6	4.6	4.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	134	2621		36	2261			200		147	220	167
v/s Ratio Prot	c0.03	c0.07		0.00	0.05			0.01			0.01	
v/s Ratio Perm										c0.06		0.00
v/c Ratio	0.40	0.09		0.19	0.08			0.09		0.50	0.05	0.02
Uniform Delay, d1	44.0	3.6		48.5	5.4			39.7		41.7	39.6	39.4
Progression Factor	1.00	1.00		0.87	0.30			1.00		0.80	0.77	0.77
Incremental Delay, d2	1.9	0.1		2.6	0.1			0.2		2.6	0.1	0.0
Delay (s)	45.9	3.7		44.9	1.7			39.9		36.2	30.7	30.2
Level of Service	D	A		D	A			D		D	C	C
Approach Delay (s)		11.2			3.2			39.9			34.1	
Approach LOS		B			A			D			C	

Intersection Summary

HCM Average Control Delay	14.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.18		
Actuated Cycle Length (s)	101.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	36.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.95			0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	1.00
Satd. Flow (prot)	1630	3534		1630	3319			1698		1618	1863	1421
Flt Permitted	0.95	1.00		0.95	1.00			1.00		0.73	1.00	1.00
Satd. Flow (perm)	1630	3534		1630	3319			1698		1247	1863	1421
Volume (vph)	49	224	2	6	114	65	0	15	20	89	11	29
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	53	243	2	7	124	71	0	16	22	97	12	32
RTOR Reduction (vph)	0	0	0	0	22	0	0	19	0	0	0	28
Lane Group Flow (vph)	53	245	0	7	173	0	0	19	0	97	12	4
Turn Type	Prot			Prot			Perm			Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		6
Actuated Green, G (s)	5.9	70.9		3.8	68.8			11.6		11.6	11.6	11.6
Effective Green, g (s)	6.4	71.5		4.3	69.4			12.2		12.2	12.2	12.2
Actuated g/C Ratio	0.06	0.72		0.04	0.69			0.12		0.12	0.12	0.12
Clearance Time (s)	4.5	4.6		4.5	4.6			4.6		4.6	4.6	4.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	104	2527		70	2303			207		152	227	173
v/s Ratio Prot	c0.03	c0.07		0.00	c0.05			0.01			0.01	
v/s Ratio Perm										c0.08		0.00
v/c Ratio	0.51	0.10		0.10	0.08			0.09		0.64	0.05	0.02
Uniform Delay, d1	45.3	4.4		46.0	4.9			39.0		41.8	38.8	38.7
Progression Factor	1.00	1.00		0.76	0.28			1.00		0.94	0.90	0.86
Incremental Delay, d2	3.9	0.1		0.6	0.1			0.2		8.4	0.1	0.1
Delay (s)	49.2	4.4		35.5	1.4			39.2		47.7	34.9	33.4
Level of Service	D	A		D	A			D		D	C	C
Approach Delay (s)		12.4			2.6			39.2			43.3	
Approach LOS		B			A			D			D	

Intersection Summary

HCM Average Control Delay	17.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.19		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	37.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Intersection 7
N. Porter Rd & W. Morton Ave

HCM Signalized Intersection Capacity Analysis
7: N. Porter Rd & W. Morton Ave

PM Existing
2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.99		1.00	0.97		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	3402		1630	3477		1630	1794		1630	1727	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1630	3402		1630	3477		1630	1794		1630	1727	
Volume (vph)	42	371	95	30	371	38	126	61	17	34	70	52
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	46	403	103	33	403	41	137	66	18	37	76	57
RTOR Reduction (vph)	0	16	0	0	5	0	0	12	0	0	31	0
Lane Group Flow (vph)	46	490	0	33	439	0	137	72	0	37	102	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	5.6	48.6		7.3	50.3		15.1	15.4		10.5	10.8	
Effective Green, g (s)	6.1	49.2		7.8	50.9		15.6	16.0		11.0	11.4	
Actuated g/C Ratio	0.06	0.49		0.08	0.51		0.16	0.16		0.11	0.11	
Clearance Time (s)	4.5	4.6		4.5	4.6		4.5	4.6		4.5	4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	99	1674		127	1770		254	287		179	197	
v/s Ratio Prot	c0.03	c0.14		0.02	c0.13		c0.08	0.04		0.02	c0.06	
v/s Ratio Perm												
v/c Ratio	0.46	0.29		0.26	0.25		0.54	0.25		0.21	0.52	
Uniform Delay, d1	45.4	15.1		43.4	13.8		38.9	36.8		40.5	41.7	
Progression Factor	1.06	0.51		0.70	0.43		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.3	0.4		1.1	0.3		2.2	0.5		0.6	2.3	
Delay (s)	51.6	8.1		31.6	6.2		41.1	37.2		41.1	44.0	
Level of Service	D	A		C	A		D	D		D	D	
Approach Delay (s)	11.7			8.0			39.6			43.4		
Approach LOS	B			A			D			D		

Intersection Summary

HCM Average Control Delay	18.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	45.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.99		1.00	0.97		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	3402		1630	3480		1630	1794		1630	1727	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1630	3402		1630	3480		1630	1794		1630	1727	
Volume (vph)	42	371	95	30	393	38	126	61	17	34	70	52
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	46	403	103	33	427	41	137	66	18	37	76	57
RTOR Reduction (vph)	0	16	0	0	5	0	0	12	0	0	31	0
Lane Group Flow (vph)	46	490	0	33	463	0	137	72	0	37	102	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	5.5	48.6		7.3	50.4		15.1	15.4		10.5	10.8	
Effective Green, g (s)	6.0	49.2		7.8	51.0		15.6	16.0		11.0	11.4	
Actuated g/C Ratio	0.06	0.49		0.08	0.51		0.16	0.16		0.11	0.11	
Clearance Time (s)	4.5	4.6		4.5	4.6		4.5	4.6		4.5	4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	98	1674		127	1775		254	287		179	197	
v/s Ratio Prot	c0.03	c0.14		0.02	c0.13		c0.08	0.04		0.02	c0.06	
v/s Ratio Perm												
v/c Ratio	0.47	0.29		0.26	0.26		0.54	0.25		0.21	0.52	
Uniform Delay, d1	45.5	15.1		43.4	13.8		38.9	36.8		40.5	41.7	
Progression Factor	1.11	0.50		0.68	0.45		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.4	0.4		1.1	0.3		2.2	0.5		0.6	2.3	
Delay (s)	54.0	8.0		30.6	6.5		41.1	37.2		41.1	44.0	
Level of Service	D	A		C	A		D	D		D	D	
Approach Delay (s)		11.8			8.1			39.6			43.4	
Approach LOS		B			A			D			D	

Intersection Summary			
HCM Average Control Delay	18.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	45.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

PM Future

7: N. Porter Rd & W. Morton Ave

2035



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.99		1.00	0.97		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	3401		1630	3476		1630	1793		1630	1727	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1630	3401		1630	3476		1630	1793		1630	1727	
Volume (vph)	64	562	144	45	562	58	191	92	26	52	106	79
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	70	611	157	49	611	63	208	100	28	57	115	86
RTOR Reduction (vph)	0	19	0	0	6	0	0	11	0	0	29	0
Lane Group Flow (vph)	70	749	0	49	668	0	208	117	0	57	172	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	8.7	42.6		6.7	40.6		18.0	25.3		7.2	14.5	
Effective Green, g (s)	9.2	43.2		7.2	41.2		18.5	25.9		7.7	15.1	
Actuated g/C Ratio	0.09	0.43		0.07	0.41		0.18	0.26		0.08	0.15	
Clearance Time (s)	4.5	4.6		4.5	4.6		4.5	4.6		4.5	4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	150	1469		117	1432		302	464		126	261	
v/s Ratio Prot	0.04	c0.22		0.03	c0.19		c0.13	0.07		0.03	c0.10	
v/s Ratio Perm												
v/c Ratio	0.47	0.51		0.42	0.47		0.69	0.25		0.45	0.66	
Uniform Delay, d1	43.1	20.7		44.4	21.4		38.1	29.4		44.1	40.0	
Progression Factor	0.73	0.57		0.72	0.75		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.1	1.2		2.2	1.0		6.4	0.3		2.6	5.9	
Delay (s)	33.6	13.0		34.3	17.1		44.5	29.7		46.7	45.9	
Level of Service	C	B		C	B		D	C		D	D	
Approach Delay (s)	14.8			18.3			38.8			46.1		
Approach LOS	B			B			D			D		

Intersection Summary

HCM Average Control Delay	23.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	59.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.99		1.00	0.97		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	3401		1630	3478		1630	1793		1630	1727	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1630	3401		1630	3478		1630	1793		1630	1727	
Volume (vph)	64	562	144	45	584	58	191	92	26	52	106	79
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	70	611	157	49	635	63	208	100	28	57	115	86
RTOR Reduction (vph)	0	19	0	0	6	0	0	11	0	0	29	0
Lane Group Flow (vph)	70	749	0	49	692	0	208	117	0	57	172	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	8.0	42.7		6.6	41.3		18.0	25.3		7.2	14.5	
Effective Green, g (s)	8.5	43.3		7.1	41.9		18.5	25.9		7.7	15.1	
Actuated g/C Ratio	0.08	0.43		0.07	0.42		0.18	0.26		0.08	0.15	
Clearance Time (s)	4.5	4.6		4.5	4.6		4.5	4.6		4.5	4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	139	1473		116	1457		302	464		126	261	
v/s Ratio Prot	0.04	c0.22		0.03	c0.20		c0.13	0.07		0.03	c0.10	
v/s Ratio Perm												
v/c Ratio	0.50	0.51		0.42	0.47		0.69	0.25		0.45	0.66	
Uniform Delay, d1	43.7	20.6		44.5	21.1		38.1	29.4		44.1	40.0	
Progression Factor	1.04	0.93		0.63	0.45		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.6	1.2		2.3	1.0		6.4	0.3		2.6	5.9	
Delay (s)	48.0	20.4		30.4	10.6		44.5	29.7		46.7	45.9	
Level of Service	D	C		C	B		D	C		D	D	
Approach Delay (s)	22.7			11.9			38.8			46.1		
Approach LOS	C			B			D			D		

Intersection Summary			
HCM Average Control Delay	24.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	59.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
7: N. Porter Rd & W. Morton Ave

AM Existing
2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.98		1.00	0.97		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	3380		1630	3444		1630	1799		1630	1720	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1630	3380		1630	3444		1630	1799		1630	1720	
Volume (vph)	11	146	45	8	85	14	30	18	5	12	20	17
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	159	49	9	92	15	33	20	5	13	22	18
RTOR Reduction (vph)	0	14	0	0	5	0	0	4	0	0	16	0
Lane Group Flow (vph)	12	194	0	9	102	0	33	21	0	13	24	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	1.5	64.0		2.8	65.3		5.1	13.0		2.0	9.9	
Effective Green, g (s)	2.0	64.6		3.3	65.9		5.6	13.6		2.5	10.5	
Actuated g/C Ratio	0.02	0.65		0.03	0.66		0.06	0.14		0.02	0.10	
Clearance Time (s)	4.5	4.6		4.5	4.6		4.5	4.6		4.5	4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	33	2183		54	2270		91	245		41	181	
v/s Ratio Prot	c0.01	c0.06		c0.01	0.03		c0.02	0.01		c0.01	c0.01	
v/s Ratio Perm												
v/c Ratio	0.36	0.09		0.17	0.04		0.36	0.08		0.32	0.13	
Uniform Delay, d1	48.4	6.6		47.0	6.0		45.5	37.8		47.9	40.6	
Progression Factor	0.99	0.75		0.89	0.55		1.00	1.00		1.00	1.00	
Incremental Delay, d2	6.7	0.1		1.5	0.0		2.5	0.1		4.4	0.3	
Delay (s)	54.5	5.1		43.2	3.3		47.9	37.9		52.3	40.9	
Level of Service	D	A		D	A		D	D		D	D	
Approach Delay (s)		7.8			6.4			43.6			43.7	
Approach LOS		A			A			D			D	

Intersection Summary

HCM Average Control Delay	16.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.13		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	24.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
7: N. Porter Rd & W. Morton Ave

AM Existing+Project
2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.98		1.00	0.97		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	3396		1630	3444		1630	1799		1630	1720	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1630	3396		1630	3444		1630	1799		1630	1720	
Volume (vph)	11	168	45	8	85	14	30	18	5	12	20	17
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	183	49	9	92	15	33	20	5	13	22	18
RTOR Reduction (vph)	0	11	0	0	5	0	0	4	0	0	16	0
Lane Group Flow (vph)	12	221	0	9	102	0	33	21	0	13	24	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	1.5	67.3		1.5	67.3		6.9	13.0		2.0	8.1	
Effective Green, g (s)	2.0	67.9		2.0	67.9		7.4	13.6		2.5	8.7	
Actuated g/C Ratio	0.02	0.67		0.02	0.67		0.07	0.13		0.02	0.09	
Clearance Time (s)	4.5	4.6		4.5	4.6		4.5	4.6		4.5	4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	32	2261		32	2293		118	240		40	147	
v/s Ratio Prot	c0.01	c0.07		0.01	0.03		c0.02	0.01		0.01	c0.01	
v/s Ratio Perm												
v/c Ratio	0.38	0.10		0.28	0.04		0.28	0.09		0.33	0.16	
Uniform Delay, d1	49.4	6.1		49.3	5.9		44.8	38.8		48.9	43.3	
Progression Factor	0.96	0.61		0.86	0.68		1.00	1.00		1.00	1.00	
Incremental Delay, d2	7.2	0.1		4.8	0.0		1.3	0.2		4.7	0.5	
Delay (s)	54.7	3.8		47.2	4.0		46.1	38.9		53.6	43.8	
Level of Service	D	A		D	A		D	D		D	D	
Approach Delay (s)		6.3			7.4			43.0			46.2	
Approach LOS		A			A			D			D	

Intersection Summary

HCM Average Control Delay	15.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.13		
Actuated Cycle Length (s)	102.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	24.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

AM Future

7: N. Porter Rd & W. Morton Ave

2035



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.98		1.00	0.96		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	3380		1630	3444		1630	1787		1630	1717	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1630	3380		1630	3444		1630	1787		1630	1717	
Volume (vph)	17	221	68	12	129	21	45	27	8	18	30	26
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	18	240	74	13	140	23	49	29	9	20	33	28
RTOR Reduction (vph)	0	13	0	0	6	0	0	8	0	0	26	0
Lane Group Flow (vph)	18	301	0	13	157	0	49	30	0	20	35	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	4.1	66.0		1.6	63.5		6.8	10.8		4.4	8.4	
Effective Green, g (s)	4.6	66.6		2.1	64.1		7.3	11.4		4.9	9.0	
Actuated g/C Ratio	0.05	0.66		0.02	0.63		0.07	0.11		0.05	0.09	
Clearance Time (s)	4.5	4.6		4.5	4.6		4.5	4.6		4.5	4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	74	2229		34	2186		118	202		79	153	
v/s Ratio Prot	c0.01	c0.09		0.01	0.05		c0.03	0.02		0.01	c0.02	
v/s Ratio Perm												
v/c Ratio	0.24	0.13		0.38	0.07		0.42	0.15		0.25	0.23	
Uniform Delay, d1	46.5	6.4		48.8	7.1		44.8	40.4		46.3	42.8	
Progression Factor	0.95	0.63		0.93	0.66		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.7	0.1		7.0	0.1		2.4	0.3		1.7	0.8	
Delay (s)	45.7	4.2		52.4	4.7		47.2	40.8		48.0	43.6	
Level of Service	D	A		D	A		D	D		D	D	
Approach Delay (s)		6.5			8.2			44.4			44.7	
Approach LOS		A			A			D			D	

Intersection Summary

HCM Average Control Delay	16.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.16		
Actuated Cycle Length (s)	101.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	31.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
7: N. Porter Rd & W. Morton Ave

AM Future+Project
2035



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.98		1.00	0.96		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	3391		1630	3444		1630	1787		1630	1717	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1630	3391		1630	3444		1630	1787		1630	1717	
Volume (vph)	17	243	68	12	129	21	45	27	8	18	30	26
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	18	264	74	13	140	23	49	29	9	20	33	28
RTOR Reduction (vph)	0	12	0	0	6	0	0	8	0	0	25	0
Lane Group Flow (vph)	18	326	0	13	157	0	49	30	0	20	36	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	4.2	65.1		1.6	62.5		6.7	10.8		4.3	8.4	
Effective Green, g (s)	4.7	65.7		2.1	63.1		7.2	11.4		4.8	9.0	
Actuated g/C Ratio	0.05	0.66		0.02	0.63		0.07	0.11		0.05	0.09	
Clearance Time (s)	4.5	4.6		4.5	4.6		4.5	4.6		4.5	4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	77	2228		34	2173		117	204		78	155	
v/s Ratio Prot	c0.01	c0.10		0.01	0.05		c0.03	0.02		0.01	c0.02	
v/s Ratio Perm												
v/c Ratio	0.23	0.15		0.38	0.07		0.42	0.15		0.26	0.23	
Uniform Delay, d1	45.9	6.5		48.3	7.1		44.4	39.9		45.9	42.3	
Progression Factor	0.93	0.49		0.92	0.65		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.5	0.1		7.0	0.1		2.4	0.3		1.7	0.8	
Delay (s)	44.0	3.3		51.3	4.7		46.8	40.3		47.6	43.0	
Level of Service	D	A		D	A		D	D		D	D	
Approach Delay (s)		5.4			8.1			43.9			44.2	
Approach LOS		A			A			D			D	

Intersection Summary

HCM Average Control Delay	15.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.18		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	31.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

**Intersection 8
N. Indiana St & W. Morton Ave**

HCM Signalized Intersection Capacity Analysis
8: N. Indiana St & W. Morton Ave

PM Existing
2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	0.96		1.00	0.98		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	3468		1630	3395		1630	3453		1630	3423	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1630	3468		1630	3395		1630	3453		1630	3423	
Volume (vph)	38	326	43	19	329	103	51	151	25	88	177	42
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	41	354	47	21	358	112	55	164	27	96	192	46
RTOR Reduction (vph)	0	6	0	0	19	0	0	15	0	0	25	0
Lane Group Flow (vph)	41	395	0	21	451	0	55	176	0	96	213	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	9.0	58.2		3.2	52.4		8.4	10.8		9.6	12.0	
Effective Green, g (s)	9.5	58.8		3.7	53.0		8.9	11.4		10.1	12.6	
Actuated g/C Ratio	0.10	0.59		0.04	0.53		0.09	0.11		0.10	0.13	
Clearance Time (s)	4.5	4.6		4.5	4.6		4.5	4.6		4.5	4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	155	2039		60	1799		145	394		165	431	
v/s Ratio Prot	c0.03	0.11		0.01	c0.13		0.03	c0.05		c0.06	0.06	
v/s Ratio Perm												
v/c Ratio	0.26	0.19		0.35	0.25		0.38	0.45		0.58	0.49	
Uniform Delay, d1	42.0	9.6		47.0	12.7		42.9	41.4		42.9	40.7	
Progression Factor	0.49	0.23		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.9	0.2		3.5	0.3		1.7	0.8		5.1	0.9	
Delay (s)	21.5	2.4		50.5	13.1		44.6	42.2		48.1	41.6	
Level of Service	C	A		D	B		D	D		D	D	
Approach Delay (s)		4.2			14.7			42.7			43.5	
Approach LOS		A			B			D			D	

Intersection Summary

HCM Average Control Delay	22.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	40.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	0.97		1.00	0.98		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	3468		1630	3401		1630	3453		1630	3419	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1630	3468		1630	3401		1630	3453		1630	3419	
Volume (vph)	38	326	43	19	347	103	53	151	25	88	177	44
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	41	354	47	21	377	112	58	164	27	96	192	48
RTOR Reduction (vph)	0	6	0	0	18	0	0	15	0	0	26	0
Lane Group Flow (vph)	41	395	0	21	471	0	58	176	0	96	214	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	9.1	58.2		3.2	52.3		8.4	10.8		9.6	12.0	
Effective Green, g (s)	9.6	58.8		3.7	52.9		8.9	11.4		10.1	12.6	
Actuated g/C Ratio	0.10	0.59		0.04	0.53		0.09	0.11		0.10	0.13	
Clearance Time (s)	4.5	4.6		4.5	4.6		4.5	4.6		4.5	4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	156	2039		60	1799		145	394		165	431	
v/s Ratio Prot	c0.03	0.11		0.01	c0.14		0.04	c0.05		c0.06	0.06	
v/s Ratio Perm												
v/c Ratio	0.26	0.19		0.35	0.26		0.40	0.45		0.58	0.50	
Uniform Delay, d1	41.9	9.6		47.0	12.9		43.0	41.4		42.9	40.7	
Progression Factor	0.52	0.23		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.9	0.2		3.5	0.4		1.8	0.8		5.1	0.9	
Delay (s)	22.6	2.4		50.5	13.2		44.8	42.2		48.1	41.6	
Level of Service	C	A		D	B		D	D		D	D	
Approach Delay (s)		4.3			14.8			42.8			43.5	
Approach LOS		A			B			D			D	

Intersection Summary			
HCM Average Control Delay	22.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	41.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

PM Future

8: N. Indiana St & W. Morton Ave

2035



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Fr't	1.00	0.98		1.00	0.96		1.00	0.98		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	3468		1630	3395		1630	3453		1630	3423	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1630	3468		1630	3395		1630	3453		1630	3423	
Volume (vph)	58	494	65	29	499	156	77	229	38	133	268	64
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	63	537	71	32	542	170	84	249	41	145	291	70
RTOR Reduction (vph)	0	8	0	0	23	0	0	14	0	0	23	0
Lane Group Flow (vph)	63	600	0	32	689	0	84	276	0	145	338	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	7.7	48.7		5.4	46.4		8.9	13.0		14.7	18.8	
Effective Green, g (s)	8.2	49.3		5.9	47.0		9.4	13.6		15.2	19.4	
Actuated g/C Ratio	0.08	0.49		0.06	0.47		0.09	0.14		0.15	0.19	
Clearance Time (s)	4.5	4.6		4.5	4.6		4.5	4.6		4.5	4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	134	1710		96	1596		153	470		248	664	
v/s Ratio Prot	c0.04	0.17		0.02	c0.20		0.05	c0.08		0.09	c0.10	
v/s Ratio Perm												
v/c Ratio	0.47	0.35		0.33	0.43		0.55	0.59		0.58	0.51	
Uniform Delay, d1	43.8	15.5		45.2	17.6		43.3	40.6		39.5	36.0	
Progression Factor	0.89	0.29		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.3	0.5		2.0	0.9		4.0	1.9		3.5	0.6	
Delay (s)	41.3	5.1		47.2	18.5		47.3	42.4		43.0	36.7	
Level of Service	D	A		D	B		D	D		D	D	
Approach Delay (s)		8.5			19.7			43.5			38.5	
Approach LOS		A			B			D			D	

Intersection Summary

HCM Average Control Delay	24.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	52.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	0.97		1.00	0.98		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	3468		1630	3399		1630	3453		1630	3420	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1630	3468		1630	3399		1630	3453		1630	3420	
Volume (vph)	58	494	65	29	517	156	79	229	38	133	268	66
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	63	537	71	32	562	170	86	249	41	145	291	72
RTOR Reduction (vph)	0	8	0	0	24	0	0	14	0	0	24	0
Lane Group Flow (vph)	63	600	0	32	708	0	86	276	0	145	339	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	10.7	49.0		5.1	43.4		10.7	13.9		13.8	17.0	
Effective Green, g (s)	11.2	49.6		5.6	44.0		11.2	14.5		14.3	17.6	
Actuated g/C Ratio	0.11	0.50		0.06	0.44		0.11	0.14		0.14	0.18	
Clearance Time (s)	4.5	4.6		4.5	4.6		4.5	4.6		4.5	4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	183	1720		91	1496		183	501		233	602	
v/s Ratio Prot	0.04	c0.17		0.02	c0.21		0.05	c0.08		0.09	c0.10	
v/s Ratio Perm												
v/c Ratio	0.34	0.35		0.35	0.47		0.47	0.55		0.62	0.56	
Uniform Delay, d1	41.0	15.4		45.5	19.8		41.6	39.7		40.3	37.7	
Progression Factor	0.50	0.36		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.0	0.5		2.3	1.1		1.9	1.3		5.1	1.2	
Delay (s)	21.6	6.0		47.8	20.9		43.5	41.0		45.4	38.9	
Level of Service	C	A		D	C		D	D		D	D	
Approach Delay (s)		7.4			22.0			41.6			40.8	
Approach LOS		A			C			D			D	

Intersection Summary			
HCM Average Control Delay	25.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	52.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

AM Existing

8: N. Indiana St & W. Morton Ave

2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Fr _t	1.00	0.98		1.00	0.97		1.00	0.97		1.00	0.97	
Fl _t Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	3473		1630	3427		1630	3433		1630	3419	
Fl _t Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1630	3473		1630	3427		1630	3433		1630	3419	
Volume (vph)	8	128	16	6	69	16	10	30	6	20	55	14
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	139	17	7	75	17	11	33	7	22	60	15
RTOR Reduction (vph)	0	4	0	0	6	0	0	6	0	0	13	0
Lane Group Flow (vph)	9	152	0	7	86	0	11	34	0	22	62	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	2.8	67.6		1.4	66.2		1.5	9.5		3.3	11.3	
Effective Green, g (s)	3.3	68.2		1.9	66.8		2.0	10.1		3.8	11.9	
Actuated g/C Ratio	0.03	0.68		0.02	0.67		0.02	0.10		0.04	0.12	
Clearance Time (s)	4.5	4.6		4.5	4.6		4.5	4.6		4.5	4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	54	2369		31	2289		33	347		62	407	
v/s Ratio Prot	c0.01	c0.04		c0.00	0.03		c0.01	0.01		c0.01	c0.02	
v/s Ratio Perm												
v/c Ratio	0.17	0.06		0.23	0.04		0.33	0.10		0.35	0.15	
Uniform Delay, d ₁	47.0	5.3		48.3	5.7		48.3	40.8		46.9	39.5	
Progression Factor	0.72	0.33		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d ₂	1.5	0.1		3.7	0.0		5.9	0.1		3.5	0.2	
Delay (s)	35.4	1.8		52.0	5.7		54.2	40.9		50.4	39.7	
Level of Service	D	A		D	A		D	D		D	D	
Approach Delay (s)		3.6			9.0			43.8			42.1	
Approach LOS		A			A			D			D	

Intersection Summary

HCM Average Control Delay	18.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.10		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	28.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Fr _t	1.00	0.98		1.00	0.97		1.00	0.97		1.00	0.97	
Fl _t Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	3471		1630	3427		1630	3433		1630	3419	
Fl _t Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1630	3471		1630	3427		1630	3433		1630	3419	
Volume (vph)	10	146	18	6	69	16	10	30	6	20	55	14
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	159	20	7	75	17	11	33	7	22	60	15
RTOR Reduction (vph)	0	4	0	0	6	0	0	6	0	0	13	0
Lane Group Flow (vph)	11	175	0	7	86	0	11	34	0	22	62	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	2.8	69.6		1.4	68.2		1.5	9.5		3.3	11.3	
Effective Green, g (s)	3.3	70.2		1.9	68.8		2.0	10.1		3.8	11.9	
Actuated g/C Ratio	0.03	0.69		0.02	0.67		0.02	0.10		0.04	0.12	
Clearance Time (s)	4.5	4.6		4.5	4.6		4.5	4.6		4.5	4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	53	2389		30	2312		32	340		61	399	
v/s Ratio Prot	c0.01	c0.05		c0.00	0.03		c0.01	0.01		c0.01	c0.02	
v/s Ratio Perm												
v/c Ratio	0.21	0.07		0.23	0.04		0.34	0.10		0.36	0.15	
Uniform Delay, d ₁	48.1	5.2		49.3	5.5		49.4	41.8		47.9	40.5	
Progression Factor	0.78	0.23		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d ₂	1.9	0.1		4.0	0.0		6.3	0.1		3.6	0.2	
Delay (s)	39.3	1.3		53.3	5.6		55.7	41.9		51.5	40.7	
Level of Service	D	A		D	A		E	D		D	D	
Approach Delay (s)		3.5			8.9			44.9			43.2	
Approach LOS		A			A			D			D	

Intersection Summary		
HCM Average Control Delay	18.4	HCM Level of Service B
HCM Volume to Capacity ratio	0.11	
Actuated Cycle Length (s)	102.0	Sum of lost time (s) 20.0
Intersection Capacity Utilization	28.3%	ICU Level of Service A
Analysis Period (min)	15	
c Critical Lane Group		

HCM Signalized Intersection Capacity Analysis

AM Future

8: N. Indiana St & W. Morton Ave

2035



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	0.97		1.00	0.97		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	3473		1630	3427		1630	3436		1630	3417	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1630	3473		1630	3427		1630	3436		1630	3417	
Volume (vph)	12	194	24	9	105	24	15	45	9	30	83	21
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	211	26	10	114	26	16	49	10	33	90	23
RTOR Reduction (vph)	0	4	0	0	9	0	0	9	0	0	20	0
Lane Group Flow (vph)	13	233	0	10	131	0	16	50	0	33	93	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	2.8	66.5		1.5	65.2		3.1	9.7		5.1	11.7	
Effective Green, g (s)	3.3	67.1		2.0	65.8		3.6	10.3		5.6	12.3	
Actuated g/C Ratio	0.03	0.66		0.02	0.65		0.04	0.10		0.06	0.12	
Clearance Time (s)	4.5	4.6		4.5	4.6		4.5	4.6		4.5	4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	53	2307		32	2233		58	350		90	416	
v/s Ratio Prot	c0.01	c0.07		c0.01	0.04		c0.01	0.01		c0.02	c0.03	
v/s Ratio Perm												
v/c Ratio	0.25	0.10		0.31	0.06		0.28	0.14		0.37	0.22	
Uniform Delay, d1	47.6	6.1		48.8	6.4		47.4	41.3		46.0	40.0	
Progression Factor	0.67	0.45		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.4	0.1		5.5	0.1		2.6	0.2		2.5	0.3	
Delay (s)	34.2	2.8		54.3	6.4		50.0	41.5		48.5	40.3	
Level of Service	C	A		D	A		D	D		D	D	
Approach Delay (s)		4.4			9.6			43.3			42.2	
Approach LOS		A			A			D			D	

Intersection Summary

HCM Average Control Delay	19.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.15		
Actuated Cycle Length (s)	101.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	28.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	0.97		1.00	0.97		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	3473		1630	3427		1630	3436		1630	3417	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1630	3473		1630	3427		1630	3436		1630	3417	
Volume (vph)	14	212	26	9	105	24	15	45	9	30	83	21
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	230	28	10	114	26	16	49	10	33	90	23
RTOR Reduction (vph)	0	4	0	0	9	0	0	9	0	0	20	0
Lane Group Flow (vph)	15	254	0	10	131	0	16	50	0	33	93	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	2.8	65.5		1.5	64.2		3.1	9.7		5.1	11.7	
Effective Green, g (s)	3.3	66.1		2.0	64.8		3.6	10.3		5.6	12.3	
Actuated g/C Ratio	0.03	0.66		0.02	0.65		0.04	0.10		0.06	0.12	
Clearance Time (s)	4.5	4.6		4.5	4.6		4.5	4.6		4.5	4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	54	2296		33	2221		59	354		91	420	
v/s Ratio Prot	c0.01	c0.07		c0.01	0.04		c0.01	0.01		c0.02	c0.03	
v/s Ratio Perm												
v/c Ratio	0.28	0.11		0.30	0.06		0.27	0.14		0.36	0.22	
Uniform Delay, d1	47.2	6.2		48.3	6.4		46.9	40.8		45.5	39.5	
Progression Factor	0.63	0.42		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.8	0.1		5.1	0.1		2.5	0.2		2.5	0.3	
Delay (s)	32.6	2.7		53.4	6.5		49.4	41.0		47.9	39.8	
Level of Service	C	A		D	A		D	D		D	D	
Approach Delay (s)		4.3			9.6			42.8			41.6	
Approach LOS		A			A			D			D	

Intersection Summary		
HCM Average Control Delay	18.5	HCM Level of Service B
HCM Volume to Capacity ratio	0.15	
Actuated Cycle Length (s)	100.0	Sum of lost time (s) 20.0
Intersection Capacity Utilization	28.9%	ICU Level of Service A
Analysis Period (min)	15	
c Critical Lane Group		

ROADWAY CAPACITY

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
 Agency/Co: R&S
 Date: 8/4/2014
 Analysis Period: AM Peak Hour
 Highway: W Henderson Ave
 From/To: N Newcomb St/N Prospect St
 Jurisdiction: Caltrans
 Analysis Year: 2014
 Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	215	vph	200	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	60		56	
Trucks and buses	20	%	20	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	131	pcphpl	122	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		131	pcphpl	122	pcphpl
Free-flow speed, FFS		45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		45.0	mph	45.0	mph
Level of service, LOS		A		A	
Density, D		2.9	pc/mi/ln	2.7	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
 Agency/Co: R&S
 Date: 8/4/2014
 Analysis Period: AM Peak Hour
 Highway: W Henderson Ave
 From/To: N Newcomb St/N Prospect St
 Jurisdiction: Caltrans
 Analysis Year: 2014
 Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		0		0	
Median type					
Free-flow speed:		Measured		Measured	
FFS or BFFS		45.0	mph	45.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.0	mph	0.0	mph
Free-flow speed		45.0	mph	45.0	mph

VOLUME

	Direction	1		2	
Volume, V		215	vph	203	vph
Peak-hour factor, PHF		0.90		0.90	
Peak 15-minute volume, v15		60		56	
Trucks and buses		20	%	20	%
Recreational vehicles		2	%	2	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	131	pcphpl	124	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	131	pcphpl	124	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	2.9	pc/mi/ln	2.8	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: AM Peak Hour
Highway: W Henderson Ave
From/To: N Newcomb St/N Prospect St
Jurisdiction: Caltrans
Analysis Year: 2035
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1	2
Lane width	12.0 ft	12.0 ft
Lateral clearance:		
Right edge	6.0 ft	6.0 ft
Left edge	6.0 ft	6.0 ft
Total lateral clearance	12.0 ft	12.0 ft
Access points per mile	0	0
Median type		
Free-flow speed:	Measured	Measured
FFS or BFFS	45.0 mph	45.0 mph
Lane width adjustment, FLW	0.0 mph	0.0 mph
Lateral clearance adjustment, FLC	0.0 mph	0.0 mph
Median type adjustment, FM	0.0 mph	0.0 mph
Access points adjustment, FA	0.0 mph	0.0 mph
Free-flow speed	45.0 mph	45.0 mph

VOLUME

Direction	1	2
Volume, V	326 vph	303 vph
Peak-hour factor, PHF	0.90	0.90
Peak 15-minute volume, v15	91	84
Trucks and buses	20 %	20 %
Recreational vehicles	2 %	2 %
Terrain type	Level	Level
Grade	0.00 %	0.00 %

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	199	pcphpl	185	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	199	pcphpl	185	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	4.4	pc/mi/ln	4.1	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: AM Peak Hour
Highway: W Henderson Ave
From/To: N Newcomb St/N Prospect St
Jurisdiction: Caltrans
Analysis Year: 2035
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		0		0	
Median type					
Free-flow speed:		Measured		Measured	
FFS or BFFS		45.0	mph	45.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.0	mph	0.0	mph
Free-flow speed		45.0	mph	45.0	mph

VOLUME

	Direction	1		2	
Volume, V		326	vph	306	vph
Peak-hour factor, PHF		0.90		0.90	
Peak 15-minute volume, v15		91		85	
Trucks and buses		20	%	20	%
Recreational vehicles		2	%	2	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	199	pcphpl	187	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	199	pcphpl	187	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	4.4	pc/mi/ln	4.2	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: PM Peak Hour
Highway: W Henderson Ave
From/To: N Newcomb St/N Prospect St
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	467	vph	560	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	130		156	
Trucks and buses	20	%	20	%
Recreational vehicles	2	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.909	
Flow rate, vp	286	pcphpl	342	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		286	pcphpl	342	pcphpl
Free-flow speed, FFS		45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		45.0	mph	45.0	mph
Level of service, LOS		A		A	
Density, D		6.4	pc/mi/ln	7.6	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: PM Peak Hour
Highway: W Henderson Ave
From/To: N Newcomb St/N Prospect St
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		0		0	
Median type					
Free-flow speed:		Measured		Measured	
FFS or BFFS		45.0	mph	45.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.0	mph	0.0	mph
Free-flow speed		45.0	mph	45.0	mph

VOLUME

	Direction	1		2	
Volume, V		470	vph	560	vph
Peak-hour factor, PHF		0.90		0.90	
Peak 15-minute volume, v15		131		156	
Trucks and buses		20	%	20	%
Recreational vehicles		2	%	2	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	288	pcphpl	343	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	288	pcphpl	343	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	6.4	pc/mi/ln	7.6	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: PM Peak Hour
Highway: W Henderson Ave
From/To: N Newcomb St/N Prospect St
Jurisdiction: Caltrans
Analysis Year: 2035
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1	2
Lane width	12.0 ft	12.0 ft
Lateral clearance:		
Right edge	6.0 ft	6.0 ft
Left edge	6.0 ft	6.0 ft
Total lateral clearance	12.0 ft	12.0 ft
Access points per mile	0	0
Median type		
Free-flow speed:	Measured	Measured
FFS or BFFS	45.0 mph	45.0 mph
Lane width adjustment, FLW	0.0 mph	0.0 mph
Lateral clearance adjustment, FLC	0.0 mph	0.0 mph
Median type adjustment, FM	0.0 mph	0.0 mph
Access points adjustment, FA	0.0 mph	0.0 mph
Free-flow speed	45.0 mph	45.0 mph

VOLUME

Direction	1	2
Volume, V	708 vph	849 vph
Peak-hour factor, PHF	0.90	0.90
Peak 15-minute volume, v15	197	236
Trucks and buses	20 %	20 %
Recreational vehicles	2 %	2 %
Terrain type	Level	Level
Grade	0.00 %	0.00 %

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	434	pcphpl	520	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	434	pcphpl	520	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		B	
Density, D	9.6	pc/mi/ln	11.6	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: PM Peak Hour
Highway: W Henderson Ave
From/To: N Newcomb St/N Prospect St
Jurisdiction: Caltrans
Analysis Year: 2035
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		0		0	
Median type					
Free-flow speed:		Measured		Measured	
FFS or BFFS		45.0	mph	45.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.0	mph	0.0	mph
Free-flow speed		45.0	mph	45.0	mph

VOLUME

	Direction	1		2	
Volume, V		711	vph	849	vph
Peak-hour factor, PHF		0.90		0.90	
Peak 15-minute volume, v15		198		236	
Trucks and buses		20	%	20	%
Recreational vehicles		2	%	2	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	436	pcphpl	520	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	436	pcphpl	520	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		B	
Density, D	9.7	pc/mi/ln	11.6	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: AM Peak Hour
Highway: W Henderson Ave
From/To: N Prospect St/N SR 65 SB
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		0		0	
Median type					
Free-flow speed:		Measured		Measured	
FFS or BFFS		45.0	mph	45.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.0	mph	0.0	mph
Free-flow speed		45.0	mph	45.0	mph

VOLUME

	Direction	1		2	
Volume, V		204	vph	211	vph
Peak-hour factor, PHF		0.90		0.90	
Peak 15-minute volume, v15		57		59	
Trucks and buses		20	%	20	%
Recreational vehicles		2	%	2	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	125	pcphpl	129	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	125	pcphpl	129	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	2.8	pc/mi/ln	2.9	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: AM Peak Hour
Highway: W Henderson Ave
From/To: N Prospect St/N SR 65 SB
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	223	vph	211	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	62		59	
Trucks and buses	20	%	20	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	136	pcphpl	129	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	136	pcphpl	129	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	3.0	pc/mi/ln	2.9	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: AM Peak Hour
Highway: W Henderson Ave
From/To: N Prospect St/N SR 65 SB
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		0		0	
Median type					
Free-flow speed:		Measured		Measured	
FFS or BFFS		45.0	mph	45.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.0	mph	0.0	mph
Free-flow speed		45.0	mph	45.0	mph

VOLUME

	Direction	1		2	
Volume, V		310	vph	320	vph
Peak-hour factor, PHF		0.90		0.90	
Peak 15-minute volume, v15		86		89	
Trucks and buses		20	%	20	%
Recreational vehicles		2	%	2	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	190	pcphpl	196	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	190	pcphpl	196	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	4.2	pc/mi/ln	4.4	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
 E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
 Agency/Co: R&S
 Date: 8/4/2014
 Analysis Period: AM Peak Hour
 Highway: W Henderson Ave
 From/To: N Prospect St/N SR 65 SB
 Jurisdiction: Caltrans
 Analysis Year: 2014
 Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	329	vph	320	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	91		89	
Trucks and buses	20	%	20	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	201	pcphpl	196	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	201	pcphpl	196	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	4.5	pc/mi/ln	4.4	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

 OPERATIONAL ANALYSIS

Analyst: Mark Assi
 Agency/Co: R&S
 Date: 8/4/2014
 Analysis Period: PM Peak Hour
 Highway: W Henderson Ave
 From/To: N Prospect St/N SR 65 SB
 Jurisdiction: Caltrans
 Analysis Year: 2014
 Project ID: Waste Transfer Facility Expansion

 FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

 VOLUME

Direction	1		2	
Volume, V	748	vph	883	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	208		245	
Trucks and buses	20	%	20	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	458	pcphpl	541	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	458	pcphpl	541	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		B	
Density, D	10.2	pc/mi/ln	12.0	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: PM Peak Hour
Highway: W Henderson Ave
From/To: N Prospect St/N SR 65 SB
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		0		0	
Median type					
Free-flow speed:		Measured		Measured	
FFS or BFFS		45.0	mph	45.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.0	mph	0.0	mph
Free-flow speed		45.0	mph	45.0	mph

VOLUME

	Direction	1		2	
Volume, V		748	vph	902	vph
Peak-hour factor, PHF		0.90		0.90	
Peak 15-minute volume, v15		208		251	
Trucks and buses		20	%	20	%
Recreational vehicles		2	%	2	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	458	pcphpl	553	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	458	pcphpl	553	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		B	
Density, D	10.2	pc/mi/ln	12.3	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: PM Peak Hour
Highway: W Henderson Ave
From/To: N Prospect St/N SR 65 SB
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		0		0	
Median type					
Free-flow speed:		Measured		Measured	
FFS or BFFS		45.0	mph	45.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.0	mph	0.0	mph
Free-flow speed		45.0	mph	45.0	mph

VOLUME

	Direction	1		2	
Volume, V		1134	vph	1339	vph
Peak-hour factor, PHF		0.90		0.90	
Peak 15-minute volume, v15		315		372	
Trucks and buses		20	%	20	%
Recreational vehicles		2	%	2	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	695	pcphpl	821	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	695	pcphpl	821	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	B		C	
Density, D	15.4	pc/mi/ln	18.2	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: PM Peak Hour
Highway: W Henderson Ave
From/To: N Prospect St/N SR 65 SB
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		0		0	
Median type					
Free-flow speed:		Measured		Measured	
FFS or BFFS		45.0	mph	45.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.0	mph	0.0	mph
Free-flow speed		45.0	mph	45.0	mph

VOLUME

	Direction	1		2	
Volume, V		1134	vph	1358	vph
Peak-hour factor, PHF		0.90		0.90	
Peak 15-minute volume, v15		315		377	
Trucks and buses		20	%	20	%
Recreational vehicles		2	%	2	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	695	pcphpl	832	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	695	pcphpl	832	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	B		C	
Density, D	15.4	pc/mi/ln	18.5	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
 Agency/Co: R&S
 Date: 8/4/2014
 Analysis Period: AM Peak Hour
 Highway: W Henderson Ave
 From/To: N SR 65 SB/N SR 65 SN
 Jurisdiction: Caltrans
 Analysis Year: 2014
 Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		0		0	
Median type					
Free-flow speed:		Measured		Measured	
FFS or BFFS		45.0	mph	45.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.0	mph	0.0	mph
Free-flow speed		45.0	mph	45.0	mph

VOLUME

	Direction	1		2	
Volume, V		219	vph	201	vph
Peak-hour factor, PHF		0.90		0.90	
Peak 15-minute volume, v15		61		56	
Trucks and buses		20	%	20	%
Recreational vehicles		2	%	2	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	134	pcphpl	123	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	134	pcphpl	123	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	3.0	pc/mi/ln	2.7	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: AM Peak Hour
Highway: W Henderson Ave
From/To: N SR 65 SB/N SR 65 SN
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		0		0	
Median type					
Free-flow speed:		Measured		Measured	
FFS or BFFS		45.0	mph	45.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.0	mph	0.0	mph
Free-flow speed		45.0	mph	45.0	mph

VOLUME

	Direction	1		2	
Volume, V		228	vph	201	vph
Peak-hour factor, PHF		0.90		0.90	
Peak 15-minute volume, v15		63		56	
Trucks and buses		20	%	20	%
Recreational vehicles		2	%	2	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	139	pcphpl	123	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	139	pcphpl	123	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	3.1	pc/mi/ln	2.7	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: AM Peak Hour
Highway: W Henderson Ave
From/To: N SR 65 SB/N SR 65 SN
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1	2
Lane width	12.0 ft	12.0 ft
Lateral clearance:		
Right edge	6.0 ft	6.0 ft
Left edge	6.0 ft	6.0 ft
Total lateral clearance	12.0 ft	12.0 ft
Access points per mile	0	0
Median type		
Free-flow speed:	Measured	Measured
FFS or BFFS	45.0 mph	45.0 mph
Lane width adjustment, FLW	0.0 mph	0.0 mph
Lateral clearance adjustment, FLC	0.0 mph	0.0 mph
Median type adjustment, FM	0.0 mph	0.0 mph
Access points adjustment, FA	0.0 mph	0.0 mph
Free-flow speed	45.0 mph	45.0 mph

VOLUME

Direction	1	2
Volume, V	332 vph	304 vph
Peak-hour factor, PHF	0.90	0.90
Peak 15-minute volume, v15	92	84
Trucks and buses	20 %	20 %
Recreational vehicles	2 %	2 %
Terrain type	Level	Level
Grade	0.00 %	0.00 %

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	203	pcphpl	186	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	203	pcphpl	186	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	4.5	pc/mi/ln	4.1	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
 E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
 Agency/Co: R&S
 Date: 8/4/2014
 Analysis Period: AM Peak Hour
 Highway: W Henderson Ave
 From/To: N SR 65 SB/N SR 65 SN
 Jurisdiction: Caltrans
 Analysis Year: 2014
 Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	341	vph	304	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	95		84	
Trucks and buses	20	%	20	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	209	pcphpl	186	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	209	pcphpl	186	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	4.6	pc/mi/ln	4.1	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: PM Peak Hour
Highway: W Henderson Ave
From/To: N SR 65 SB/N SR 65 SN
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	726	vph	865	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	202		240	
Trucks and buses	20	%	20	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	445	pcphpl	530	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	445	pcphpl	530	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		B	
Density, D	9.9	pc/mi/ln	11.8	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: PM Peak Hour
Highway: W Henderson Ave
From/To: N SR 65 SB/N SR 65 SN
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	726	vph	874	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	202		243	
Trucks and buses	20	%	20	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	445	pcphpl	536	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	445	pcphpl	536	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		B	
Density, D	9.9	pc/mi/ln	11.9	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
 E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
 Agency/Co: R&S
 Date: 8/4/2014
 Analysis Period: PM Peak Hour
 Highway: W Henderson Ave
 From/To: N SR 65 SB/N SR 65 SN
 Jurisdiction: Caltrans
 Analysis Year: 2014
 Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	1100	vph	1311	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	306		364	
Trucks and buses	20	%	20	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	674	pcphpl	804	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	674	pcphpl	804	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	B		B	
Density, D	15.0	pc/mi/ln	17.9	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
 Agency/Co: R&S
 Date: 8/4/2014
 Analysis Period: PM Peak Hour
 Highway: W Henderson Ave
 From/To: N SR 65 SB/N SR 65 SN
 Jurisdiction: Caltrans
 Analysis Year: 2014
 Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		0		0	
Median type					
Free-flow speed:		Measured		Measured	
FFS or BFFS		45.0	mph	45.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.0	mph	0.0	mph
Free-flow speed		45.0	mph	45.0	mph

VOLUME

	Direction	1		2	
Volume, V		1100	vph	1320	vph
Peak-hour factor, PHF		0.90		0.90	
Peak 15-minute volume, v15		306		367	
Trucks and buses		20	%	20	%
Recreational vehicles		2	%	2	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	674	pcphpl	809	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	674	pcphpl	809	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	B		B	
Density, D	15.0	pc/mi/ln	18.0-	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: AM Peak Hour
Highway: W Morton Ave
From/To: N Porter Rd/N Indiana St
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		0		0	
Median type					
Free-flow speed:		Measured		Measured	
FFS or BFFS		45.0	mph	45.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.0	mph	0.0	mph
Free-flow speed		45.0	mph	45.0	mph

VOLUME

	Direction	1		2	
Volume, V		163	vph	93	vph
Peak-hour factor, PHF		0.90		0.90	
Peak 15-minute volume, v15		45		26	
Trucks and buses		20	%	20	%
Recreational vehicles		2	%	2	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	99	pcphpl	57	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	99	pcphpl	57	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	2.2	pc/mi/ln	1.3	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
 Agency/Co: R&S
 Date: 8/4/2014
 Analysis Period: AM Peak Hour
 Highway: W Morton Ave
 From/To: N Porter Rd/N Indiana St
 Jurisdiction: Caltrans
 Analysis Year: 2014
 Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	185	vph	93	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	51		26	
Trucks and buses	20	%	20	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	113	pcphpl	57	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	113	pcphpl	57	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	2.5	pc/mi/ln	1.3	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: AM Peak Hour
Highway: W Morton Ave
From/To: N Porter Rd/N Indiana St
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1	2
Lane width	12.0 ft	12.0 ft
Lateral clearance:		
Right edge	6.0 ft	6.0 ft
Left edge	6.0 ft	6.0 ft
Total lateral clearance	12.0 ft	12.0 ft
Access points per mile	0	0
Median type		
Free-flow speed:	Measured	Measured
FFS or BFFS	45.0 mph	45.0 mph
Lane width adjustment, FLW	0.0 mph	0.0 mph
Lateral clearance adjustment, FLC	0.0 mph	0.0 mph
Median type adjustment, FM	0.0 mph	0.0 mph
Access points adjustment, FA	0.0 mph	0.0 mph
Free-flow speed	45.0 mph	45.0 mph

VOLUME

Direction	1	2
Volume, V	247 vph	141 vph
Peak-hour factor, PHF	0.90	0.90
Peak 15-minute volume, v15	69	39
Trucks and buses	20 %	20 %
Recreational vehicles	2 %	2 %
Terrain type	Level	Level
Grade	0.00 %	0.00 %

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	151	pcphpl	86	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	151	pcphpl	86	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	3.4	pc/mi/ln	1.9	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: AM Peak Hour
Highway: W Morton Ave
From/To: N Porter Rd/N Indiana St
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	269	vph	141	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	75		39	
Trucks and buses	20	%	20	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	164	pcphpl	86	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	164	pcphpl	86	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	3.6	pc/mi/ln	1.9	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: PM Peak Hour
Highway: W Morton Ave
From/To: N Porter Rd/N Indiana St
Jurisdiction: Caltrans
Analysis Year: 2030
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	422	vph	422	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	117		117	
Trucks and buses	20	%	20	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	258	pcphpl	258	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	258	pcphpl	258	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	5.7	pc/mi/ln	5.7	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
 E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
 Agency/Co: R&S
 Date: 8/4/2014
 Analysis Period: PM Peak Hour
 Highway: W Morton Ave
 From/To: N Porter Rd/N Indiana St
 Jurisdiction: Caltrans
 Analysis Year: 2014
 Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	422	vph	444	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	117		123	
Trucks and buses	20	%	20	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	258	pcphpl	272	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	258	pcphpl	272	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	5.7	pc/mi/ln	6.0	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: PM Peak Hour
Highway: W Morton Ave
From/To: N Porter Rd/N Indiana St
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	640	vph	640	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	178		178	
Trucks and buses	20	%	20	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	392	pcphpl	392	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	392	pcphpl	392	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	8.7	pc/mi/ln	8.7	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: PM Peak Hour
Highway: W Morton Ave
From/To: N Porter Rd/N Indiana St
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	640	vph	662	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	178		184	
Trucks and buses	20	%	20	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	392	pcphpl	406	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	392	pcphpl	406	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	8.7	pc/mi/ln	9.0	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: AM Peak Hour
Highway: W Morton Ave
From/To: N Prospect St/N Porter Rd
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1	2
Lane width	12.0 ft	12.0 ft
Lateral clearance:		
Right edge	6.0 ft	6.0 ft
Left edge	6.0 ft	6.0 ft
Total lateral clearance	12.0 ft	12.0 ft
Access points per mile	0	0
Median type		
Free-flow speed:	Measured	Measured
FFS or BFFS	45.0 mph	45.0 mph
Lane width adjustment, FLW	0.0 mph	0.0 mph
Lateral clearance adjustment, FLC	0.0 mph	0.0 mph
Median type adjustment, FM	0.0 mph	0.0 mph
Access points adjustment, FA	0.0 mph	0.0 mph
Free-flow speed	45.0 mph	45.0 mph

VOLUME

Direction	1	2
Volume, V	205 vph	132 vph
Peak-hour factor, PHF	0.90	0.90
Peak 15-minute volume, v15	57	37
Trucks and buses	20 %	20 %
Recreational vehicles	2 %	2 %
Terrain type	Level	Level
Grade	0.00 %	0.00 %

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	125	pcphpl	80	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	125	pcphpl	80	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	2.8	pc/mi/ln	1.8	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

 OPERATIONAL ANALYSIS

Analyst: Mark Assi
 Agency/Co: R&S
 Date: 8/4/2014
 Analysis Period: AM Peak Hour
 Highway: W Morton Ave
 From/To: N Prospect St/N Porter Rd
 Jurisdiction: Caltrans
 Analysis Year: 2014
 Project ID: Waste Transfer Facility Expansion

 FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

 VOLUME

Direction	1		2	
Volume, V	227	vph	132	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	63		37	
Trucks and buses	20	%	20	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	139	pcphpl	80	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	139	pcphpl	80	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	3.1	pc/mi/ln	1.8	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
 Agency/Co: R&S
 Date: 8/4/2014
 Analysis Period: AM Peak Hour
 Highway: W Morton Ave
 From/To: N Prospect St/N Porter Rd
 Jurisdiction: Caltrans
 Analysis Year: 2014
 Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	311	vph	200	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	86		56	
Trucks and buses	20	%	20	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	190	pcphpl	122	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	190	pcphpl	122	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	4.2	pc/mi/ln	2.7	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: AM Peak Hour
Highway: W Morton Ave
From/To: N Prospect St/N Porter Rd
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	333	vph	200	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	93		56	
Trucks and buses	20	%	20	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	204	pcphpl	122	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	204	pcphpl	122	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	4.5	pc/mi/ln	2.7	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: PM Peak Hour
Highway: W Morton Ave
From/To: N Prospect St/N Porter Rd
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	485	vph	549	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	135		153	
Trucks and buses	20	%	20	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	297	pcphpl	336	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	297	pcphpl	336	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	6.6	pc/mi/ln	7.5	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: PM Peak Hour
Highway: W Morton Ave
From/To: N Prospect St/N Porter Rd
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1	2
Lane width	12.0 ft	12.0 ft
Lateral clearance:		
Right edge	6.0 ft	6.0 ft
Left edge	6.0 ft	6.0 ft
Total lateral clearance	12.0 ft	12.0 ft
Access points per mile	0	0
Median type		
Free-flow speed:	Measured	Measured
FFS or BFFS	45.0 mph	45.0 mph
Lane width adjustment, FLW	0.0 mph	0.0 mph
Lateral clearance adjustment, FLC	0.0 mph	0.0 mph
Median type adjustment, FM	0.0 mph	0.0 mph
Access points adjustment, FA	0.0 mph	0.0 mph
Free-flow speed	45.0 mph	45.0 mph

VOLUME

Direction	1	2
Volume, V	485 vph	549 vph
Peak-hour factor, PHF	0.90	0.90
Peak 15-minute volume, v15	135	153
Trucks and buses	20 %	20 %
Recreational vehicles	2 %	2 %
Terrain type	Level	Level
Grade	0.00 %	0.00 %

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	297	pcphpl	336	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	297	pcphpl	336	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	6.6	pc/mi/ln	7.5	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: PM Peak Hour
Highway: W Morton Ave
From/To: N Prospect St/N Porter Rd
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	736	vph	832	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	204		231	
Trucks and buses	20	%	20	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	451	pcphpl	510	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	451	pcphpl	510	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		B	
Density, D	10.0	pc/mi/ln	11.3	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: PM Peak Hour
Highway: W Morton Ave
From/To: N Prospect St/N Porter Rd
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1	2
Lane width	12.0 ft	12.0 ft
Lateral clearance:		
Right edge	6.0 ft	6.0 ft
Left edge	6.0 ft	6.0 ft
Total lateral clearance	12.0 ft	12.0 ft
Access points per mile	0	0
Median type		
Free-flow speed:	Measured	Measured
FFS or BFFS	45.0 mph	45.0 mph
Lane width adjustment, FLW	0.0 mph	0.0 mph
Lateral clearance adjustment, FLC	0.0 mph	0.0 mph
Median type adjustment, FM	0.0 mph	0.0 mph
Access points adjustment, FA	0.0 mph	0.0 mph
Free-flow speed	45.0 mph	45.0 mph

VOLUME

Direction	1	2
Volume, V	736 vph	854 vph
Peak-hour factor, PHF	0.90	0.90
Peak 15-minute volume, v15	204	237
Trucks and buses	20 %	20 %
Recreational vehicles	2 %	2 %
Terrain type	Level	Level
Grade	0.00 %	0.00 %

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	451	pcphpl	523	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	451	pcphpl	523	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		B	
Density, D	10.0	pc/mi/ln	11.6	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
 Agency/Co: R&S
 Date: 8/4/2014
 Analysis Period: AM Peak Hour
 Highway: N Prospect St
 From/To: W Grand Ave/W Morton Ave
 Jurisdiction: Caltrans
 Analysis Year: 2014
 Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	74	vph	85	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	21		24	
Trucks and buses	20	%	20	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	45	pcphpl	52	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	45	pcphpl	52	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	1.0	pc/mi/ln	1.2	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: AM Peak Hour
Highway: N Prospect St
From/To: W Grand Ave/W Morton Ave
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1	2
Lane width	12.0 ft	12.0 ft
Lateral clearance:		
Right edge	6.0 ft	6.0 ft
Left edge	6.0 ft	6.0 ft
Total lateral clearance	12.0 ft	12.0 ft
Access points per mile	0	0
Median type		
Free-flow speed:	Measured	Measured
FFS or BFFS	45.0 mph	45.0 mph
Lane width adjustment, FLW	0.0 mph	0.0 mph
Lateral clearance adjustment, FLC	0.0 mph	0.0 mph
Median type adjustment, FM	0.0 mph	0.0 mph
Access points adjustment, FA	0.0 mph	0.0 mph
Free-flow speed	45.0 mph	45.0 mph

VOLUME

Direction	1	2
Volume, V	98 vph	85 vph
Peak-hour factor, PHF	0.90	0.90
Peak 15-minute volume, v15	27	24
Trucks and buses	20 %	20 %
Recreational vehicles	2 %	2 %
Terrain type	Level	Level
Grade	0.00 %	0.00 %

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	60	pcphpl	52	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	60	pcphpl	52	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	1.3	pc/mi/ln	1.2	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: AM Peak Hour
Highway: N Prospect St
From/To: W Grand Ave/W Morton Ave
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	99	vph	129	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	28		36	
Trucks and buses	20	%	20	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	60	pcphpl	79	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	60	pcphpl	79	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	1.3	pc/mi/ln	1.8	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: AM Peak Hour
Highway: N Prospect St
From/To: W Grand Ave/W Morton Ave
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		0		0	
Median type					
Free-flow speed:		Measured		Measured	
FFS or BFFS		45.0	mph	45.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.0	mph	0.0	mph
Free-flow speed		45.0	mph	45.0	mph

VOLUME

	Direction	1		2	
Volume, V		123	vph	129	vph
Peak-hour factor, PHF		0.90		0.90	
Peak 15-minute volume, v15		34		36	
Trucks and buses		20	%	20	%
Recreational vehicles		2	%	2	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	75	pcphpl	79	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	75	pcphpl	79	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	1.7	pc/mi/ln	1.8	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: PM Peak Hour
Highway: N Prospect St
From/To: W Grand Ave/W Morton Ave
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	341	vph	352	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	95		98	
Trucks and buses	20	%	20	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	209	pcphpl	215	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	209	pcphpl	215	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	4.6	pc/mi/ln	4.8	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: PM Peak Hour
Highway: N Prospect St
From/To: W Grand Ave/W Morton Ave
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	341	vph	376	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	95		104	
Trucks and buses	20	%	20	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	209	pcphpl	230	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	209	pcphpl	230	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	4.6	pc/mi/ln	5.1	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
 E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
 Agency/Co: R&S
 Date: 8/4/2014
 Analysis Period: PM Peak Hour
 Highway: N Prospect St
 From/To: W Grand Ave/W Morton Ave
 Jurisdiction: Caltrans
 Analysis Year: 2014
 Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	506	vph	533	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	141		148	
Trucks and buses	20	%	20	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	310	pcphpl	326	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	310	pcphpl	326	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	6.9	pc/mi/ln	7.2	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: PM Peak Hour
Highway: N Prospect St
From/To: W Grand Ave/W Morton Ave
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	506	vph	557	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	141		155	
Trucks and buses	20	%	20	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	310	pcphpl	341	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	310	pcphpl	341	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	6.9	pc/mi/ln	7.6	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: AM Peak Hour
Highway: N Prospect St
From/To: W Henderson Ave/W Grand Ave
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	74	vph	102	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	21		28	
Trucks and buses	20	%	20	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	45	pcphpl	62	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	45	pcphpl	62	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	1.0	pc/mi/ln	1.4	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS+: Multilane Highways Release 5.3

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S
Date: 8/4/2014
Analysis Period: AM Peak Hour
Highway: N Prospect St
From/To: W Henderson Ave/W Grand Ave
Jurisdiction: Caltrans
Analysis Year: 2014
Project ID: Waste Transfer Facility Expansion

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	74	vph	124	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	21		34	
Trucks and buses	20	%	20	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%

Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.906		0.906	
Flow rate, vp	45	pcphpl	76	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	45	pcphpl	76	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	1.0	pc/mi/ln	1.7	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE
CONTAINING FINDINGS IN SUPPORT OF APPROVAL OF A
MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT
FOR THE SOLID WASTE TRANSFER FACILITY PROJECT

WHEREAS: The project proposes to expand the existing transfer facility to accommodate 500 tons per day of municipal solid waste, green waste, and recyclable materials; and

WHEREAS: On October 2, 2014, the Environmental Coordinator made a preliminary determination that a Mitigated Negative Declaration would be appropriate for the proposed project; and

WHEREAS: The City Council of the City of Porterville at its regularly scheduled meeting of November 4, 2014, conducted a public hearing to consider approval of the Mitigated Negative Declaration which evaluates the environmental impacts of the expansion of the existing transfer facility to a 500 ton per day solid waste transfer facility.

NOW THEREFORE BE IT RESOLVED that the City Council of the City of Porterville does hereby make the following findings:

1. That a Mitigated Negative Declaration was prepared for the project in accordance with the California Environmental Quality Act and was transmitted to interested agencies and made available for public review and comment. The review period ran for thirty days, from October 3, 2014, to November 3, 2014.
2. That the proposed project will not create adverse environmental impacts. The approved Mitigated Negative Declaration was evaluated in light of the prepared environmental initial study and comments from interested parties received during the review period.
3. That the mitigation measures contained in the Mitigated Negative Declaration were incorporated into a Mitigation Monitoring Program attached hereto as Exhibit A.
4. That review of the environmental circumstances regarding this project indicates that no adverse impacts would accrue to wildlife resources from implementation of the project.
5. That the City Council is the decision-making body for the project.

BE IT FURTHER RESOLVED: That the City Council does hereby approve the Mitigated Negative Declaration for the Solid Waste Transfer Facility Project and the Mitigation Monitoring Program attached hereto as Exhibit A.

PASSED, APPROVED AND ADOPTED this 4th day of November 2014.

**ATTACHMENT
ITEM NO. 4**

By: _____

Milt Stowe, Mayor

ATTEST:

John D. Lollis, City Clerk

By: _____

Patrice Hildreth, Chief Deputy City Clerk

MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) has been formulated based upon the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) for the City of Porterville's Waste Transfer Facility Expansion Project (proposed Project). The MMRP lists mitigation measures recommended in the IS/MND for the proposed Project and identifies monitoring and reporting requirements as well as conditions recommended by responsible agencies who commented on the project.

The first column of the Table identifies the mitigation measure. The second column, entitled "Party Responsible for Implementing Mitigation," names the party responsible for carrying out the required action. The third column, "Implementation Timing," identifies the time the mitigation measure should be initiated. The fourth column, "Party Responsible for Monitoring," names the party ultimately responsible for ensuring that the mitigation measure is implemented. The last column will be used by the City to ensure that individual mitigation measures have been monitored.

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
<p><u>CUL-1</u></p> <ul style="list-style-type: none"> ▪ Before initiation of construction or ground-disturbing activities associated with the Project, the Project proponent for all Project phases shall require all construction personnel to be alerted to the possibility of buried cultural resources, including historic, archeological and paleontological resources; ▪ The general contractor and its supervisory staff shall be responsible for monitoring the construction Project for disturbance of cultural resources; and ▪ If a potentially significant historical, archaeological, or paleontological resource, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains or trash deposits are encountered during subsurface construction activities (i.e., trenching, grading), all construction activities within a 100-foot radius of the identified potential resource shall cease until a qualified archaeologist evaluates the item for its significance and records the item on the appropriate State Department of Parks and Recreation (DPR) forms. The archaeologist shall determine whether the item requires further study. If, after the qualified archaeologist conducts appropriate technical analyses, the item is determined to be significant under California Environmental Quality Act, the archaeologist shall recommend feasible mitigation measures, which may include avoidance, preservation in place or other appropriate measure, as outlined in Public Resources Code section 21083.2. The City of Porterville shall implement said measures. 	<p>City of Porterville</p>	<p>During construction</p>	<p>City of Porterville</p>	

<p>CUL-2 The City of Porterville will incorporate into the construction contract(s) a provision that in the event a fossil or fossil formations are discovered during any subsurface construction activities for the proposed Project (i.e., trenching, grading), all excavations within 100 feet of the find shall be temporarily halted until the find is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall notify the appropriate representative at the City of Porterville, who shall coordinate with the paleontologist as to any necessary investigation of the find. If the find is determined to be significant under CEQA, the City shall implement those measures, which may include avoidance, preservation in place, or other appropriate measures, as outlined in Public Resources Code section 21083.2.</p>	<p>City of Porterville</p>	<p>During construction</p>	<p>City of Porterville</p>
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COUNCIL AGENDA: NOVEMBER 4, 2014

SUBJECT: CONSIDER MODIFICATIONS TO THE CONSOLIDATED WASTE MANAGEMENT AUTHORITY (CWMA) JOINT POWERS OF AUTHORITY AGREEMENT

SOURCE: Public Works Department – Field Services Division

COMMENT: The Consolidated Waste Management Authority (CWMA) consisting of the Cities of Visalia, Porterville, Lindsay, Dinuba, Tulare, Exeter, Farmersville and Tulare County was created to act as a regional agency and independent public agency to comprehensively plan, develop, operate, and manage the transformation, diversion, recycling, processing and disposal of solid waste within the members' jurisdictions to meet the State mandated 50% diversion requirements stipulated under Assembly Bill AB 939.

During the last several months a committee of the CWMA Board have met to consider possible amendments to the Joint Powers of Authority (JPA) Agreement. At the request of Supervisor Phil Cox, the County Counsel's Office prepared a draft revision of the Agreement with significant changes. That draft has been reviewed and commented on by the committee members, senior staff, and CWMA General Counsel Steve Kabot. Those discussions identified three significant policy matters which require input and direction from the Board. These items primarily relate to:

1. The extent of the powers of the JPA.

The Agreement states that "in its own name, the Authority can acquire, by condemnation or otherwise, land and/or facilities to construct, manage, maintain or operate any building, works or improvements, including systems, plants, disposal sites, transfer facilities or other facilities for the purposes of collection, disposal, treatment, transformation, diversion, or recycling of solid waste; to set processing, disposal fees and other rates, and to levy and collect fees and charges, including tipping fees and gate fees for Authority owned and/or operated facilities; and to license, franchise, permit and/or contract with qualified persons."

These extensive operational powers exceed the current operational scope of the Authority. The question arose as to the likelihood of any such operational expansion in the future, and if the Board wishes to consider removing said options from the agreement or are they comfortable with

Dir MB
AKD Appropriated/Funded MB CM [Signature]

Item No. 15

the current role of the JPA. At the October 16, 2014, CWMA Board meeting, Supervisor Cox approached the board members with the question of whether the CWMA would be interested in jointly operating the County landfill system, thus necessitating the need for the operational powers to remain in the Agreement.

2. The voting requirements for the Board to act on certain types of matters.

The voting requirements are diverse and complex. The CWMA Board currently has eight (8) members, consisting of one (1) member of each of the city councils or public utility board and one (1) member of the County Board of Supervisors. Five (5) of eight (8) members of the Board constitute a quorum, and a majority of a quorum is all that is needed to approve an action. However, certain actions such as adopting and modifying the budget, acquisition by condemnation of property, and appointment, employment or dismissal of an employee requires two-thirds (2/3) of the Board members approval. A four-fifths (4/5) vote of the Board is required to acquire/lease property and equipment, thus requiring a lesser vote to acquire real property by condemnation than it does by purchase or lease. Finally, a unanimous vote of the Board is required to engage in bonding and the formation of assessment districts.

The changes proposed would modify the quorum definition to fifty percent (50%) plus one (1) of the members of the Board, and acquisition by condemnation of property would require a four-fifths vote.

3. The formula used to determine the allocation of financial responsibility among the members.

The formula for applying charges to members currently varies. The CWMA budget is partially funded by member contributions as determined by the Authority, and is currently based on tonnage delivered to the landfill. Currently, the Board may allocate any additional costs for assessments for extraordinary costs among the members in proportion to the population, as well as division of assets upon termination of the JPA. The question is whether there should be specific methods for allocation, or does the Board want to retain the language giving them the authority to determine how costs should be allocated.

A copy of the Agreement with the proposed changes is attached for Council's review and comment. City staff does not think the CWMA should reduce the powers as discussed in Item #1. There may come a time in the future when the JPA wants to open a facility and if the language from the JPA Agreement is now eliminated, it would require revising the JPA Agreement again.

RECOMMENDATION: That the City Council:

1. Direct staff to communicate to the CWMA Board the Council's desire to retain the powers of the JPA discussed in Item #1;
2. Approve the quorum definition to be 50% + 1 and acquisition by condemnation of property would require 4/5th vote discussed in Item #2; and
3. Approve changing the formula used to determine the allocation of financial responsibility among members be based on landfill tonnages discussed in Item #3.

ATTACHMENT: JPA Agreement

P:\pubworks\General\Council\Consider Modifications to the CWMA JPA Agreement - 2014-11-04.doc

2014 DRAFT REVISED
"AMENDED AND RESTATED JOINT POWERS AGREEMENT"
CONSOLIDATED WASTE MANAGEMENT AUTHORITY

THIS AGREEMENT is entered into as of _____ between
the CITIES OF VISALIA, PORTERVILLE, LINDSAY, DINUBA, TULARE (including its Board
Public Utilities Commissioners), EXETER, FARMERSVILLE, and the COUNTY of TULARE
(COUNTY) hereinafter collectively referred to as Members, with reference to the following:

A. On December 8, 1999 the CITIES OF VISALIA, PORTERVILLE, LINDSAY, DINUBA, and TULARE entered into a Joint Powers Agreement forming the Consolidated Waste Management Authority (CWMA).

B. On November 26, 2002 Cities of EXETER, FARMERSVILLE and WOODLAKE joined the CWMA as equal members.

C. On December 15, 2005, the City of Woodlake submitted their desire to withdraw from the CWMA and on January 26, 2006 was formally accepted by CWMA by approval of Resolution No. 2006-01.

D. On the November 17, 2005, CWMA Board approved Resolution No. 2005-04 accepting the COUNTY'S desire to join the CWMA, subject to the terms and conditions set forth below.

E. On the _____, 2014. The Board approved Resolution No. 2014-____ amending the Revised "Amended and Restated Joint Powers Agreement" Consolidated Waste Management Authority of April 27, 2006.

F. The Members intend by this Agreement to create a Joint Powers Authority ("the Authority") to act as a regional agency and independent public agency to comprehensively plan and develop recycling programs to comply with the Act ~~operate and manage the, transformation, diversion, recycling, processing and disposal of solid waste within the Members' jurisdictions the, transformation,~~

REVIEWED

- October 16, 2014 – Discussed at CWMA Board meeting. Staff to review the agreement with their legal counsel and governing boards.
- September 23, 2014 – Review by Subcommittee.
- September 3, 2014 Review by CWMA Sr. Staff and General Counsel Steve Kabot.
- August 21, 2014 Agreement revised by CWMA Subcommittee and General Counsel Steve Kabot.
- July 2, 2014 Agreement discussed by Senior Staff and General Counsel Steve Kabot.
- June 30, 2014 Combined CWMA Subcommittee & TC Counsel comments.

1 ~~diversion, recycling, processing and disposal of solid waste within the Members'~~
2 ~~jurisdictions;~~

3 G. The Members further intend by this Agreement to provide for the funding
4 reasonably anticipated to be necessary for the above purposes.

5 H. Members are authorized to enter into this Agreement pursuant to Government
6 Code §6500 et seq. and Public Resources Code §40970 et seq.

7 I. The Members intend that the Authority be the responsible party for compliance
8 with Article 1 (Commencing with Section 41780) of Chapter 6 of the Public
9 Resources Code.

10 J. The City of Tulare by charter has a Board of Public Utilities Commissioners to
11 which responsibility has been delegated for solid waste management, and which
12 must thereby also be a signatory to this Agreement.

13
14 **ACCORDINGLY, IT IS AGREED:**

15 1. **CREATION OF SEPARATE AGENCY:** There is hereby created a regional agency
16 which is an agency separate from the parties to the Agreement, and which is responsible for the
17 administration of the Agreement, to be known as "Consolidated Waste Management Authority"
18 (CWMA). Within thirty (30) days of the effective date of this Agreement, the parties shall cause a
19 notice of this Agreement to be prepared and filed with the office of the California Secretary of
20 State as required by Government Code §6503.5.

21 2. **DEFINITIONS:** Unless otherwise required by the context, the following terms shall
22 have the following meanings:

23 a. "Act" shall mean the California Integrated Waste Management Act of 1989
24 AB 939 (California Public Resources Code Sections 40000 et seq.) and all
25 regulations adopted under that legislation, as that legislation and those
26 regulations may be amended from time to time.

- 1 b. "Authority" shall mean the Consolidated Waste Management Authority, which is
2 the public and separate authority created by this Agreement;
- 3 c. "Board" or "Board of Directors" shall mean the Board of Directors of CWMA as
4 provided in this Agreement to govern and administer the Authority.
- 5 d. "Member" shall mean any of the signatories of this Agreement and "Members"
6 shall mean all of the signatories to this Agreement.
- 7 e. "Solid Waste" shall mean all putrescible and nonputrescible solid, semi-solid and
8 liquid wastes, including garbage, trash, refuse, paper, rubbish, ashes, industrial
9 wastes, demolition and construction wastes, abandoned vehicles and parts
10 thereof, discarded home and industrial appliances, dewatered, treated, or
11 chemically fixed sewage sludge which is not hazardous waste, manure,
12 vegetable or animal solid and semisolid wastes, and other discarded solid and
13 semisolid wastes, ~~including special wastes as defined in Public Resources Code~~
14 §41450, but not including hazardous wastes, low-level radioactive waste, or
15 medical waste, as more particularly defined in Public Resources Code §40191
16 as it may be amended from time to time.
- 17 f. "Solid waste landfill" or "solid waste disposal site" shall mean ~~a disposal facility~~
18 ~~that accepts, or has accepted, solid waste for land disposal~~
19 the place, location, tract of land, area, or premises in use, intended to be used,
20 or which has been used, for the disposal of solid wastes as more particularly
21 defined in Public Resources Code §40122 as it may be amended from time to
22 time.
- 23 g. "SRRE" shall mean a Source Reduction and Recycling Element as required by
24 the Act as that element may be amended from time to time.
- 25 h. "NDFE" shall mean a Non-Disposal Facility Element as required by the Act as
26 that element may be amended from time to time.

- 1 i. "HHWE" shall mean Household Hazardous Waste Element as required by the
2 Act as that element may be amended from time to time.
- 3 j. "Transfer facility" shall mean a facility, together with necessary accessory
4 facilities, used for the receiving, processing, recycling and transportation of solid
5 waste, and the recovery of materials from solid waste, as more particularly
6 defined in Public Resources Code §40200 as it may be amended from time to
7 time.
- 8 k. "CIWMP" shall mean County Integrated Waste Management Plan as required by
9 the Act as that plan may be amended from time to time.
- 10 l. "CalRecycle" shall mean California Department of Resources Recycling and
11 Recovery, formerly known as the California Integrated Waste Management
12 Board.

13 **3. PURPOSE:** The Authority is formed with the sole purpose and intent of jointly
14 measuring disposal reduction by the member agencies and of facilitating the development of joint
15 programs and projects that provide economies of scale and to exercise additional powers as are
16 conferred by law in order to meet the requirements of the Act.

17
18 The Members will be responsible for implementation of their own operations and
19 programs that can be most cost-effectively handled at the regional level by maximizing local
20 resources, private sector participation and contract services, to including but not limited to, the
21 establishment or approval of fees, the collection of solid waste, and transfer stations.

22
23 The duties and responsibilities of each Member are described in the County
24 Integrated Waste Management Plan (CIWMP) which is hereby incorporated in this Agreement.
25

26 ~~The purpose of the Authority is to provide for the joint exercise of certain powers common to the~~
27 ~~Members and for the exercise of such additional powers as are conferred by law in order to meet~~
28 ~~the requirements of the Act. The Members are each empowered by the laws of the State of~~
29 ~~California to exercise the powers specified in this Agreement and to comply with the provisions of~~
30 ~~the Act and other laws. These common powers shall be exercised for the benefit of any one or~~
31 ~~more of the Members or otherwise in the manner set forth in this~~

1 Agreement.

2 The Members will be responsible for implementation of their programs and enter this agreement
3 with the intent to operate the Authority in compliance with the requirements of the Act with a
4 minimum level of staff, addressing those operations and programs that can be most cost-
5 effectively handled at the regional level by maximizing local resources, private sector participation
6 and contract services. The duties and responsibilities of each Member are described in the
7 County Integrated Waste Management Plan (CIWMP) which is hereby incorporated in this
8 agreement. The Authority is formed with the sole purpose and intent of jointly measuring disposal
9 reduction by the member agencies and of facilitating the development of joint programs and
10 projects that provide economies of scale. The members will exercise independent power within
11 their own jurisdiction, to including but not limited to, the establishment or approval of fees, the
12 collection of solid waste landfills and the administration of landfills and transfer stations.

13 4. POWERS: The Authority is hereby authorized, in its own name, to exercise any power
14 common to the parties as to solid waste management within the boundaries of the Member
15 jurisdictions, and to thereby perform all acts necessary to accomplish its purpose as stated in this
16 Agreement, ~~except as may be otherwise provided in this agreement in this Agreement, including,
17 but not limited to, the following:~~
18 collection, disposal, treatment, transformation, diversion, or recycling of solid waste:

19 ~~The Members are each empowered by the laws of the State of California to exercise
20 the powers specified in this Agreement and to comply with the provisions of the Act and other
21 laws. These common powers shall be exercised for the benefit of any one or more of the
22 Members or otherwise in the manner set forth in this Agreement.~~

23 ~~The Authority and each of its Members is hereby authorized, in its own name, to exercise any
24 power common to the parties as to solid waste management within the boundaries of the Member
25 jurisdictions, and to thereby perform all acts necessary to accomplish its purpose for the benefit
26 of any one or more of the Members as stated in this Agreement, except as may be otherwise
27 provided in this Agreement including but not limited to the following:~~

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28
29 a. To make and/or assume contracts;

- 1 b. To employ agents, employees, consultants and such other persons or firms as it
2 may deem necessary;
- 3 c. To acquire by condemnation or otherwise, construct, manage, maintain or
4 operate any building, works or improvements, including systems, plants,
5 disposal sites, transfer facilities or other facilities for the purposes of collection,
6 disposal, treatment, transformation, diversion, or recycling of solid waste;
- 7 d. To incur debts, liabilities or obligations, subject to the limitations provided in this
8 Agreement;
- 9 e. To sue and be sued in its own name;
- 10 f. To apply for and accept grants, advances and contributions;
- 11 g. To ~~set~~ ~~make recommendations for processing,~~ ~~set~~ disposal fees and other
12 rates, and to levy and collect fees and charges, including tipping fees and gate
13 fees as provide by this Agreement, or as permitted by law for Authority owned
14 and/or operated facilities.
- 15 h. To ~~adopt~~ ~~recommend~~ ordinances and resolutions as authorized by law to its
16 members;
- 17 ~~i. To issue bonds in any manner authorized by law;~~
- 18 j. To adopt an annual budget by June 30;
- 19 k. To exercise the authority otherwise vested in any party to this Agreement to
20 apply for State or Federal funding to defray any of the costs of operation of the
21 Authority;
- 22 l. To take such actions as are deemed necessary to address transformation,
23 reduction, recycling and diversion goals for solid waste as mandated by the Act,
24 or as deemed desirable by the Authority;
- 25 m. To ~~require~~ ~~to require and compile~~ appropriate reports from agencies,
26 organizations and businesses which collect recyclables and;

Commented [AM1]: CWMA Sr. Staff 9-3-14
Replace "make recommendations for processing" with "set" given
the current Powers.

Board needs to determine if the Powers remain the same or if they
are to be narrowed

1 n. To ~~license, franchise, permit and/or~~ contract with qualified persons, including,
2 but not limited to, ~~independent haulers consultants or any Member of the~~
3 ~~Authority, and~~ to provide any service required by the Authority to accomplish its
4 purpose.

5 The Authority shall have no responsibility for the operation of the Tulare County Solid
6 Waste Enterprise Fund to include, but not be limited to, the operation of the Tulare County
7 landfills and transfer stations, the establishment of reserves or for the setting of tipping or
8 gate fees.

9 **5. OBLIGATIONS OF AUTHORITY:** No debt, liability or obligation of the Authority shall
10 constitute a debt, liability or obligation of any of the Members, except as otherwise provided in
11 this Agreement.

12 **6. DESIGNATION OF ADMINISTERING AGENCY:** The powers of the Authority
13 provided in this Agreement shall be exercised in the manner provided by law for the exercise of
14 such powers by the Members.

15 **7. ORGANIZATION:**

16 a. **GOVERNING BOARD:** The Authority shall be governed by a Board of Directors
17 which shall be composed of one (1) sitting member of each of the city councils,
18 or in the case of the City of Tulare, a member of its Board of Public Utilities, and
19 one (1) sitting member of the Tulare County Board of Supervisors. In addition,
20 each of the parties may designate an alternate Member of the Board who may
21 participate as a Member of the Board only when the principal Member is absent.
22 An alternate Member of the Board shall be a member of the legislative body of
23 the member which he or she represents. Directors and alternates shall serve
24 without compensation, except that they may be reimbursed for reasonable out-
25 of-pocket expenses associated with their service on the Board as authorized by
26 the Board.

- 1 b. TERM: The Members from the city councils and the COUNTY and the alternates
2 shall serve at the pleasure of the legislative body which appointed them.
- 3 c. MEETINGS: Regular meetings of the Board shall be held at least quarterly, on
4 such dates and times and at such locations as the Board shall fix by resolution.
5 Special meetings of the Board shall be called in accordance with Government
6 Code §54596. All meetings shall comply with the provisions of the Ralph M.
7 Brown Act (Government Code §54950 at seq.)
- 8 d. QUORUM: ~~Five (5)~~ Fifty percent (50%) of the Members of the Board plus one (1)
9 shall constitute a quorum in order to conduct business.
- 10 e. VOTING: A simple majority of the quorum shall be required for the adoption of a
11 resolution, ordinance or other action of the Board, except that
- 12 (a) a majority vote of less than a quorum may vote to adjourn;
- 13 (b) any of the following actions shall require a vote of two-thirds (2/3) of the
14 authorized members of the board (as opposed to a quorum):
- 15 (1) Adoption of an annual budget; is
- 16 (2) Any modification of the annual budget;
- 17 (3) Contracts up to \$25,000 and for terms of up to two (2) years, which
18 are otherwise not subject to a four fifths (4/5) vote as hereinafter
19 provided;
- 20 (4) Admission of additional members;
- 21 (5) Appointment, employment, or dismissal of an employee, including
22 any independent contractor who functions as an employee.
- 23 (6) Obtain reimbursement from any member for failure to implement
24 programs identified in their SRRE, NDFE and HHWE;
- 25 (7) Compromise or payment of any claim against the Authority;
- 26 (8) ~~To acquire by condemnation property not owned by the Members;~~

1 (c) A four-fifths (4/5) vote of the Board (as opposed to a quorum) is required
2 for the following actions:

3 (1) The acquisition or lease of real property or equipment in excess of
4 one (1) year lease term.

5 (2) Contracts in excess of \$25,000 or a two (2) year term;

6 (3) To acquire by condemnation property not owned by the Members:

7 And (d) unanimous vote of the Board (as opposed to a quorum) is required for
8 the:

9 (1) The issuance, execution or delivery of bonds;

10 (2) The formation of an assessment district or other similar financing
11 mechanism.

12 f. MINUTES: The Board shall cause minutes of all meetings to be prepared, and
13 shall cause a copy of the minutes to be delivered to each member of the Board,
14 and filed with the governing body of each party, as soon as practicable after
15 each meeting.

16 g. RULES: The Board shall adopt such other bylaws, rules and regulations for the
17 conduct of its business as it shall deem necessary or desirable consistent with
18 the provisions of this Agreement.

19 h. OFFICERS: The officers of the Authority shall be a Chairperson,
20 Vice-Chairperson, and Secretary, ~~Treasurer, Auditor,~~ and such other officers as
21 the Board shall designate. The election of officers will take place at the first
22 meeting of a new fiscal year. The Authority may employ or otherwise retain the
23 services of a Treasurer and Auditor. The Treasurer is designated as the
24 depository for the Authority. The Treasurer shall be formally designated by a
25 resolution adopted by the Board of Directors stating the effective date of the
26 appointment and the term of the appointment.

1 i. **BONDING:** The Board shall designate the public office or officers or person or
2 persons who have charge of, handle, or have access to any property of the
3 Authority, and shall require such public officer or officers or person or persons to
4 file an official bond in an appropriate amount to be fixed by the Board.

5 **8. ACCOUNTABILITY, REPORTS AND AUDITS:** There shall be strict accountability of
6 all funds, and the Auditor shall report any and all receipts and disbursements to the Board with
7 such frequency as shall reasonably be required by the Board. In addition, the Auditor shall either
8 make or contract with a certified public accountant to make an annual audit of the accounts and
9 records of the Authority as required by Government Code §6505. In each case, the minimum
10 requirements of the audit shall be those prescribed by the State Controller for special districts
11 pursuant to Government Code §26909, and shall conform to generally accepted accounting
12 principles. The auditor shall be formally designated by a resolution adopted by the Board of
13 Directors stating the effective date of the appointment and the term of the appointment.

14 **9. OPERATING BUDGET:** The Board shall approve an operating budget as required to
15 conduct its business in a manner consistent with the purposes of the Authority. ~~In addition to
16 normal operating requirements, the budget shall address the capital costs of developing future
17 solid waste facilities.~~

18 **10. CONTRIBUTIONS:** The Authority shall have the power to establish a joint operating
19 fund. The fund shall be used to pay all administrative, operating and other expenses incurred by
20 the Authority. Funding shall be from Member contributions as determined by the Authority and
21 other sources. No Member shall be obligated to make any contributions of funds to the Authority
22 for facilities to be established in accordance with this Agreement or pay any other amounts on
23 behalf of the Authority without that Member's consent evidenced by a written instrument signed
24 by a duly authorized representative of the Member.

25 ~~**11. ISSUANCE OF BONDS:** If the Board should decide by a unanimous vote that it will
26 be necessary to acquire, construct, improve and finance a project for the purposes of the~~

1 ~~disposal, treatment, transformation, diversion or recycling of solid waste, the Authority may issue~~
2 ~~bonds, including revenue bonds for that purpose as authorized by Government Code §6540 et~~
3 ~~seq.~~

4 **12. ASSESSMENTS FOR EXTRAORDINARY COSTS:** In the event the Authority should
5 experience an unanticipated need to pay for extra-ordinary costs, or to pay for any and all costs
6 of litigation or indemnification as provided in this Agreement, and to the extent that such costs
7 cannot otherwise be reasonably funded through use of reserves on hand or through the other
8 revenue sources authorized by this Agreement, the Board may allocate the additional costs,
9 whether actually incurred or estimated to be necessary, among the Members in proportion to the
10 ~~population~~ amount of solid waste landfilled.

11 **Suggested Language:** among the Members in a method approved by the Board,
12 contained within the boundaries ~~then~~ of the current of the Members as last determined by the
13 California Department of Finance. The Members agree that they will then contribute their
14 proportionate share of the additional costs within a reasonable period of time as determined by
15 the Board.

16 **13. INVESTMENT OF SURPLUS FUNDS:** The Authority may invest any money in the
17 treasury that is not required for its immediate necessities in the same manner, and upon the
18 same conditions, as any local agency may do pursuant to Government Code §53601

19 **14. FISCAL YEAR:** The fiscal year for the Authority shall extend from July 1 to June 30 of
20 each year.

21 **15. CONTRACT FOR LEGAL COUNSEL AND STAFFING:** The Authority shall employ or
22 contract for the services of legal counsel who shall advise the Authority on legal matters.

23 The Authority may also employ its own Executive Director and administrative staff, or
24 it may contract with any Member for that purpose.

25 **16. RESTRICTIONS ON OPERATIONS:** The Authority may not regulate tipping or gate
26 fees for authority-owned facilities that are different for any one party to this agreement (or its

1 residents) than any other party (or its residents) without the consent of the affected members.
2 Under no circumstances shall the Authority assume responsibility for hazardous waste disposal
3 sites, which includes all contiguous land and structures, other appurtenances, and
4 improvements on the land used for the treatment, transfer, storage, resource recovery,
5 disposal, or recycling of hazardous waste. A hazardous waste facility may consist of one or
6 more treatment, transfer, storage, resource recovery, disposal, or recycling hazardous waste
7 management units, or combinations of these units (California Health and Safety Code
8 §25117.1). ~~as defined by Health and Safety Code §25117.1.~~

9 **17. CIVIL PENALTIES:** Any civil penalties which are imposed pursuant to the Act by the
10 ~~California Integrated Waste Management Board~~ CalRecycle will be paid by the Authority. In the
11 event that a Member or Members fail(s) to implement the programs identified in the CIWMP or
12 fulfill its obligations under this Agreement, the Authority may request reimbursement for any civil
13 penalties assessed by the ~~California Integrated Waste management Board~~ CalRecycle as a
14 result of this action, from the offending Member or Members.

15 If it is determined that a Member has failed to fulfill its obligation under this
16 Agreement, which failure results in the imposition of penalties by the ~~California Integrated Waste~~
17 ~~Management Board~~ CalRecycle, such member shall be obligated to pay all incurred penalties
18 and costs of enforcement including but not limited to attorney's fees and costs.

19 **18. WITHDRAWAL:** Any Member may withdraw from the Authority by filing with the
20 Authority a written notice to withdraw one hundred eighty (180) days prior to the date of
21 withdrawal. The withdrawal of the Member shall have no effect on the continuance of this
22 Agreement among the remaining Members. The withdrawing Member shall remain responsible
23 for its proportionate share of the then Fiscal Year's operating budget. Except upon vote by the
24 Board to terminate the Authority, any Member that withdraws as provided herein shall be
25 proportionately liable for all the outstanding obligations or debts incurred by the Authority,

1 including remaining unfunded capital expenditures incurred or approved prior to the date of
2 written notice of withdrawal of such Member. The assets contributed by the withdrawing member
3 or the value of the assets at the date of withdrawal will be returned to the withdrawing member.
4 The effective date withdrawal shall be June 30.

5 **19. TERM AND TERMINATION:** This Agreement shall become effective, and the
6 Authority shall come into existence, on the date that the last of the named parties executes the
7 Agreement. The Agreement, and the Authority, shall thereafter continue in full force and effect
8 until the governing bodies of the parties unanimously elect to terminate the Agreement.

9 Upon effective election to terminate this Agreement, the Board shall continue to act as
10 a board to wind up and settle the affairs of the Authority. The Board shall adequately provide for
11 the known debts, liabilities and obligations of the Authority, and shall then distribute the assets of
12 the Authority among the Members, as follows:

- 13 a. The assets contributed by each Member, or the value thereof as of the date of
14 termination shall be distributed to that entity.
- 15 b. The remaining assets shall then be distributed in proportion to the population
16 contained within the boundaries then current of the Members as last determined
17 by the California Department of Finance.

18 The distribution of assets shall be made in-kind to the extent possible by returning to
19 each Member those assets contributed by such parties to the Authority; however, no party shall
20 be required to accept transfer of an asset in kind,

21 Notwithstanding any other provision by the Board for payment of all known to debts,
22 liabilities and obligations of the Authority, each of the Members shall remain liable for any and all
23 such debts, liabilities, and obligations in proportion to the population amount of solid waste
24 landfilled,

25 **Suggested Language:** among the Members in a method approved by the Board,
26 contained within the boundaries of the current Members as last determined by the California

Commented [AM2]: CWMA Sr. Staff 9-3-14
Need to decide what/how the remaining assets will be distributed.

The Board changed the method in which the Member dues are calculated. Member dues are based on landfilled waste tonnage.
City-County or Bottle Bill Funds are based on Population.

Commented [AM3]: CWMA Sr. Staff 9-3-14
Board needs to decide what/how the remaining debts, liabilities, and obligations will be distributed.

In 2011 (CWMA Resolution 2011-02), The Board changed the method in which the Member dues are calculated. Member dues are based on landfilled waste tonnage.
City-County (Bottle Bill Funds) are based on Population.

The Board may choose to use the Suggested Language and then adopt a policy that determines how the remaining funds are to be distributed.
Or, the Board may choose to specify how the remaining Member Dues and Bottle Bill Funds are distributed in the agreement language.

1 Department of Finance as of the effective date of termination of the Agreement.

2 Upon termination of the Authority, each Member shall continue to assume its full
3 responsibility to comply with the requirements of Part 2 of Division 30 (commencing with Section
4 40900) of the Public Resources Code, including, but not limited to Article 1 (commencing with
5 Section 41780); shall continue to implement any source reduction, recycling, and composting
6 programs included in their SRREs, NDFEs, and HHWEs which may be amended from time to
7 time and are subject to revision approved by the California Integrated Waste Management Board;
8 and shall report and track its own disposal and diversion programs as required by law.

9 **20. INDEMNIFICATION/CONTRIBUTION:** The Authority shall hold harmless, defend and
10 indemnify the Members, and their agents, officers and employees from and against any liability,
11 claims, actions, costs, damages or losses of any kind, including death or injury to any person
12 and/or damage to property (including property owned by any Member), arising out of the activities
13 of the Authority, or its agents, officers and employees under this Agreement. The foregoing
14 indemnification obligations shall continue beyond the term of this Agreement as to any acts or
15 omissions occurring before or under this Agreement or any extension of this Agreement.

16 To the extent that the Authority is unable or unwilling to hold harmless, defend and
17 indemnify any party to this Agreement as provided in this Section, such party shall be entitled to
18 contribution from each of the other parties in proportion to the population contained within the
19 boundaries of the Member as last determined by the California Department of Finance as of the
20 date that the obligation of the Authority for such indemnification is liquidated.

21 **21. INSURANCE:** The Authority shall obtain insurance for the Board members and
22 general liability and environmental insurance containing liability in such amounts as the Board
23 shall determine will be necessary to adequately insure against the risks of liability that may be
24 incurred by the Authority. The Members, their officers, directors and employees, shall be named
25 as additional insureds.

26 **22. CLAIMS:** All claims against the Authority, including, but not limited to, claims by public

Commented [AM4]: CWMA Sr. Staff 9-3-14
Need to decide population or solid waste landfilled See note in
Section 19.

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1 officers and employees for fees, salaries, wages, mileage, or any other expenses, shall be filed
2 within the time and in the manner specified in Chapter 2 (commencing with Section 910) of Part
3 3, Division 3.6 of Title I of the Government Code, which describes the appropriate content of a
4 claim.

5 **23. ENTIRE AGREEMENT REPRESENTED:** This Agreement represents the entire
6 agreement among the parties as to its subject matter and no prior oral or written understanding
7 shall be of any force or effect. No part of this Agreement may be modified without the written
8 consent of all of the parties.

9 **24. HEADINGS:** Section headings are provided for organizational purposes only and do
10 not in any manner affect the scope, meaning or intent of the provisions under the headings.

11 **25. NOTICES:** Except as may be otherwise required by law, any notice to be given shall
12 be written and shall be either personally delivered sent by facsimile transmission, emailed or sent
13 by first class mail, postage prepaid and addressed as follows:

14 **Consolidated Waste Management Authority**
15 425 W. Oak Avenue, Suite 101
16 Visalia CA 93292
17 (559) 713-4404
18 FAX: (559) 713-4817
19

20 **MEMBERS:**

21
22
23 City of Dinuba
24 405 E. El Monte Way
25 Dinuba, CA 93618
26 Fax No.: (559) 591-5902 / Confirming No.: (559) 591-5906
27

28
29 City of Lindsay
30 P.O. Box 369
31 Lindsay CA 93247
32 Fax No.: (559) 562-5748 / Confirming No.: (559) 562-5945 7102
33

34
35 City of Porterville
36 291 N. Main Street
37 Porterville, CA 93257
38 Fax No.: (559) 781-6437 / Confirming No.: (559) 782-7460

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City of Tulare
411 E. Kern Ave.
Tulare CA 93274
Fax No.: (559) 685-2398 / Confirming No.: (559) 684-4200

City of Visalia 707 W. Acequia
Visalia CA 93277
Fax No.: (559) 730-7043 / Confirming No.: (559) 738-4314

City of Exeter
P.O. Box 237
Exeter, CA 93221
Fax No.: (559) 562-3516 / Confirming No.: (559) 592-3318

City of Farmersville
909 W. Visalia Rd.
Farmersville, CA 93223
Fax No.: (559) 747-67241 Confirming No.: (559) 747-0458

~~City of Woodlake (member until June 30, 2006)~~
~~350 N. Valencia Blvd.~~
~~Woodlake, CA 93286~~
~~(Fax No.: (559) 564-8776 / Confirming No.: (559) 564-2317)~~

County of Tulare
2800 W. Burrel Ave.
Visalia, CA 93291
(Fax No.: ~~(559) 733-6348~~(559) 733-6898 / Confirming No.: ~~(559) 733-6534~~ (559) 636-5000)

Notice delivered personally ~~or~~ sent by facsimile transmission, emailed is deemed to be received upon receipt. Notice sent by first class mail shall be deemed received on the fourth day after the date of mailing. Any party may change the above address by giving written notice pursuant to this Section.

26. CONSTRUCTION: This Agreement reflects the contributions of all parties and accordingly the provisions of Civil Code Section 1654 shall not apply to address and interpret any uncertainty.

27. NO THIRD PARTY BENEFICIARIES INTENDED: Unless specifically set forth, the

1 parties to this Agreement do not intend to provide any other party with any benefit or enforceable
2 legal or equitable right or remedy.

3 **28. WAIVERS:** The failure of any party to insist on strict compliance with any provision of
4 this Agreement shall not be considered a waiver of any right to do so, whether for that breach or
5 any subsequent breach.

6 **29. EXHIBITS AND RECITALS:** The recitals and the Exhibits to this Agreement are fully
7 incorporated into and are integral parts of this Agreement.

8 **30. CONFLICT WITH LAWS OR REGULATIONS/SEVERABILITY:** This Agreement is
9 subject to all applicable laws and regulations. If any provision of this Agreement is found by any
10 court or other legal authority, or is agreed by the parties, to be in conflict with any code or
11 regulation governing its subject, the conflicting provision shall be considered null and void. If the
12 effect of nullifying any conflicting provision is such that a material benefit of the Agreement to any
13 party is lost, the Agreement may be terminated at the option of the affected party. In all other
14 cases the remainder of the Agreement shall continue in full force and effect.

15 **31. FURTHER ASSURANCES:** Each party agrees to execute any additional documents
16 and to perform any further acts which may be reasonably required to affect the purposes of this
17 Agreement.

18 **32. COUNTERPARTS:** This Agreement may be signed in one or more counterparts, each
19 of which shall be deemed an original, but all of which together shall constitute one and the same
20 instrument.

21 **33. AMENDMENT:** This document may be amended with a unanimous vote by its
22 Members.

23 **THE PARTIES**, having read and considered the above provisions, indicate their agreement
24 by their authorized signatures below.

1 CITY OF DINUBA Signature page

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THE PARTIES, having read and considered the above provisions, indicate their agreement by their authorized signatures below.

Dated: _____ CITY OF DINUBA

By _____
Mayor

ATTEST
Clerk of the City of Dinuba

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CITY OF EXETER Signature page

THE PARTIES, having read and considered the above provisions, indicate their agreement by their authorized signatures below.

Dated _____ CITY OF EXETER

By _____
Mayor

ATTEST
Clerk of the City of Exeter

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CITY OF FARMERSVILLE Signature page

THE PARTIES, having read and considered the above provisions, indicate their agreement by their authorized signatures below.

Dated: _____ CITY OF FARMERSVILLE

By _____
Mayor

ATTEST
Clerk of the City of Farmersville

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CITY OF LINDSAY Signature page

THE PARTIES, having read and considered the above provisions, indicate their agreement by their authorized signatures below.

Dated: _____

CITY OF LINDSAY

By _____
Mayor

ATTEST
Clerk of the City of Lindsay

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CITY OF PORTERVILLE Signature page

THE PARTIES, having read and considered the above provisions, indicate their agreement by their authorized signatures below.

Dated: _____ CITY OF PORTERVILLE
By _____
Mayor

ATTEST
Clerk of the City of Porterville

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CITY OF TULARE Signature page

THE PARTIES, having read and considered the above provisions, indicate their agreement by their authorized signatures below.

Dated: _____ CITY OF TULARE

By _____
President, Board of Public Utilities Commissioners

ATTEST
Secretary, Board of Public Utilities Commissioners

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COUNTY OF TULARE Signature page

THE PARTIES, having read and considered the above provisions, indicate their agreement by their authorized signatures below.

Dated: _____ COUNTY OF TULARE

By _____
Chairman, Tulare County Board of Supervisors

ATTEST
Clerk of the Board

Approved to Form
County Counsel

Deputy Date _____

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CITY OF VISALIA Signature page

THE PARTIES, having read and considered the above provisions, indicate their agreement by their authorized signatures below.

Dated: _____

CITY OF VISALIA

By _____
Mayor

ATTEST
Chief Deputy Clerk of the City of Visalia

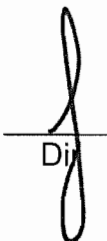
SUBJECT: GOVERNOR'S EXECUTIVE ORDER FOR CALIFORNIA DISASTER ASSISTANCE ACT FUNDING, AND THE PROVISION OF WATER TO EAST PORTERVILLE RESIDENTS


SOURCE: Administration

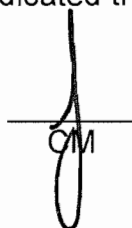
COMMENT: As has been reported at prior City Council meetings, Governor Brown recently issued Executive Order B-26-14, within which the Governor authorized funding through the California Disaster Assistance Act for the purpose of providing temporary water supplies to households without water for drinking and/or sanitation purposes, as well as directed State agencies to coordinate with counties and local agencies in providing long-term solutions for affected residents.

On Wednesday, October 15, 2014, City Council and staff representatives were invited to participate in a coordination meeting with State and County representatives in regards to the long-term water needs in the East Porterville area. State agencies represented in the meeting included the Governor's Offices of Emergency Services and Planning and Research, Department of Water Resources, and Department of Housing and Community Development. During the course of the meeting, the participants discussed the feasibility of the City allowing a manageable number of residents to connect to the City's municipal water system, with the remainder to have a 1,500-gallon tank placed at their residence that is proposed to be filled every other week (likely by Self-Help Enterprises). The Governor's Office of Emergency Services representatives indicated that they could fund the necessary water main infrastructure to connect County residents to the City's water system, and the Department of Housing and Community Development indicated they could fund the individual connection fees (approximately \$5,000 per connection). In addition, the Office of Emergency Services indicated that they could fund at least one (1) and potentially two (2) new wells for both connecting residents to the City's water system, as well as to provide a water source for the filling of the 1,500-gallon tanks.

It was reported in the meeting by the County that there are at least four hundred East Porterville residences whose wells are dry, of which the City indicated that it would begin planning toward the initial


Dir


App/Fund


CM

Item No. 16

connection of at least one hundred residences, focusing on the areas that meet the LAFCO definition of an “Island”, which are most probable for future annexation into the city (please see attached proposed connection map). These areas are generally in the western most part of East Porterville, and also contain some of the largest clusters of residences currently without water.

As was reported at the October 21st City Council meeting, recognizing that the Council’s funding authorization for providing water delivery service in coordination with the Porterville Area Coordinating Council would soon be expended, County representatives had requested that the City consider continuing this service by Mutual Aid Agreement with the County as long-term solutions are developed and put into effect. To ensure adequate funding was available to continue water delivery service, the Council authorized the continuation of water delivery service through Friday, November 7th. Under the Executive Order’s funding authorization, and by Mutual Aid Agreement, effective Monday, November 10th, the City would be eligible for full reimbursement for appropriate expenses in providing assistance and support for drought-related activities, for a period of at least sixty (60) days. Please see the attached Tulare Operational Area Task Request.

To date, the PACC has currently placed sixty-five (65) 300-gallon water tanks at East Porterville residences, which is planned to increase to one hundred (100) by the end of this month. Currently, City staff and a water truck deliver water to each residence with a tank once per week, which requires two full days to fill the tanks, and will require at least an additional day of delivery as the additional tanks are placed.

On Thursday, October 16th, representatives from the Tulare County Farm Bureau, County of Tulare, and Cities of Exeter, Lindsay and Visalia met to discuss the need for Federal legislation to address the drought. It is desired that a “one voice” letter to Federal legislators would encourage the passage of the essential drought relief bills that are currently in committee in Washington, D.C. The Draft Letter is provided for the Council’s consideration and approval of support.

- RECOMMENDATION: That the City Council consider:
1. The planning effort toward the provision of water service connections to East Porterville county residents in reference to the Governor’s Executive Order;
 2. The continuation of water delivery service by Mutual Aid Agreement with the County effective November 10, 2014, for at least sixty (60) days; and
 3. Approval of the Draft Letter requesting immediate action and support for Federal Drought Relief Legislation.

- ATTACHMENTS:
1. Governor Executive Order B-26-14
 2. East Porterville Proposed Connection Map
 3. Tulare Operational Area SEMS Mission/Task Request
 4. Draft Letter to Federal Legislators for Drought Relief Legislation

Executive Department
State of California

EXECUTIVE ORDER B-26-14

WHEREAS on January 17, 2014, I proclaimed a State of Emergency to exist throughout the State of California due to severe drought conditions; and

WHEREAS on April 25, 2014, I proclaimed a Continued State of Emergency to exist throughout the State of California due to the ongoing drought; and

WHEREAS drought conditions have persisted for the last three years and the duration of this drought is unknown; and

WHEREAS many residents across the state who rely on domestic wells or very small water systems now live in homes that can no longer provide water for drinking or sanitation purposes due to declining groundwater supplies resulting from the drought; and

WHEREAS the shortage of water for drinking and sanitation purposes that many residents now face constitutes a threat to human health and safety; and

WHEREAS additional expedited actions are needed to reduce the harmful impacts from these water shortages and other impacts of the drought; and

WHEREAS the magnitude of the severe drought conditions continues to present threats beyond the control of the services, personnel, equipment, and facilities of any single local government and require the combined forces of a mutual aid region or regions to combat; and

WHEREAS under the provisions of section 8571 of the California Government Code, I find that strict compliance with various statutes and regulations specified in this order would prevent, hinder, or delay the mitigation of the effects of the drought.

NOW, THEREFORE, I, EDMUND G. BROWN JR., Governor of the State of California, in accordance with the authority vested in me by the Constitution and statutes of the State of California, in particular Government Code sections 8567 and 8571 of the California Government Code, do hereby issue this Executive Order, effective immediately.

IT IS HEREBY ORDERED THAT:

1. The Office of Emergency Services shall provide local government assistance as it deems appropriate for the purposes of providing temporary water supplies to households without water for drinking and/or sanitation purposes under the authority of the California Disaster Assistance Act, California Government Code section 8680 et seq. and California Code of Regulations, Title 19, section 2900 et seq.

2. The provisions of the Government Code and Public Contract Code applicable to state contracts and procurement, including but not limited to, advertising and competitive bidding requirements, are hereby waived for the sole purpose of allowing state agencies and departments to purchase water for the protection of health, safety, and the environment.

3. The provisions of California Penal Code section 396 prohibiting price gouging in times of emergency are hereby reinstated as of the date of this Order. The 30-day time period limitation under subsection (b) is hereby waived. For the purposes of calculating the price differential, the price of goods or services shall be compared to the price in effect as of the date of this Order.

4. The State Water Resources Control Board, the Department of Water Resources, the Office of Emergency Services, and the Office of Planning and Research will assist local agencies with the identification of acute drinking water shortages in domestic water supplies, and will work with local agencies in implementing solutions to those water shortages. For any actions the listed state agencies take pursuant to this directive, for any actions taken by a local agency where the Office of Planning and Research concurs that local action is required, and for any necessary permits to carry out those actions, Division 13 (commencing with section 21000) of the Public Resources Code and regulations adopted pursuant to that Division are hereby suspended. This suspension will expire on December 31, 2014, except that actions started prior to that date shall not be subject to Division 13 for the time required to complete them.

This Executive Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its agencies, departments, entities, officers, employees, or any other person.

I **FURTHER DIRECT** that as soon as hereafter possible, this Order be filed in the Office of the Secretary of State and that widespread publicity and notice be given to this Order.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 10th day of September 2014.



Edmund G. Brown Jr.






EDMUND G. BROWN JR.
Governor of California

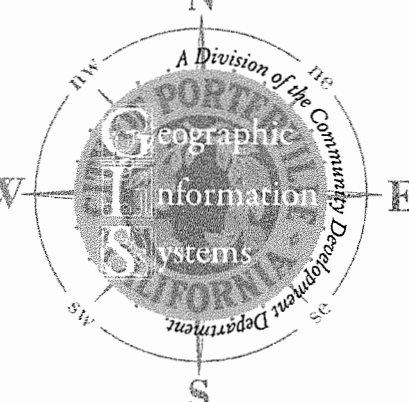
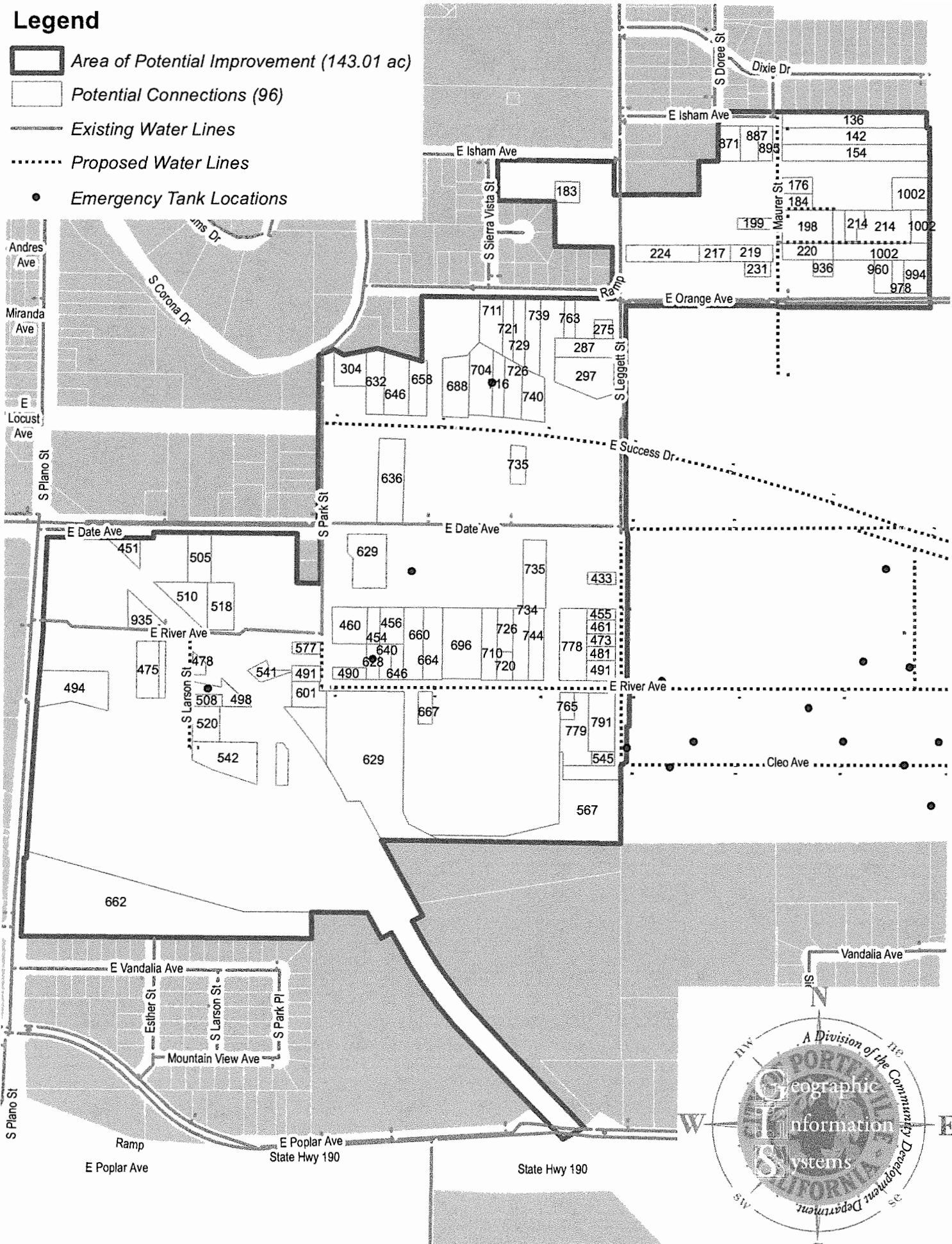
ATTEST:

Debra Bowen

DEBRA BOWEN
Secretary of State

Legend

-  Area of Potential Improvement (143.01 ac)
-  Potential Connections (96)
-  Existing Water Lines
-  Proposed Water Lines
-  Emergency Tank Locations





TULARE OPERATIONAL AREA
SEMS MISSION/TASK REQUEST
XTU-2014-004-LG

To: **City of Porterville**

Date: **10/29/14**

Pursuant to the California Master Mutual Aid Agreement (MMAA), the Tulare County Regional Emergency Management Mutual Aid Agreement (“TC EMMAA”), and in accordance with the Standardized Emergency Management System (SEMS), the County of Tulare, serving as the Tulare Operational Area, requests the following Mission / Task to be completed:

TASK(S) TO BE PERFORMED:

1. **As of November 10, 2014:** Continue utilizing City of Porterville water, personnel, and equipment to fill existing non-potable water tanks placed at individual homes by the Porterville Area Coordinating Council in the unincorporated area east of and immediately adjacent to the City of Porterville, commonly referred to as “East Porterville” or “Doyle Colony,” for those homes where a signed waiver of liability has been obtained from the occupant by the City of Porterville.

DURATION & TERMINATION:

The recipient is requested to perform the task(s) above for: **At least 60 days.** This request is anticipated to be renewed prior to expiration, unless the need has abated; should the need abate prior to expiration, the request shall be terminated at such time as mutually agreed upon. Should City of Porterville wish to cease performing the requested task, at least 10 days prior notice is requested.

COMPENSATION:

The **County of Tulare** shall reimburse the **City of Porterville** for **100%** of actual costs associated with this request. The **County of Tulare** shall claim such costs for disaster recovery from the State of California. This section supercedes Paragraph D of Section VI of the Tulare County Regional Emergency Management Mutual Aid Agreement, as the contingent



Office of Emergency Services

5957 South Mooney Boulevard, Visalia, California 93277
(559) 624-7495 Telephone (559) 737-4692 Facsimile

reimbursement outlined therein has been found to be in conflict with State and Federal policies and regulations.

Please contact my office should you have any questions in regards to this request.

Sincerely,

Andrew Lockman
Emergency Services Manager
County of Tulare, Office of Emergency Services

DATE

Re: Request for Immediate Action and Support for Federal Drought Relief Legislation

Dear U.S. Senators and Members of the House of Representatives:

Tulare County constituents continue to remain very concerned about water reliability in the San Joaquin Valley and throughout California and supports the efforts of both the House and Senate to craft legislative proposals that can respond to our urgent and dire situation and develop comprehensive long term solutions.

The Valley's economy depends on healthy rural communities that can provide safe and reliable water supplies to their residents. These residents fuel the economy in the Valley by contributing to the agricultural workforce and beyond. The bills now in conference must address storage and short term relief in the immediate future, and long term solutions for more storage infrastructure and less environmental restriction.

We write to thank each of you for the effort you have made to address the dire water situation facing the State of California. The passage of S. 2198, the Emergency Drought Relief Act out of the U.S. Senate, and H.R. 3964, the Sacramento-San Joaquin Valley Emergency Water Delivery Act out of the U.S. House of Representatives, are significant and commendable milestones. The efforts you have taken are greatly appreciated. We are, however, acutely aware of the need for you to promptly resolve the differences between these bills before any legislation will become law. We also know that we are in urgent need of a change in law.

While the bills have been in conference the number of dry domestic wells in Tulare County has climbed to 724. That means more than 750 homes and more than 3,375 people are without water. The availability of surface water to curb groundwater pumping and recharge our aquifers is key to addressing the private well issue.

Therefore, we are asking each of you to work diligently and in good faith to bridge your differences. Failure will ensure that the current regulatory and policy regimes that were put in place to improve the health of the Delta and the Central Valley, but have actually done the opposite, will continue unchecked. As a result, more acreage will be fallowed further diminishing our ability to provide a safe and sustainable food supply and threatening our national security. In addition, the demands on food banks, existing high unemployment, the inability of families to pay utilities and stay in their homes, and the lack of job opportunity that already exists in disadvantaged communities will all be exacerbated.

A comprehensive solution should including the following key provisions:

In the Short Term,

- Immediate emergency relief from the Endangered Species Act
- Operate the State Water Project and Central Valley Project with maximum discretion and flexibility
- Cessation of restoration flows on the San Joaquin River until such a time surplus water exists beyond the needs of communities and industry

In the Long Term,

- Increase storage capacity within our existing reservoir systems
- Create new storage throughout the state
- Re-evaluate the current management plans to allow improved operational flexibility of our water projects

The signors below support a bipartisan effort from the House and the Senate to craft this comprehensive solution for immediate relief and long term solutions. Thereby securing a reliable water supply for our residents and to protect our robust agricultural economy. We respectfully ask for your collective help and influence to save our state from catastrophic losses.

Sincerely,

COUNCIL AGENDA: November 4, 2014

SUBJECT: CONSIDERATION OF CITY COUNCIL PROCEDURAL HANDBOOK


SOURCE: City Manager

COMMENT: At the City Council meeting of September 16th, Councilmember Ward requested, and the Council approved, the consideration of the City Council Procedural Handbook be scheduled for the October 7th meeting. At the October 7th meeting, the Council postponed consideration of the Handbook to the meeting of October 21st, and then subsequently postponed consideration again to this meeting.

The prior City Council last revised the Handbook in October 2013, and given the recent seating of new members of Council, the Council may wish to review the Handbook for determining its own procedures and operations.

RECOMMENDATION: That the City Council consider the City Council Procedural Handbook, and adopt changes to the Handbook and/or provide direction to staff as deemed appropriate.

ATTACHMENT: City Council Procedural Handbook (Revised October 1, 2013)

C/M 

Item No. 17

CITY COUNCIL PROCEDURAL HANDBOOK



Compiled by:
The Office of City Clerk
291 North Main Street
Porterville, CA 93257
Tel: (559) 782-7447
Fax: (559) 782-7452
www.ci.porterville.ca.us

Revised October 1, 2013

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	E. Email Retention Policy <i>(to be attached upon completion and adoption)</i>	



PREAMBLE

The residents and businesses of the City of Porterville are entitled to have fair, ethical, and accountable local government. Such a government requires that:

- Public Officials comply with both the letter and spirit of the laws and policies affecting operations of the government;
- Public Officials be independent, impartial, and fair in their judgment and actions;
- Public office be used for the public good, not for personal gain; and
- Deliberations and processes be conducted openly, unless legally confidential, in an atmosphere of respect and civility.

No part of this Handbook shall be interpreted so as to violate any federal or state law; a Council Member's Oath of Office; a Council Member's moral or ethical responsibilities; or the exercise of a Council Member's individual rights afforded him/her by the U.S. Constitution.

To this end, the City Council of the City of Porterville hereby approves of and affirms the above to encourage public confidence in the integrity of local government and its operations.

(Minute Order 21-070511, July 5, 2011.)



II. MEETINGS OF COUNCIL

The Council shall provide by ordinance the time and place of holding regular meetings and the manner in which special meetings may be called. Public interest and convenience shall be primary consideration when decisions are made as to time, location and frequency.

Except as otherwise provided by law, all meetings of the Council shall be open to the public.

A. REGULAR MEETINGS

1. Pursuant to Section 10 of the City Charter, Regular Meetings of the Porterville City Council shall be held on the first and third Tuesday of each month in the Council Chambers at City Hall, 291 North Main Street, in the City. The Regular Meetings will commence at five thirty o'clock (5:30) P.M., with Closed Sessions commencing at five thirty o'clock (5:30) P.M., and Open Session commencing at six thirty o'clock (6:30) P.M. In the event that a regular meeting of the Council shall fall on a legal holiday, that regular meeting shall be held at the same place and time on the next succeeding working day, or as determined by Council. (*Ordinance 1766, August 17, 2010; M.O. 15-09181, September 18, 2012.*)
2. Following the mid-meeting break (around 9:00 p.m.) the Mayor, with assistance from the City Manager, will review the balance of the agenda with Council to discuss how it can be handled in the allowed time. If it is necessary to continue any items, it will be announced at that time.

B. ADJOURNED MEETINGS/STUDY SESSIONS (Open to the public)

1. The purpose of these meetings shall be for informal discussions between staff, advisory bodies or consultants and the City Council regarding specific programs, projects or policies. If noticed, formal action may be taken at such a meeting.
2. Adjourned Meetings/Study Sessions will be held at a time and place convenient to Council and advantageous for public participation.
3. Participation of the public shall be at the discretion of the Presiding Officer, upon consensus of the Council.

C. SPECIAL MEETINGS

1. Special meetings may be called by the Mayor or three members of the City Council. (*Gov. Code Section 54956*) Written notice of each special meeting must be given not less than twenty-four (24) hours before such meeting to each member of the City Council not joining the call.
2. Written notice must be given to the City Council and to the media 24 hours prior to each meeting. (*Gov. Code Section 54956*)
3. A supplemental telephone call shall be made if necessary to notify each Council Member.
4. No business other than that announced shall be discussed.
5. Any special meeting held at a place other than City Hall shall be open to the public. Notice requirements of the Brown Act shall be complied with for any such meetings; regular minutes shall be taken by the City Clerk and shall be available for public inspection.

D. ORDER OF BUSINESS:

Call to Order
Roll Call
Oral Communications
Closed Session(s)
Reconvene at 6:30 p.m.
Closed Session Report
Pledge of Allegiance
Invocation
Presentations/Proclamations
Reports (AB1234 Reports, Committee/Commission/Board Reports;
Subcommittee Reports; Information Items and Reports)
Oral Communications
Consent Calendar
Approval of Minutes
~~Claims Against the City~~ (closed session)
Payment of Bills
Payments on Public Works Projects
Authorization to Purchase
Authorization to Call for Bids
Award of Bids
Acceptance of Projects

Acceptance of Dedications/Property
Approval of Final Tract Maps
Annexations
Requests for City Services
Reports
Other Routine Matters
Public Hearings
Second Reading of Ordinances
Scheduled Matters
Oral Communications (on any matter of interest)
Council Comments
Adjournment
(Resolution 101-2010, August 17, 2010, attached as Appendix A.)

E. CONSENT ITEMS

1. Consent items are the first items on the open session portion of the agenda (items that are routine, have been discussed before, relate to implementation of approved budget items, or to City operations or item to be later set for public hearing).
2. Any item removed from the Consent Calendar shall be considered immediately after the last Scheduled Matter on the agenda and immediately before the Second Oral Communications. *(M.O. 16-091812, September 18, 2012.)*



III. MEETING PROCEDURES

A. PRESIDING OFFICER

1. The Mayor is the Presiding Officer and acts as Chair at Council meetings.
2. In the absence or incapacity of the Mayor, the Vice Mayor as Mayor Pro Tempore will serve as Presiding Officer. In the absence of both the Mayor and Vice Mayor, the Council Members present shall select one of their number to serve as Presiding Officer for that meeting. *(Amended via Minute Order 08-071911, July 19, 2011.)*

3. Seating arrangement of the Council:

Seating arrangements shall be at Council discretion with preference being given to health conditions, seniority, individual Council Member preferences, and the Mayor's preference, in that order. *(Amended via Minute Order 08-071911, July 19, 2011.)*

4. Signing of City Documents:

The Mayor, unless unavailable, shall sign all ordinances, resolutions, contracts and other documents which have been adopted by the City Council and require an official signature; except when the City Manager, or his or her designee, has been authorized by Council action to sign documents. In the event the Mayor is unavailable, the Vice Mayor may sign the required documents. *(Amended via Minute Order 08-071911, July 19, 2011.)*

B. QUORUM

A majority of the Council Members shall constitute a quorum for the transaction of business. *(City Charter)*

C. DISCUSSION RULES

1. Obtaining the floor:
 - a. A member of the City Council, staff, or public shall first address the Presiding Officer and gain recognition.

- b. Comments and questions shall be limited to the issue before Council except when members of the public are addressing the Council under Oral Communications.
- c. Council shall require a motion and a second prior to any discussion of an agenda item. (*Minute Order 17-091812, September 18, 2012.*)
- d. Cross-exchange between Council Members, staff or public shall be avoided.
- e. Any citizen may arise and address the City Council on any business especially concerning them or affecting their interests during Oral Communications, but preference will be given to those who have first presented matters in the form of a written communication or who have personally notified the presiding officer of their desire to speak.
- f. Any member or other person using profane, vulgar, loud or boisterous language at any meeting, or otherwise interrupting the proceedings, who refuses to be seated or keep quiet when ordered to do so by the Mayor or Mayor Pro Tem of the City Council, shall be guilty of a misdemeanor. It shall be the duty of the Chief of Police, upon order of the presiding officer, to eject any such member or person from the council room. (*Ordinance 1537*)

2. Questions to staff:

A Council Member shall, after recognition by the Presiding Officer, address questions to duly designated staff members through the City Manager.

3. Interruptions:

- a. Once recognized, a Council Member shall not be interrupted while speaking except to make a point of order or personal privilege.
- b. If a Council Member is called to order while speaking, the individual shall cease speaking until the question of order is determined.
- c. Upon being recognized by the Presiding Officer, members of staff shall hold the floor until completion of their remarks or until recognition is withdrawn by the Presiding Officer.



IV. COUNCIL REQUESTS FROM THE PUBLIC

A. Response to Letters from the Public

Periodically Council Members receive letters requesting their response. If a Council Member wishes to answer the letter, the matter can be handled in either of three ways:

1. The Council Member can give the letter to the City Manager's Secretary along with direction on how they wish their response to be worded. The City Manager's staff will then prepare the letter on City Council stationery and forward it to the appropriate Council Member for approval and signature. Copies of both letters are kept on file in the City Manager's Office, and copies are available upon request.
2. If the letter requires specific information or details only available from another City Department, the City Manager may refer the letter to the appropriate Department Head for response by them or their designee. Copies of the letters will then be forwarded to the City Manager's Office for filing.
3. If the Council Member wishes to answer their own correspondence, City stationery is available upon request from the City Manager's secretary. Copies of all such letters on City Letterhead shall be provided to all other Council members, and the letter shall include a provision clearly defining that the correspondence represents the views and/or feelings of the specific Council member signing the letter. If the Council Member wishes to have a copy of the letters in their file, they should submit a copy to the City Manager's staff for filing.

If a Council Member receives an informational item and wants a copy to be given to the other Council Members and the City Manager or other Directors, the item should be given to the City Manager's staff and copies will be made and sent out.

B. Referrals to Council agenda

Periodically Council Members receive correspondence or verbal requests for items to be acted upon, or considered, by the City Council. If a Council Member wishes to respond to the request, the matter should be referred to the City Manager. The request can then be handled as follows:

1. The Council Member may request the City Manager to place the item on the Council agenda as a written communication (however, the request must be stated on the agenda face sheet for Council to be able to act on it at the meeting); or
2. Upon research, the request may be determined to be a violation of City, State or Federal law, policy, or previous Council determination, in which case an appropriate response as to why the matter can not be heard will be provided to the requesting party.

Correspondence requesting that an item be acted upon, or considered, by the City Council, which is received directly by the City Manager, is handled in either of two ways:

1. The City Manager shall place any routine and/or legitimate written request under written communications*, or have a staff report prepared if time permits, for the next City Council agenda; or
2. The City Manager shall place any request which has already been acted upon by Council, cannot legally be accomplished, or which has a potential for litigation, in an Administrative Memorandum.

C. Telephone Calls

Citizens attempting to communicate with the City Council often call the offices at City Hall. Such calls are referred to the City Manager's Office. The City Manager's staff will take a message and refer it to the appropriate Council Member, or give the caller the telephone number of the City Council Member so they may call them directly, according to instructions given by the Council Member [see X-D (3)].

D. Personal Meetings

Council Members who wish to meet with their constituents may use various rooms at City Hall. The Council Member should call the City Manager's Secretary as soon as they know a room is needed so that it can be reserved for their use. No more than two Council Members may attend a meeting to discuss City matters without the meeting becoming a public meeting and therefore falling under the requirements of the Brown Act Open Meeting Laws.

E. Personal Correspondence

Council Members who wish to send their own correspondence using City stationery shall include a provision clearly defining that the correspondence represents the views and/or feelings of the specific Council member signing the letter. Copies of all such letters on City Letterhead shall be provided to all other Council members. Letterhead stationery is available upon request from the City Manager's secretary, and if the Council Member wishes to have a copy of their letter in their file, they should submit a copy to the City Manager's staff for filing.

F. Proclamation Approval Process

All Proclamations must be submitted at least 72 hours before noon on the Thursday before the next City Council Meeting to be considered for approval by the City Council. All received proclamations are to be scanned and emailed to all Council Members within one business day of being received. Each Council Member will have until noon on the Thursday before the next Council Meeting to contact the City Manager's Office to sponsor submitted proclamations. Proclamations receiving one sponsor will be placed on the next Council agenda as a Consent Calendar item. Those not receiving a sponsor will be disregarded. If multiple sponsors are received, the first Council Member to respond will be deemed the proclamation's sponsor. (*M.O. 13-100113, October 1, 2013.*)



V. COUNCIL MEMBER REQUESTS TO STAFF

A. General Information

All City Council Member requests for information or documents shall be referred through the City Manager. Any Department Head who receives a direct request from a Council Member shall submit the request, including the name of the requesting Council Member, to the City Manager.

B. Research

All City Council Member requests for information or documents which require extensive research, in the opinion of the City Manager, shall be referred through the City Manager to the Council for direction. The City Manager will discuss the matter with the appropriate department and relay the approximate time table for completion to the City Council for discussion and action at the next available meeting of the City Council. If the request is approved by the Council, upon completion of the research, the information or documents will be forwarded to the City Council Members by the City Manager. *(Amended via Minute Order 08-071911, July 19, 2011.)*

C. Items for inclusion in Council Agenda

The City Manager shall compile the agenda for each meeting and shall include as agenda items, business in the normal course of City affairs, including but not limited to staff proposals to improve services, support the economy and land use, and enhance the efficiency and effectiveness of the City organization, items relating to current, past, and proposed City contracts, leases, franchises, agreements and similar documents, and matters affecting future or proposed City equipment and property, items relating to City employees, agents and contractors, and such other matters as are defined in this handbook or otherwise directed by the City Council.

All City Council Member requests for an item to be placed on the Council agenda should be referred to the City Manager. Pursuant to Minute Order No. 11-022096, such request shall be submitted prior to Monday noon of the week before the Council meeting in order to be placed on the next regularly scheduled meeting.

The City Manager shall place any Council Member request for an agenda item on the next available agenda as a Consent Calendar item for Council approval to be included as a Scheduled Matter on the next available agenda. This does not prevent any Council Member from moving to place an item on the next available agenda during Other Matters of the current agenda. *(Amended via Minute Order 08-071911, July 19, 2011.)*



VI. COUNCIL AGENDA

A. Preparation:

Each Department Head submits agenda items regarding their Department to the City Manager for approval. Upon the City Manager's approval, the items are returned to the appropriate department for copying and collation.

The City Council meeting agendas are prepared on the Thursday prior to the Tuesday meeting. Any questions regarding whether items have been scheduled for consideration at a particular meeting may be directed to the Chief Deputy City Clerk and/or Deputy City Clerk.

B. Deadlines:

The deadlines for the agenda are the Monday preceding the Thursday preparation day. Public hearing items, scheduled matter items, Consent calendar items, and written communications must be submitted by the Monday deadline. The deadline for a Council member request for any item shall be Monday noon preceding the Thursday preparation day.

C. Delivery:

Agendas will be delivered to Council on the Thursday prior to the Tuesday meeting. The agenda shall include a complete copy of the agenda on compact disc suitable for loading on a laptop computer, with provisions for annotating materials with the use of a suitable Acrobat Reader. No items, or additional materials, shall be delivered after the initial delivery to Council on Thursday, except in the instance of a designated emergency item.

Council agendas shall be delivered to the Council Member's home or business, as requested. If no one is available to receive the agenda, the agenda shall be left in an area designated by the Council Member, unless other arrangements have been previously made with the City Clerk's staff. [See X(D)(1)(2).]

The agendas for staff, public and the news media are available after Council receives their agendas, usually on Friday.



VII. THE RALPH M. BROWN ACT

The Ralph M. Brown Act (California Government Code ' 54950 et seq.) governs meetings conducted by local legislative bodies such as city councils, boards of supervisors, special districts, and school boards. The Act represents the State Legislature's determination of how the balance should be struck between the public access to meetings of multi-member public bodies on one hand, and the need for confidential candor, debate, and information gathering on the other.

The Act contains specific exceptions from the open meeting requirements where government has a demonstrated need for confidentiality. Where matters are not subject to a closed meeting exception, the Act has been interpreted to mean that all of the deliberative processes by legislative bodies, including discussion, debate and the acquisition of information, be open and available for public scrutiny.

Meetings are defined as any gathering of a quorum of a legislative body (which includes newly elected but unsworn members of the body) to discuss or transact business under the body's jurisdiction and serial meetings are prohibited. Exemptions are individual contacts between board members and others which do not constitute serial meetings, attendance at conferences and meetings which are open to the public so long as legislative bodies do not discuss amongst themselves business of a specific nature under the body's jurisdiction, and attendance at social or ceremonial events where no business of the body is discussed.

The Act requires that notices of regular meetings must be posted at least seventy-two (72) hours prior to the meeting, and twenty-four (24) hour notice must be provided to members of the legislative body and media outlets for special meetings.

A user's guide to the Ralph M. Brown Act is provided to Council Members for their information. If a Council Member has a specific question which does not seem to be covered in the guide, the Council Member should contact the City Attorney for a legal opinion.



VIII. TRAVEL, MEETINGS AND EXPENSES

This policy would satisfy the requirements of California Government Code §§ 53232.2 and 53233.3 in the event such requirements could be constitutionally applied to charter cities.

The City Manager, or his staff, will notify the City Council Members about any League of California Cities' Conferences, Redevelopment Conferences, Committee meetings, and/or local meetings that may be of interest to the Council. If a Council Member is interested in attending any such meeting, the following procedures should be followed:

A. Requests for Reservations:

When a City Council Member wishes to attend a conference or meeting, he/she should contact the City Manager's office and indicate the following:

1. The date(s) of the conference or meeting;
2. If the Council Member will be accompanied by anyone else, i.e. spouse, child;
3. Any personal preferences for hotel reservations, such as smoking or non-smoking, king or double beds, etc.; and
4. Whether special travel arrangements need to be made, i.e. airplane tickets, ride-sharing, etc.

A disbursement will then be prepared and the payment for the conference or meeting will be forwarded, and, if applicable, the hotel will be contacted to make the appropriate reservations. When making hotel reservations to attend a conference or meeting, a request for a room sales tax waiver shall be made on behalf of the applicable Council member. If a prior room reservation request is not made, the Council member shall request a room sales tax waiver prior to payment for a room.

For lodging in connection with a conference, lodging expenses must not exceed the group rate published by the conference sponsor for the meeting in question, if such rates are available at the time of booking. If the group rate is not available, government rates must be used when available. Lodging rates that are equal or less than the government rates are presumed to be reasonable and allowed per this policy. In the event that government rates are not available at a given time or in a given area, lodging rates that do not exceed the IRS per diem rates for a given area are presumed reasonable and hence allowed.

B. Travel and Expense Form:

A Travel and Expense Form will then be prepared for the Council Member which indicates the following:

1. The amount of money to be issued to the traveler as per diem*; and
2. Mileage expense* (if a personal vehicle is used for travel and cost is paid in advance).

** Amount set in Administrative Policy Manual Sec. II-E-1, Travel & Conference Expenses. In regard to the per diem amount, if payments for expenses are made in advance pursuant to the specified per diem amounts, the disbursement shall not be considered to be reimbursable expense under AB 1234.*

The Council Member will then be issued a packet of materials several days prior to the meeting which contains the following:

1. A check for per diem and mileage;
2. Confirmation notification and informational materials regarding the conference;
3. Confirmation notification for any hotel reservations; and
4. A City credit card to pay for the room charges at the end of the meeting.

C. Receipts:

The Council Member shall then bring the receipt for the hotel charges to the City Manager's staff upon his/her return, together with the credit card, and any refund due the City. The Council Member shall sign the original Travel and Expense Form at that time, which shall then be filed with the Finance Department for final processing.

If a refund is due the Council Member, a check will be issued by the Finance Department and then distributed to the Council Member.

D. Eligibility:

The City shall pay for any Council Member to attend any meetings or conferences of their choice, as approved or ratified by the City Council. A Council Member may request mileage and other expenses associated with attending meetings of boards, commissions, committees, or other groups to which the Council Member has been elected, appointed, or designated to attend by the City Council without further approval or ratification. When accompanied by a spouse, significant other, and/or one or more children, the Council Member shall pay for expenses incurred above that which would otherwise have been paid for the Council Member. Any charge placed on a City credit card for someone other than a Council Member shall also be considered a refund due

the City, payable within 10 days of the receipt of the charges. (*Amended via Minute Order 18-091812, September 18, 2012.*)

E. Event Tickets :

1. City and/or City-Sponsored Events:

A Council Member may accept no more than two (2) tickets issued by the City to a City event or a City-sponsored event. Any tickets in excess of two (2) accepted by a Council Member shall be paid for by the Council Member from non-City funds at the time of acceptance of the tickets. (*Resolution 99-2012, October 2, 2012.*)

2. Non-City Sponsored Events:

The use of City funds to purchase tickets to community events are restricted to the Mayor and Vice-Mayor only. (*Minute Order 11-120412, December 4, 2012.*)



IX. CONFLICT OF INTEREST

A. City Council Members Filing Requirements

City Council Members are under the provisions of the Political Reform Act (Gov. Code, Section 81000 et seq. known as "the Act") as enforced by the Fair Political Practices Commission. The Act applies to campaign contributions requirements, as well as matters of conflict of interest while in office.

1. Disclosure of Economic Interests:

City Council Members must file assuming office and leaving office statements, as well as annual statements while in office. The statements basically require the disclosure of the following information:

- Investments or interests in real property and its fair market value;
- Income, and the name and address of each source of income aggregating five hundred dollars (\$500) or more, or fifty (\$50) or more if a gift, and a general description of the business activity, if any of each source;
- Interests in real property held by a business entity or trust;
- Loans, and its annual interest rate and the security, if any, given for the loan;

2. Disqualification of Participation (Conflict of Interest):

A Council Member shall not make, participate in making, or in any way attempt to use his official position to influence a governmental decision in which he knows or has reason to know he has a financial interest. This might include decisions which affect property within up to 500 feet of the subject property in which the Council Member has an interest.

A financial interest in a decision, within the meaning of Section 87100 of the Act, is if it is reasonably foreseeable that the decision will have a material financial effect, distinguishable from its effect on the public generally, on the Council Member or:

- A member of his or her immediate family;

- A business entity in which the Council Member has a direct or indirect investment worth \$2000 or more;
- Any real property in which the Council Member has a direct or indirect interest worth \$2,000 or more;
- Any source of income, other than gifts or commercial lending institutes loans, aggregating \$500 or more received or promised to the City Council Member within twelve months prior to the time when the decision is made;
- Any business entity in which the City Council Member is a director, partner, trustee, employee, or holds any position of management;
- Any donor, or any intermediary or agent for a donor, or a gift or gifts aggregating \$420 or more in value provided to, received by, or promised to the City Council Member within 12 months prior to the time when the decision is made.

Indirect investment or interest means any investments or interest owned by the spouse or dependent child of a City Council Member, by an agent on behalf of a Council Member, or by a business entity or trust in which the Council Member, the Council Member's agents, spouse, and dependent children own directly, indirectly, or beneficially a 10% interest or greater.

Section 87100 of the Act does not prevent any Council Member from making or participating in the making of a governmental decision to the extent his participation is legally required for the action or decision to be made. The fact that a Council Member's vote is needed to break a tie does not make his participation legally required for purposes of this section.

Pursuant to Section 87105 of the Act, a public official who holds an office specified in Section 87200 who has a financial interest in a decision within the meaning of Section 87100 shall, upon identifying a conflict of interest or a potential conflict of interest and immediately prior to the consideration of the matter, do all of the following:

- a. Publicly identify the financial interest that gives rise to the conflict of interest or potential conflict of interest in detail sufficient to be understood by the public, except that disclosure of the exact street address of a residence is not required.

- b. Recuse himself or herself from discussing and voting on the matter, or otherwise acting in violation of Section 87100.
- c. Leave the room until after the discussion, vote, and any other disposition of the matter is concluded, unless the matter has been placed on the portion of the agenda reserved for uncontested matters.
- d. Notwithstanding paragraph (3), a public official may speak on the issue during the time that the general public speaks on the issue.

B. Other Agencies:

Whenever a Council Member is required to file a Statement of Economic Interest for an outside agency, the Deputy City Clerk will provide the correct form, and using the Statement of Economic Interest Form 700 filed in the City Clerk's Office for the City of Porterville, prepare a duplicate statement for signature, and forward the appropriate form to the requesting agency.

C. Redevelopment Agency Filing Requirements:

Upon assuming office, a City Council Member will also serve as a Redevelopment Agency Member. As an Agency Member, they must file a Conflict of Interest statement for the Porterville Redevelopment Project area. After assuming office, an Agency Member may not acquire any property within the Redevelopment Project area. If prior interests exist within the Project area, the Agency Member must disqualify themselves from any action taken which would constitute a benefit to them.

D. City of Porterville Conflict of Interest Code:

Certain designated City employees are also required to file conflict of interest forms under the provisions of the Political Reform Act Code, Sections 87100-87500 et seq. The City of Porterville Conflict of Interest Code was adopted by the City Council and is reviewed biennially to make sure it is kept current.

If Council Members have a question on whether an interest they have is sufficient for disqualification, they should contact the Fair Political Practices Commission at (866) 275-3772, or <http://www.fppc.ca.gov>, for a ruling or opinion.



X. GENERAL ITEMS

A. Different Hats

Members of the City Council also serve as the governing bodies for the following local agencies:

1. Redevelopment Agency
2. Industrial Development Authority
3. Public Financing Authority
4. Public Improvement Corporation
5. Planning Commission
6. Conflicts and Disclosure Monitor Agency

B. Compensation

As stated in the City Charter, Section 9, City Council Members shall receive \$20 per Council meeting, \$25 per Council meeting for the Mayor, with a maximum of seven paid Council meetings per month.

Redevelopment Agency Members shall receive \$30 per Redevelopment meeting. Council Members receive no benefits other than the amounts per meeting stated above.

C. Issuance of Laptop Computers to Council Members

A Wireless Communications Policy for the laptop computers is being developed as set forth in Minute Order 14-090605. (*See Appendix D*)

D. Direction to Support Staff:

Upon assuming office, Council Members should notify the City Manager's staff regarding the following items:

1. Where to deliver Council agendas and Administrative Reports and Memorandums, i.e. home or business.
2. Where to leave Council agendas if the business is closed and/or if no one is home, i.e. City Manager's Office Council mail box, front porch, back door, etc.
3. How to direct citizens who wish to speak to Council Members, i.e. take a message, give out home telephone numbers, give out business telephone numbers, etc.

E. City Attorney

The City Attorney is the legal advisor of the City Council, and all other City officials. The City Attorney shall prosecute all violations of City ordinances and shall draft all contracts and other legal documents and instruments, required by the Council or the City Manager. The City Attorney shall perform such other legal services as the Council may direct and shall attend all meetings of the Council unless excused therefrom by three members or by the Mayor.

The types of questions referred to the City Attorney are as follows:

1. Generally whether a conflict of interest exists for a Council Member and whether they should abstain from voting on a specific matter.

Please note: Any advice received from the City Attorney relating to Conflicts of Interests is informal only and not binding; the Council Member must seek and obtain a formal written opinion from the FPPC in order to be afforded any statutory immunities.

2. Whether an issue has a legal standing, and what type of action would be appropriate.
3. Legal recommendations for matters of litigation.

F. Annual City Manager/City Attorney Evaluations

The City Council shall provide for annual evaluations for the City Manager and the City Attorney. A standardized evaluation form shall be used which shall address the areas of importance as set forth by the City Council. *(See Appendix C.)*

G. Response to President/Governor Directives

Directives issued by the President of the United States and/or Governor of the State of California shall not be considered a mandatory directive to the City of Porterville except as authorized and/or approved by the City Council. The one exception to this rule is that flags on City buildings shall be flown at half mast upon orders by the President, Governor and/or Mayor, or by majority approval of the City Council.



APPENDICES

- A. Resolution 101-2010, Order of Business
- B. Resolution 99-2012, Ticket Policy
- C. Annual City Manager/City Attorney Evaluation Forms
- D. Laptop Computer and Cell Phone Policy (to be attached upon adoption)
- E. Email Retention Policy (to be attached upon adoption)

RESOLUTION NO. 101 -2010

A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF PORTERVILLE RESCINDING RESOLUTION 72-2005
AND ESTABLISHING NEW ORDER OF BUSINESS TO BE FOLLOWED
AT REGULAR MEETINGS OF THE CITY COUNCIL

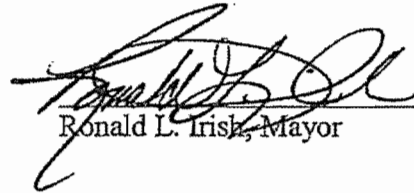
BE IT RESOLVED by the City Council of the City of Porterville that Resolution No. 72-2005 is herein rescinded.

BE IT FURTHER RESOLVED that the following is the order of business to be followed in conducting the regular meetings of the City Council:

- MEETING CALLED TO ORDER
- ROLL CALL
- ORAL COMMUNICATIONS (closed session items only)
- CLOSED SESSION
- RECONVENE OPEN SESSION
- REPORT ON ACTION TAKEN IN CLOSED SESSION
- PLEDGE OF ALLEGIANCE
- INVOCATION
- PROCLAMATIONS/PRESENTATIONS
- REPORTS (AB1234 Reports, Committee/Commission/Board Reports; Subcommittee Reports; Information Items and Reports)
- ORAL COMMUNICATIONS (on any matter of interest)
- CONSENT CALENDAR – to include:
 - Approval of Minutes
 - Claims Against the City
 - Payment of Bills
 - Payments on Public Works Projects
 - Authorization to Purchase
 - Authorization to Call for Bids
 - Award of Bids
 - Acceptance of Projects
 - Acceptance of Dedications/Property
 - Approval of Final Tract Maps
 - Annexations
 - Requests for City Services
 - Reports
 - Other Routine Matters
- PUBLIC HEARINGS
- SECOND READINGS
- SCHEDULED MATTERS

- ORAL COMMUNICATIONS (on any matter of interest)
- COUNCIL COMMENTS
- ADJOURNMENT

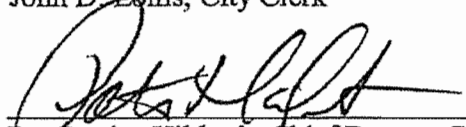
PASSED, APPROVED AND ADOPTED this 17th day of August, 2010.



Ronald L. Irish, Mayor

ATTEST:

John D. Lollis, City Clerk



By: Patrice Hildreth, Chief Deputy City Clerk

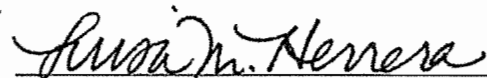
STATE OF CALIFORNIA)
CITY OF PORTERVILLE) SS
COUNTY OF TULARE)

I, JOHN D. LOLLIS, the duly appointed City Clerk of the City of Porterville do hereby certify and declare that the foregoing is a full, true and correct copy of the resolution passed and adopted by the Council of the City of Porterville at a regular meeting of the Porterville City Council duly called and held on the 17th day of August, 2010.

THAT said resolution was duly passed, approved, and adopted by the following vote:

Council:	MCCRACKEN	HAMILTON	IRISH	SHELTON	WARD
AYES:	X	X	X	X	X
NOES:					
ABSTAIN:					
ABSENT:					

JOHN D. LOLLIS, City Clerk



By: Luisa Herrera, Deputy City Clerk

RESOLUTION NO. 99 -2012

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
PORTERVILLE ESTABLISHING A POLICY CONCERNING THE
ACCEPTANCE OF TICKETS BY COUNCIL MEMBERS TO CITY OR
CITY-SPONSORED EVENTS

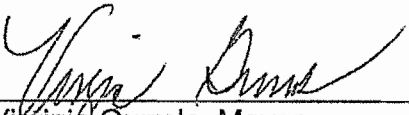
WHEREAS, at its regular meeting of September 18th, 2012, the City Council of the City of Porterville authorized the drafting of a policy limiting the acceptance of tickets by City Council Members to City and City-sponsored events;

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PORTERVILLE:

SECTION 1. The City Council hereby establishes a policy as follows: a Council Member may accept no more than two (2) tickets issued by the City to a City event or a City-sponsored event. Any tickets in excess of two (2) accepted by a Council Member shall be paid for by the Council Member from non-City funds at the time of acceptance of the tickets.

SECTION 2. This resolution establishing the above policy shall be attached as an appendix to the City Council Procedural Handbook.

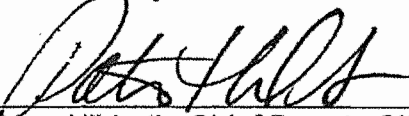
PASSED, APPROVED AND ADOPTED this 2nd day of October, 2012.



Virginia Gurrola, Mayor

ATTEST:

John D. Lollis, City Clerk

By: 

Patrice Hildreth, Chief Deputy City Clerk


STATE OF CALIFORNIA)
 CITY OF PORTERVILLE) SS
 COUNTY OF TULARE)

I, JOHN D. LOLLIS, the duly appointed City Clerk of the City of Porterville do hereby certify and declare that the foregoing is a full, true and correct copy of the resolution passed and adopted by the Council of the City of Porterville at a regular meeting of the Porterville City Council duly called and held on the 2nd day of October, 2012.

THAT said resolution was duly passed, approved, and adopted by the following vote:

Council:	WARD	McCRACKEN	GURROLA	SHELTON	HAMILTON
AYES:	X	X	X	X	X
NOES:					
ABSTAIN:					
ABSENT:					

JOHN D. LOLLIS, City Clerk


 By: Luisa M. Herrera, Deputy City Clerk

**CITY MANAGER
PERFORMANCE EVALUATION
CITY OF PORTERVILLE
(January 1 – December 31, 2013)**

	<u>WEAK</u>		<u>STRONG</u>		
A. Providing Information					
1. Does the City Manager keep you informed, in a timely manner, of the things you want to know about?	1	2	3	4	5
2. Do you feel that you receive information on an equal basis with other Council members?	1	2	3	4	5
3. Do reports provide adequate information and analysis to help you make sound decisions?	1	2	3	4	5
4. Are agenda items and supporting documents appropriate and brought to Council in sufficient time for deliberations?	1	2	3	4	5
5. Does the City Manager regularly consult with the Council before setting the agenda to determine appropriate topics and timing?	1	2	3	4	5
6. Does the City Manager follow up promptly on Council requests for information or action without having to be reminded?	1	2	3	4	5
7. Are Council packets relatively free of errors and omissions?	1	2	3	4	5
Average score					

	<u>WEAK</u>		<u>STRONG</u>		
B. Providing Advice					
1. Does the City Manager have adequate knowledge of municipal affairs?	1	2	3	4	5
2. Does he exercise good judgment?	1	2	3	4	5
3. Do you feel that the City Manager considers alternatives before making recommendations?	1	2	3	4	5
4. Does the City Manager plan ahead, anticipate needs and recognize potential problems?	1	2	3	4	5
5. How do you feel about the quality of analysis that accompanies recommendations?	1	2	3	4	5
6. Does he have a good sense of timing in bringing issues to the Council for action?	1	2	3	4	5
Average score					

INTERNAL ADMINISTRATION

	<u>WEAK</u>		<u>STRONG</u>		
A. Financial Management					
1. Are you comfortable with the City Manager's approach to budget preparation and review?	1	2	3	4	5
2. Is the City Manager effective in controlling costs through economical utilization of manpower, materials, and equipment?	1	2	3	4	5
3. Does the City Manager have sufficient knowledge of financial matters?	1	2	3	4	5
4. Does the City Manager provide you with sufficient information on the financial status of the City government?	1	2	3	4	5
5. Is the budget submitted on time?	1	2	3	4	5
Average score					

	<u>WEAK</u>		<u>STRONG</u>		
B. Personnel Management					
1. Is the City Manager successful in guiding people so that they work together as a team toward common objectives?	1	2	3	4	5
2. Is the City Manager effective in selection and placing personnel?	1	2	3	4	5
3. Does the City Manager develop and motivate personnel so that they are increasingly effective in performing their duties?	1	2	3	4	5
4. Is the City Manager willing to face up to disciplinary problems and take action when warranted?	1	2	3	4	5
5. Is the City Manager effective in promoting positive employer-employee relations?	1	2	3	4	5
6. Does the City Manager respond to Council suggestions on employee training, work priorities and productivity? Are the decisions explained to Council?	1	2	3	4	5
7. Is the City Manager effective on assuring that staff makes a positive impression on citizens?	1	2	3	4	5
8. Does the City Manager ensure that every City employee receives a written annual performance review?	1	2	3	4	5
Average score					

	<u>WEAK</u>		<u>STRONG</u>		
C. Getting the Job Done					
1. Do you have the feeling that things the Council decides or directs get done?	1	2	3	4	5
2. Does the City Manager organize or assign work so that it is performed efficiently and effectively?	1	2	3	4	5
3. Does the City Manager pay sufficient attention to detail to avoid error or things "slipping through the cracks"?	1	2	3	4	5
4. Does the City Manager put in sufficient time and effort to perform to your expectations?	1	2	3	4	5
5. Does the City Manager have a good sense of priorities in the way he spends his time on the job?	1	2	3	4	5
6. Is the City Manager able to analyze problems or issues and identify causes, reasons, and implications?	1	2	3	4	5
7. Does the City Manager develop and carry out short- and long-term action plans?	1	2	3	4	5
Average score					

EXTERNAL RELATIONS

	<u>WEAK</u>		<u>STRONG</u>		
A. Citizen Relations					
1. Does the City Manager generally make a positive impression on citizens and is he respected in Porterville?	1	2	3	4	5
2. Is he effective in handling disputes or complaints involving citizens?	1	2	3	4	5
3. Does the City Manager have appropriate visibility or identity in the community?	1	2	3	4	5
4. Does the City Manager represent Council positions and policies accurately and effectively?	1	2	3	4	5
5. Does the City Manager give sufficient credit to Council?	1	2	3	4	5
6. Does the City Manager think and act in a manner reflecting an attitude that client (Council, staff, or citizens) perceptions and satisfactions are key?	1	2	3	4	5
Average score					

	<u>WEAK</u>		<u>STRONG</u>		
B. Intergovernmental Relations					
1. Is the City Manager effective representing the City's interests in dealing with other agencies?	1	2	3	4	5
2. Does the City Manager participate in enough intergovernmental activity to have an impact on behalf of the City?	1	2	3	4	5
Average score					

PERSONAL CHARACTERISTICS

	<u>WEAK</u>			<u>STRONG</u>	
A. Personality					
1. Is the City Manager's personality suited to effective performance of his duties?	1	2	3	4	5
Average score					

	<u>WEAK</u>			<u>STRONG</u>	
B. Communications					
1. Is the City Manager easy to talk to?	1	2	3	4	5
2. Do you feel he is a good listener?	1	2	3	4	5
3. Are communications thoughtful, clear, and to the point?	1	2	3	4	5
4. Does the City Manager show sensitivity to the concerns of others?	1	2	3	4	5
Average score					

	<u>WEAK</u>			<u>STRONG</u>	
C. Management Style					
1. Does the City Manager demonstrate interest and enthusiasm in performing his duties?	1	2	3	4	5
2. Does he have sufficient leadership characteristics to command respect and good performance from employees?	1	2	3	4	5
3. Does the City Manager show initiative and creativity in dealing with issues, problems, and unusual situations?	1	2	3	4	5
4. Is the City Manager open to new ideas and suggestions for change?	1	2	3	4	5
5. Does the City Manager create an atmosphere in which employees can enjoy working for the City?	1	2	3	4	5

6. Is the City Manager honest and ethical?	1	2	3	4	5
7. Does the City Manager work well under pressure?	1	2	3	4	5
8. Is the City Manager able to change his approach to fit new situations?	1	2	3	4	5
9. Can the City Manager consistently put aside personal views and implement Council policy and direction?	1	2	3	4	5
Average score					

ACHIEVEMENTS

List the top three achievements or strong points of the City Manager for the past twelve (12) months:
1.
2.
3.

FUTURE DEVELOPMENT

List three performance objectives for the City Manager that you feel are the most important targets for this year:
1.
2.
3.

TOTAL OVER ALL SCORE

	<u>WEAK</u>			<u>STRONG</u>	
OVERALL RATING	1	2	3	4	5
<i>Date:</i>					

Cameron Hamilton, Mayor

Brian Ward, Vice Mayor

Pete V. McCracken, Council Member

Virginia Gurrola, Council Member

Greg Shelton, Council Member

**CITY ATTORNEY
PERFORMANCE EVALUATION
CITY OF PORTERVILLE
(January 1 – December 31, 20__)**

	<u>WEAK</u>		<u>STRONG</u>		
A. Providing Information					
1. Does the City Attorney keep you informed, in a timely manner, of the legal issues affecting the City?	1	2	3	4	5
2. Does the City Attorney demonstrate initiative and resourcefulness in identifying legal problems, and advising and recommending resolutions?	1	2	3	4	5
3. Do reports/memoranda from the City Attorney provide adequate information and analysis to help you make sound decisions?	1	2	3	4	5
4. Do the legal solutions that are developed appropriately address the issues to be resolved?	1	2	3	4	5
5. Does the City Attorney follow up promptly on Council requests for information or action without having to be reminded?	1	2	3	4	5
Average score					

	<u>WEAK</u>		<u>STRONG</u>		
B. Providing Advice					
1. Does the City Attorney have adequate knowledge of municipal legal affairs?	1	2	3	4	5
2. Does he/she exercise good judgment?	1	2	3	4	5
3. Do you feel that the City Attorney considers alternatives before making recommendations?	1	2	3	4	5
4. Does the City Attorney plan ahead, anticipate needs and recognize potential legal problems?	1	2	3	4	5
5. How do you feel about the quality of analysis that accompanies recommendations?	1	2	3	4	5
Average score					

	<u>WEAK</u>			<u>STRONG</u>	
C. Getting the Job Done					
1. Do you have the feeling that things the Council decides or directs get done?	1	2	3	4	5
2. Does the City Attorney pay sufficient attention to detail to avoid error or things "slipping through the cracks"?	1	2	3	4	5
3. Does the City Attorney put in sufficient time and effort to perform to your expectations?	1	2	3	4	5
4. Does the City Attorney have a good sense of priorities in the way he/she spends his/her time on the job?	1	2	3	4	5
5. Is the City Attorney able to analyze problems or issues and identify causes, reasons, and implications?	1	2	3	4	5
6. Does the City Attorney perform well under pressure?	1	2	3	4	5
7. When work is delegated to staff/deputy attorneys, is the project/issue handled appropriately?	1	2	3	4	5
Average score					

EXTERNAL RELATIONS

	<u>WEAK</u>			<u>STRONG</u>	
A. Citizen Relations					
1. Does the City Attorney generally make a positive impression on citizens and is he/she respected in Porterville?	1	2	3	4	5
2. Is he/she effective in handling disputes or complaints involving citizens?	1	2	3	4	5
3. Does the City Attorney have appropriate visibility or identity in the community?	1	2	3	4	5
4. Does the City Attorney think and act in a manner reflecting an attitude that client (Council, staff, or citizens) perceptions and satisfactions are key?	1	2	3	4	5
Average score					

	<u>WEAK</u>			<u>STRONG</u>	
B. Intergovernmental Relations					
1. Is the City Attorney effective representing the City's interests in dealing with other agencies?	1	2	3	4	5
Average score					

PERSONAL CHARACTERISTICS

	<u>WEAK</u>			<u>STRONG</u>	
A. Personality					
1. Is the City Attorney's personality suited to effective performance of his/her duties?	1	2	3	4	5
Average score					

	<u>WEAK</u>			<u>STRONG</u>	
B. Communications					
1. Is the City Attorney easy to talk to?	1	2	3	4	5
2. Do you feel he/she is a good listener?	1	2	3	4	5
3. Are communications thoughtful, clear, and to the point?	1	2	3	4	5
4. Does the City Attorney show sensitivity to the concerns of others?	1	2	3	4	5
Average score					

	<u>WEAK</u>			<u>STRONG</u>	
C. Management Style					
1. Does the City Attorney demonstrate interest and enthusiasm in performing his/her duties?	1	2	3	4	5
2. Does the City Attorney show initiative and creativity in dealing with issues, problems, and unusual situations?	1	2	3	4	5
3. Is the City Attorney honest and ethical?	1	2	3	4	5
4. Does the City Attorney work well under pressure?	1	2	3	4	5

5. Is the City Attorney able to change his/her approach to fit new situations?	1	2	3	4	5
6. Can the City Attorney consistently put aside personal views and implement Council policy and direction?	1	2	3	4	5
Average score					

ACHIEVEMENTS

List the top three achievements or strong points of the City Attorney for the past twelve (12) months:
1.
2.
3.

FUTURE DEVELOPMENT

List three performance objectives for the City Attorney that you feel are the most important targets for this year:
1.
2.
3.

TOTAL OVER ALL SCORE

	<u>WEAK</u>			<u>STRONG</u>	
OVERALL RATING	1	2	3	4	5
<i>Date:</i>					

Cameron Hamilton, Mayor

Brian Ward, Vice Mayor

Pete V. McCracken, Council Member

Virginia Gurrola, Council Member

Greg Shelton, Council Member

PORTERVILLE PUBLIC IMPROVEMENT CORPORATION

SUBJECT: ANNUAL MEETING OF THE PORTERVILLE PUBLIC IMPROVEMENT CORPORATION

SOURCE: PUBLIC WORKS DEPARTMENT

COMMENT: In 1988, the Porterville Public Improvement Corporation was formed designating the City Council members as Directors. An annual meeting is required to be held each year.

Action by the Board of Directors is required to approve the election of new officers in accordance with Article III, Section 2 of the Bylaws of the Corporation. Article III, Section 1 of the Bylaws provides that the Mayor shall act ex officio as President, the Vice Mayor shall act ex officio as Vice President, the City Clerk shall act ex officio as Secretary, the Finance Director shall act ex officio as the Treasurer, and the City Attorney shall act ex officio as Legal Counsel to the corporation.

In addition to the election of officers, a report on the progress of the Certificates of Participation (COP) projects is to be submitted to the Board of Directors at the time of the annual meeting. In accordance with Corporation Bylaws and Resolution No. 89-2, a public meeting (not a public hearing) is required prior to approving the annual report. A status report for COP projects is provided as an attachment to this agenda item.

RECOMMENDATION: That the City Council, sitting as the Porterville Public Improvement Corporation:

1. Approve the election of officers as indicated in the attached draft resolution;
2. Accept public comment; and
3. Approve the 2014 Status Report for Certificates of Participation Projects.

ATTACHMENTS:

1. Draft Resolution for Election of Officers
2. 2014 Status Report for Certificates of Participation Projects
3. Original COP Priority Projects List
4. COP Project Status Spreadsheet

DD MAR Appropriated/Funded MJE CM J

ITEM NO. PIC-01

RESOLUTION NO. PIC _____

A RESOLUTION OF THE PORTERVILLE PUBLIC IMPROVEMENT
CORPORATION ELECTING OFFICERS FOR THE
PORTERVILLE PUBLIC IMPROVEMENT CORPORATION

BE IT HEREBY RESOLVED by the Directors of the Porterville Public Improvement Corporation, that the following persons are elected to the offices set forth opposite their names below, as officers of the Corporation, to serve until succession, or election and qualification of the successors, as provided in Article III, Section 2 of the Bylaws of the Corporation.

<u>Name</u>	<u>Office</u>
Milt Stowe	President
Cameron J. Hamilton	Vice President
John D. Lollis	Secretary
Maria Bemis	Treasurer
Julia Lew	Legal Counsel

PASSED, APPROVED AND ADOPTED this 4th day of November, 2014.

By: _____
Milt Stowe, President

ATTEST:

John D. Lollis, Secretary

ATTACHMENT NO. 1

CITY OF PORTERVILLE
Certificates of Participation
Status Report

As of June 30, 2014

1998 ISSUE:

Total Certificates of Participation Issue: \$20,000,000

<u>Project</u>	<u>Percentage of Design Complete</u>	<u>Percentage of Const. Complete</u>
BRIDGES:		
Plano - Tule River Widening	100%	70%
Jaye - Tule River Widening	75%	0%
STREETS:		
Prospect St. Reconstruction (match)	100%	0%
Westwood St. Henderson Past Slough	75%	0%
Main - Henderson to Linda Vista	10%	
Gibbons - Main to Indiana	100%	
Main - Yates to Gibbons	75%	

**CITY OF PORTERVILLE
ORIGINAL CERTIFICATE OF PARTICIPATION
PRIORITY PROJECTS LIST**

PROJECT
A. BRIDGES:
1. Plano - Tule River Widening
2. Main - Tule River Reconstruction
3. Jaye - Tule River Widening
B. SLOUGH CROSSING:
4. Henderson & Porter Slough
5. Westwood & Porter Slough
6. Indiana & Porter Slough
C. STREETS
7. Granite Hills Circulation Phase 1: Morton – Plano to Hillcrest - Morton - Hillcrest to Connor - Connor – Morton to Olive - Putnam – Connor to School Phase 2: Crestview – Putnam to Morton - Olive Avenue – Putnam to Tulsa
8. Indiana - Olive/Thurman
9. Henderson – Newcomb to Westwood
10. Olive Avenue - Newcomb/Westwood
11. Main St.- Henderson/Linda Vista (Phase 1 & 2)
12. Orange Avenue - S. Main/Plano
13. S. Jaye St - 190/Gibbons
14. Gibbons - S. Main/Indiana (2 lanes)
15. So. Main - 190/Gibbons
16. N. Grand/Hwy. 65 right-of-way/EIR/EIS
17. Prospect - Morton/Pioneer
18. Westfield - Hwy 65/ N. Main
19. So. Jaye - Olive/190
20. N. Villa - Olive to Henderson
21. Date - S. Main/Plano
22. W. Henderson - Indiana to Main
23. Westwood - Henderson/Westfield
24. N. Main - Morton to Henderson

C.O.P.---STREETS & BRIDGES

CASH	\$16,465,000	\$1,000,000
INTEREST	\$3,822,644	\$0
REFINANCE	\$3,014,922	
TOTAL	\$23,302,566	\$1,000,000

TOTAL DISCR + INT.	\$24,302,566
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Updated as of September 2014

Priority	ACCOUNT NUMBER	PROJECT DESCRIPTION	ORIGINAL COST ESTIMATE	EXPENDED TO DATE	COP SHARE	DISCRETIONARY EXPENDITURES	DECLINING COP BALANCE	DECLINING DISCRETIONARY BALANCE	TOTAL COP/DISCRE. BALANCE
Completed	85-9723	Jaye - Olive to Date - Phase 1 (Org est. - Olive to 190)	\$600,000	\$220,426	\$220,426	\$0	\$23,082,140	\$1,000,000	\$24,082,140
Completed	85-9702	Main - Tule River Widening	\$600,000	\$861,814	\$861,814	\$0	\$22,220,326	\$1,000,000	\$23,220,326
Completed	85-9714	Olive - Newcomb to Westwood	\$1,200,000	\$1,149,142	\$1,149,142	\$0	\$21,071,184	\$1,000,000	\$22,071,184
Completed	85-9719	So. Main-Phase1 - Hwy. 190 to Yates (Org est. - 190 to Gibbons)	\$600,000	\$405,768	\$405,768	\$0	\$20,665,416	\$1,000,000	\$21,665,416
Completed	85-9721	Prospect - Morton to Westfield (Org est. - Morton to Pioneer)	\$600,000	\$1,669,410	\$1,669,410	\$0	\$18,996,006	\$1,000,000	\$19,996,006
Completed	85-9722	Westfield - Prospect to Monte Vista (Org est. - Hwy 65 to Main)	\$700,000	\$223,258	\$223,258	\$0	\$18,772,748	\$1,000,000	\$19,772,748
Completed	85-9733	Hwy 65 - Scranton Ave. Project	\$0	\$146,736	\$146,736	\$0	\$18,626,012	\$1,000,000	\$19,626,012
Completed	85-9734	Downtown Project - Bank Building	\$0	\$55,935	\$55,935	\$55,935	\$18,626,012	\$944,065	\$19,570,077
Completed	85-9735	Sports Complex	\$0	\$1,379,000	\$1,379,000	\$0	\$17,247,012	\$944,065	\$18,191,077
Completed	85-9736	Traffic Signal - Olive/G	\$0	\$175,043	\$175,043	\$0	\$17,071,969	\$944,065	\$18,016,034
Completed	85-9737	Traffic Signal Project #5	\$0	\$40,017	\$40,017	\$0	\$17,031,951	\$944,065	\$17,976,016
Completed	85-9729	Aerial Photography	\$0	\$312,218	\$312,218	\$0	\$16,719,734	\$944,065	\$17,663,799
Completed	85-9707	Granite Hills-Ph 1 - Morton - Plano to Hillcrest	\$4,000,000	\$4,679,401	\$4,679,401	\$0	\$12,040,333	\$944,065	\$12,984,398
Completed	85-9708	Granite Hills-Ph 1 - Crestview - Thurman to Morton		\$105,527	\$105,527	\$0	\$11,934,806	\$944,065	\$12,878,871
Completed	85-9708	Granite Hills-Ph 1 - Connor - Morton to Olive		\$0	\$0	\$0	\$11,934,806	\$944,065	\$12,878,871
Completed	85-9708	Granite Hills-Ph 1 - Morton - Hillcrest to Conner-Storm Dr.		\$0	\$0	\$0	\$11,934,806	\$944,065	\$12,878,871
Completed	85-9709	Granite Hills-Ph 1 - Putnam - Connor to Tulsa		\$111,859	\$111,859	\$0	\$11,822,947	\$944,065	\$12,767,012
Completed	85-9710	Granite Hills-Ph 2 - Crestview - Putnam to Olive		\$1,557,317	\$1,557,317	\$0	\$10,265,630	\$944,065	\$11,209,695
Completed		Granite Hills-Ph 2 - Olive - Crestview to Tulsa					\$10,265,630		
Completed	02-0001	Airport Toxic Clean-Up/Restaurant	\$0	\$232,462	\$232,462	\$232,462	\$10,265,630	\$711,603	\$10,977,233
Completed	85-9706	Indiana & Porter Slough	\$500,000	\$30,671	\$30,671	\$0	\$10,234,959	\$711,603	\$10,946,562
Completed	85-9716	Orange - Main to Plano	\$1,000,000	\$2,043,815	\$2,043,815	\$0	\$8,191,144	\$711,603	\$8,902,747
Completed	85-9704	Henderson Piping Project		\$358,303	\$358,303	\$0	\$7,832,841	\$711,603	\$8,544,444
Completed	85-9713	Henderson - Newcomb to Westwood & Porter Slough	\$1,200,000	\$1,500,618	\$1,500,618	\$0	\$6,332,223	\$711,603	\$7,043,826
Completed	85-9738	Jaye 190 Intersection	\$0	\$1,450,000	\$1,450,000	\$0	\$4,882,223	\$711,603	\$5,593,826
Completed	85-9738	Jaye - 190 to Springville (Sewer paid out of Sewer DF)	\$0	\$540,700	\$540,700	\$0	\$4,341,523	\$711,603	\$5,053,126
Completed	85-9739	Environmental Work for Projects (VELB Mitigation)		\$299,656	\$299,656	\$0	\$4,041,867	\$711,603	\$4,753,470
Completed	85-9712	*Indiana - Putnam to Olive	\$700,000	\$1,018,876	\$1,018,876	\$0	\$3,022,991	\$711,603	\$3,734,594
Completed	89-9478	Community Center Parking Lot (5/19/09 CC Meeting)	\$0	\$42,986	\$42,986	\$0	\$2,980,005	\$711,603	\$3,691,608
Completed	89-9117	Prospect St. Reconstruction	\$0	\$14,438	\$14,438	\$0	\$2,965,567	\$711,603	\$3,677,170
Completed		LDS Chruch - Retaining Wall	\$0	\$5,775	\$5,775	\$0	\$2,959,792	\$711,603	\$3,671,395
STOP	85-9720	N. Grand Hwy 65 ROW EIR & EIS	\$600,000	\$41,871	\$41,871	\$0	\$2,917,921	\$711,603	\$3,629,524
STOP	85-9726	Henderson - Indiana to Main	\$500,000	\$360	\$360	\$0	\$2,917,561	\$711,603	\$3,629,164
STOP	85-9728	Main - Morton to Henderson	\$300,000	\$170	\$170	\$0	\$2,917,392	\$711,603	\$3,628,995
STOP	85-9724	Villa - Olive to Henderson	\$700,000	\$179	\$179	\$0	\$2,917,213	\$711,603	\$3,628,816
STOP	85-9730	Appraisal Services	\$0	\$185	\$185	\$0	\$2,917,028	\$711,603	\$3,628,631
STOP	85-9731	Soil Work	\$0	\$132	\$132	\$0	\$2,916,896	\$711,603	\$3,628,499
DESIGN	85-9717	Jaye - 190 to Gibbons	\$1,000,000	\$138,481	\$138,481	\$0	\$2,778,415	\$711,603	\$3,490,018
DESIGN	85-9727	Westwood - Henderson to Westfield	\$800,000	\$99,005	\$99,005	\$0	\$2,679,410	\$711,603	\$3,391,013
DESIGN	85-9705	Westwood & Porter Slough	\$500,000	\$54,668	\$54,668	\$0	\$2,624,742	\$711,603	\$3,336,345
DESIGN	85-9715	Main - Henderson to 300 ft. N of Westfield (Org est. to Linda Vista)	\$1,300,000	\$269,146	\$269,146	\$0	\$2,355,596	\$711,603	\$3,067,199
DESIGN	85-9718	Gibbons - Main to Indiana	\$600,000	\$104,434	\$104,434	\$0	\$2,251,162	\$711,603	\$2,962,765
1	85-9701	Plano - Tule River Bridge Widening	\$600,000	\$1,593,056	\$1,593,056	\$0	\$658,106	\$711,603	\$1,369,709
		Jaye - Tule River Widening (Design match 20%)			\$40,000	\$0	\$541,397	\$711,603	\$1,253,000
2	85-9703	(Portion of design funded through refinance of COP's)	\$0	\$116,709	\$76,709	\$0	\$541,397	\$711,603	\$1,253,000
		Jaye - Tule River Widening (Const. match 20%)			\$200,000	\$0	\$541,397	\$711,603	\$1,253,000
3	85-9703	(Portion of design funded through refinance of COP's)	\$1,500,000	\$0	\$780,000	\$0	\$541,397	\$711,603	\$1,253,000
4		Westwood St. Henderson past Slough	\$0	\$0	\$273,000	\$0	\$541,397	\$711,603	\$1,253,000

Total COP Funds Appropriated not expended to date: **(\$1,253,000)**

\$0

Subtotals	\$20,100,000	\$23,049,564	\$24,302,565
Total Allocated			

Completed Projects
Projects In Progress