



**AGENDA
Regular Meeting**

**BOARD OF DIRECTORS
September 18, 2025 | 6:00 p.m.**

Gonzales City Council Chambers
117 Fourth Street, Gonzales, CA 93926

This meeting will be held in-person.
Public participation is available virtually via Zoom.
Meeting ID No. 873 3755 5196 | Passcode: 991534

Director Barajs will be attending remotely from 1026 Palm St, San Luis Obispo, CA 93401

Board Norms

- ✓ Avoid assuming intent or motives.
- ✓ Commit to the shared success of the Authority.
- ✓ Govern as a body.
- ✓ Maintain an Authority perspective and balance it with individual city/county interests.
- ✓ Recognize success.
- ✓ Hold regular meetings between the General Manager and one-on-ones with Board members.
- ✓ Communicate effectively with the public.
- ✓ Respect the form of government.
- ✓ Avoid criticizing staff or each other in public; coach privately.
- ✓ Remain engaged and focused on the agenda and meeting.
- ✓ Approach the business of government in a professional manner.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

Board Directors

- County: Chris Lopez
- County: Glenn Church, *Vice President*
- Salinas: Andrew Sandoval
- Salinas: Gloria De La Rosa, *Alt. Vice President*
- Salinas: Jose Luis Barajas
- Gonzales: Elizabeth Silva, *President*
- Soledad: Evarista Bañuelos
- Greenfield: Marcy Jones
- King City: Robert S. Cullen

Alternate Directors

- County: Luis Alejo
- Salinas: Vacant
- Gonzales: Scott Funk
- Soledad: Ben Caldera
- Greenfield: Belén García
- King City: Oscar Avalos

TRANSLATION SERVICES AND OTHER MEETING ANNOUNCEMENTS

Translation Services in Spanish will be available in person and by logging in to Zoom.
Meeting ID: 873 3755 5196 | Passcode: 991534

APPROVAL OF AGENDA

GENERAL MANAGER/CAO COMMENTS

DEPARTMENT MANAGER COMMENTS

GENERAL LEGAL COUNSEL COMMENTS

BOARD DIRECTOR COMMENTS

PUBLIC COMMENT

Receive public comment from the audience on items which are not on the agenda. The public may comment on scheduled agenda items as the Board considers them. Speakers are limited to three minutes at the discretion of the Chair.

RECOGNITION

A. 2025 EMPLOYEE OF THE YEAR

- A. Receive Report from Cesar Zuñiga, Assistant General Manager/Operations Manager
- B. Board Discussion
- C. Public Comment
- D. Recommended Action – None; Informational Only

CONSENT AGENDA:

All matters listed under the Consent Agenda may be enacted by one motion unless a member of the Board, a citizen, or a staff member requests discussion or a separate vote.

1. Minutes of the August 21, 2025, Special Meeting.
2. July 2025 Claims and Financial Report.

3. [Member and Interagency Activities Report for August 2025.](#)
4. [A Resolution Approving the Grants and Capital Improvement projects Budget for Fiscal Year 2025-26.](#)

PRESENTATION

5. [SALINAS VALLEY SOLID WASTE AUTHORITY ANNUAL REPORT 2024-25](#)
 - A. Receive Report from Patrick Mathews, General Manager/CAO
 - B. Board Questions
 - C. Public Comment
 - D. Board Discussion and Action | None; Informational Only
6. [UPDATE ON ASSEMBLY BILL 939 PROGRAMS AND FEE ALLOCATIONS](#)
 - A. Receive Report from Mandy Brooks, Resource Recovery Manager
 - B. Board Questions
 - C. Public Comment
 - D. Board Discussion and Action | None; Informational Only
7. [ANNUAL TONNAGE, OPERATION, AND ENVIRONMENTAL COMPLIANCE REPORT FOR FY 2024-25](#)
 - A. Receive Report from Cesar Zuñiga, Asst. General Manager/Ops. Manager and Brian Kennedy, Engineering and Environmental Compliance Manager
 - B. Board Questions
 - C. Public Comment
 - D. Board Discussion and Action | None; Informational Only

CONSIDERATION

8. [A RESOLUTION APPROVING THE INITIAL STUDY AND NEGATIVE DECLARATION FOR THE NORTH COUNTY RECYCLING AND TRANSFER STATION](#)
 - A. Receive Report from Brian Kennedy, Engineering and Compliance Manager
 - B. Board Questions
 - C. Public Comment
 - D. Board Discussion and Action | Recommended Action – *Adopt the Resolution*
9. [CONSIDERATION OF THE REQUEST TO INCLUDE A LEVINE ACT DISCLOSURE WITHIN THE AUTHORITY’S AGENDA](#)
 - A. Receive Report from Roy C. Santos, General Legal Counsel
 - B. Board Questions
 - C. Public Comment
 - D. Board Discussion and Action | Recommended Action – Provide Direction

FUTURE AGENDA ITEMS

10. [AGENDA ITEMS – VIEW AHEAD SCHEDULE](#)

CLOSED SESSION

Receive public comment from audience before entering into closed session:

11. Pursuant to **Government Code Section 54957** to confer with General Counsel Roy C. Santos, General Manager/CAO Patrick Mathews, Human Resource Supervisor Monica Ambriz, and Clerk of the Board Erika J. Trujillo concerning appointment of public agency employee: General Manager.

RECONVENE

ADJOURNMENT

Meeting Information

To observe the meeting, go to our YouTube channel at <https://www.youtube.com/user/svswa831>. To participate virtually during the meeting join the meeting through Zoom using the following link:

<https://us02web.zoom.us/j/87337555196?pwd=Q4WiDmj7LQKTs2Kw4kcoPxjxcMk2j9.1>. To participate by telephone dial any of the numbers listed below:

+1 669 900 9128	+1 253 215 8782	+1 346 248 7799	+1 301 715 8592
Meeting ID: 873 3755 5196#		Passcode: 991534	To Raise your Hand press *9 - To Mute or Unmute press *6

Public comments may also be submitted via e-mail to the Clerk of the Board at comment@svswa.org. Comments must be received by 2 p.m. on Thursday, September 18, 2025 and should be limited to 250 words or less. Every effort will be made to read your comment into the record, but some comments may not be read due to time limitations. Comments received via e-mail after 2 p.m. will be made part of the record if received prior to the end of the meeting. Please indicate in the Subject Line, the item number (i.e., Item No. 10).

This agenda was posted at the Administration Office of the Salinas Valley Solid Waste Authority, 126 Sun St., Salinas, on the Gonzales Council Chambers Bulletin Board, 117 Fourth Street, Gonzales, and the Authority's Website on **Thursday, September 11, 2025**. The Salinas Valley Solid Waste Authority Board will next meet in regular session on **Thursday, October 16, 2025**. Staff reports for the Authority Board meetings are available for review at: ▶ Salinas Valley Solid Waste Authority: 126 Sun Street, Salinas, CA 93901, Phone 831-775-3000 ▶ Web Site: www.salinavalleyrecycles.org. In compliance with the Americans with Disabilities Act, if you need special assistance to participate in the meeting, please contact Erika J. Trujillo, Clerk of the Board at 831-775-3000. Notification 48 hours prior to the meeting will enable the Authority to make reasonable arrangements to ensure accessibility to this meeting (28 CFR 35.102-35.104 ADA Title II). Spanish interpretation will be provided at the meeting. *Se proporcionará interpretación a español.*



Report to the Board of Directors

Date: September 18, 2025
From: Cesar Zuñiga, Asst. General Manager/Operations Manger
Title: 2025 Employee of the Year Recognition

ITEM NO. A
N/A Finance and Administration Manager/ Controller/Treasurer
N/A General Manager/CAO
N/A Authority General Counsel

**THE ATTACHED CERTIFICATE WILL BE
PRESENTED AT THE MEETING**

Attachment

1. Employee of the Year Certificate



2025

EMPLOYEE OF THE YEAR

THIS CERTIFICATE IS PROUDLY AWARDED TO

Baltazar Serrato

In recognition of his Commitment to Safety, Environmental Responsibility, Splendid Work Ethic, Individual Contribution to the Agency, and Exceptional Dedication to Serving the Salinas Valley by Providing Excellent Customer Services with a Positive Attitude. Awarded on this 18th day of September 2025.

R. Patrick Mathews, General Manager/CAO

Cesar Zuñiga, Asst. General Manager/Operations Manager

Elizabeth Silva, Board President

**MINUTES OF
THE SALINAS VALLEY SOLID WASTE AUTHORITY
SPECIAL BOARD MEETING
AUGUST 21, 2025**

117 Fourth Street, Gonzales, CA 93926


CALL TO ORDER

President Silva called the meeting to order at 4:03 p.m.

ROLL CALL

Board Directors

County of Monterey	Glenn Church, <i>Vice President (Virtual, logged off at 5:18 p.m.)</i>
County of Monterey	Christopher M. Lopez (<i>Arrived at 4:08 p.m., departed at 6:50 p.m.</i>)
City of Salinas	Gloria De La Rosa, <i>Alternate Vice President</i>
City of Salinas	Andrew Sandoval
City of Salinas	Jose Luis Barajas
City of Gonzales	Elizabeth Silva, <i>President</i>
City of Soledad	Evarista Bañuelos (<i>Arrived at 4:08 p.m., departed at 7:01 p.m.</i>)
City of Greenfield	Belén García, <i>Alternate</i>
City of King	Robert Cullen

ITEM NO. 1
Agenda Item

General Manager/CAO
<i>R. Santos by E.T.</i>
Authority General Counsel

Absent

City of Greenfield	Marcy Jones
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Staff Member Present

Patrick Mathews, General Manager/CAO
Cesar Zuñiga, Assistant General Manager / Operations Manager
Mandy Brooks, Resource Recovery Manager
Brian Kennedy, Engineering and Environmental Compliance Manager
Ray Hendricks, Finance and Administration Manager (<i>Virtual</i>)
Roy C. Santos, General Legal Counsel (<i>Virtual</i>)
Rosie Ramirez, Administrative Assistant
Erika J. Trujillo, Clerk of the Board

MEETING ANNOUNCEMENTS

(4:04) Clerk of the Board Trujillo announced the availability of translation services via Zoom and in person. No members of the public requested the service.

APPROVAL OF AGENDA (4:05)

Staff Comments: None

Board Discussion: None

Public Comment: None

Motion: Director Cullen made a motion to approve the agenda as presented. Alternate Vice President De La Rosa seconded the motion.

Votes: Motion carried 7,0

Ayes: Barajas, Church, Cullen, De La Rosa, Gacia (Alt), Sandoval, Silva

Noes: None

Abstain: None

Absent: Bañuelos, Lopez, Jones

GENERAL MANAGER/CAO COMMENTS

(4:06) General Manger/CAO Mathews commented on the completion the Franchise Agreement approval.

DEPARTMENT MANAGER COMMENTS

(4:07) Assistant General Manager/Operations Manager Zuñiga reminded the Board of the Annual Employee Communication Dinner taking place on September 5. Engineering and Compliance Manager Kennedy commented on the North County Transfer Station Notice of Intent to adopt a Negative Declaration and Initial Study currently in for comment period until September 8 with a public hearing for consideration of adoption scheduled for the next Board of Directors meeting in September. Finance and Administrative Manager Hendricks updated the Committee on the following:

- CalPERS announced their return-on-invest at 11.6%, giving the Authority a surplus of approximately \$500,000.
- The health insurance premiums effective January 1, 2026 will increase approximately 9.5% with the Authority budgeting for a 10% increase.
- The workers' compensation insurance premiums decreased by approximately 4% with the Authority budgeting for a 15% increase, giving the Authority a budget surplus that will be used to supplement the landfill post-closure budgets.

GENERAL LEGAL COUNSEL COMMENTS

(4:10) None

BOARD DIRECTOR COMMENTS

(4:11) Director Garcia commented on the City of Greenfield is working on wastewater issues.

PUBLIC COMMENT

(4:12) None

CONSENT AGENDA (4:13)

1. Minutes of the June 26, 2025, Meeting.
2. May 2025 Claims and Financial Report.
3. June 2025 Claims and Financial Report.
4. Member and Interagency Activities Report for June and July 2025.
5. June 2025 Quarterly Investment Report.
6. Tonnage and Diversion Report for the Quarter Ended June 30, 2025.
7. Resolution No. 2025-50 Awarding an Agreement to Cascadia Consulting Group to Conduct a Waste Characterization Study in the Amount of \$399,307.
8. Resolution No. 2025-51 Approving a One-Time Waiver of Recycling and Disposal Fees Associated with the Pajaro River Encampment Clean-Up by the Pajaro Regional Flood Management Agency.

Public Comment: None

Board Discussion: None

Motion: Director Lopez made a motion to approve the consent agenda as presented. Director Cullen seconded the motion.

Votes: Motion carried 9,0

Ayes: Bañuelos, Barajas, Church, Cullen, De La Rosa, Gacia (Alt), Lopez, Sandoval, Silva

Noes: None

Abstain: None

Absent: Jones

CONSIDERATION

9. SELECTION OF AN EXECUTIVE RECRUITING FIRM

(4:14) General Manager/CAO Mathews provided a brief report on the release of the informal request for proposals to executive recruiting firms. He indicated a total of five proposals were received. The Executive Committee reviewed the responses and provided their recommendation to select Bob Murray and Associates to conduct the recruitment of the new General Manager/Chief Administrative Officer for the Authority.

Public Comment: None

Board Discussion: The Board discussed the report and recommendation.

Motion: Director Lopez made a motion to retain Bob Murray and Associates for the recruitment services for a new General Manager and enter into an agreement subject to General Counsel approval. Director Sandoval seconded the motion.

Votes: Motion carried 9,0

Ayes: Bañuelos, Barajas, Church, Cullen, De La Rosa, Gacia (Alt), Lopez, Sandoval, Silva

Noes: None

Abstain: None

Absent: Jones

FUTURE AGENDA ITEMS (4:21)

10. AGENDA ITEMS – VIEW AHEAD SCHEDULE

President Silva commented on her attendance to the CCRC Conference commending the youth counsel presentation.

CLOSED SESSION

(4:23) President Silva invited public comment related to items numbered 11.

- 11.** Pursuant to **Government Code 54956.8** to confer with General Counsel Roy C. Santos and real property negotiators General Manager/CAO Patrick Mathews, and Asst. GM/Ops Manager Cesar Zuñiga, concerning the possible terms and conditions of acquisition, lease, exchange or sale of **1)** APNs 003-051-086 and 003-051-087, **2)** APNs 223-071-007, and **3)** APNs 223-042-004.

PUBLIC COMMENT

(4:23) None

ADJOURNED

(4:23) President Silva adjourned the meeting to Closed Session.

RECONVENE

(5:18) President Silva reconvened the meeting to Open Session.
Director Church logged off.

BOARD OF DIRECTORS WORKSHOP (5:32)

12. STRATEGIC PLANNING WORKSHOP

A. Review and Discuss Potential Future Challenges. Identify Actions and Priorities to Address Challenges.

- Growth
- Natural Disasters
- Recession, Reserves and Rates
- Politics
- Regulations
- Diversion Technology versus Landfilling
- Climate Change
- Health and Safety

The Executive Management Team led the Board Strategic Workshop. The Board reviewed the Board Norms and established the agency's priorities and actions for the 2025-26 fiscal year and decades to come. The workshop focused on seven main components of the agency and its future: Growth Change, Political Change, Climate Change, Natural Disasters, Regulations, Health and Safety Changes, Recession, Reserves and Rates, and New Technologies vs. Landfilling Expansion.

B. Wrap Up and Next Steps

Public Comment: None

Board Discussion: The Board participated in the discussion of all components of the workshop. Several goals and priorities were identified.

Motion: By Consensus the Board directed staff to draft the goals and priorities identified and present at an upcoming meeting for final consideration and approval.

(6:30) Break

(6:46) Reconvened

(6:50) Director Lopez left the meeting.

(7:01) Director Bañuelos left the meeting.

ADJOURNED

(8:23) Director Cullen made a motion to adjourn the meeting. President Silva seconded the motion and adjourned the meeting.

APPROVED: _____
Elizabeth Silva, President

Attest: _____
Erika J. Trujillo, Clerk of the Board



Report to the Board of Directors

ITEM NO. 2

Finance and Administration
Manager/Controller/Treasurer

General Manager/CAO

N/A

General Legal Counsel

Date: September 18, 2025
From: C. Ray Hendricks, Finance and Administration Manager
Title: July 2025 Claims and Financial Reports

RECOMMENDATIONS

The Executive Committee recommends acceptance of the July 2025 Claims and Financial Reports.

DISCUSSION & ANALYSIS

Please refer to the attached financial reports and checks issued report for the month of July for a summary of the Authority's financial position as of July 31, 2025. The following are highlights of the Authority's financial activity for the month of July.

Results of Operations (Consolidated Statement of Revenues and Expenditures)

For the month of July 2025, operating revenues exceeded expenditures by \$711,862.

Revenues (Consolidated Statement of Revenues and Expenditures)

	July Budget	July Actual	Over/(Under)	
Tipping Fees - Solid Waste	1,340,873	1,387,283	46,410	3.5%
Tipping Fees - Diverted Materials	313,780	311,905	(1,875)	-0.6%
Other Revenues	<u>728,473</u>	<u>742,412</u>	<u>13,939</u>	1.9%
Total Revenue	<u><u>2,383,127</u></u>	<u><u>2,441,600</u></u>	<u><u>58,473</u></u>	2.5%

Solid Waste revenues for July were \$46,410 or 3.5% over budgeted amounts. Diverted Material revenues for July were \$1,875 or 0.6% under budgeted amounts. July total revenue was \$58,473 or 2.5% over budgeted amounts.

Operating Expenditures (Consolidated Statement of Revenues and Expenditures)

As of July 31, 2025 (8.3% of the fiscal year), year-to-date operating expenditures totaled \$1,729,738. This is 6.9% of the operating budget of \$24,985,000.

Capital Project Expenditures (Consolidated Grant and CIP Expenditures Report)

For the month of July 2025, capital project expenditures totaled \$582,194. \$281,940 was for JR Postclosure Maintenance. \$186,911 was for CH Postclosure Maintenance. \$81,383 was for LR Postclosure Maintenance. \$15,303 was for JC Module Engineering Construction.

Claims Checks Issued Report

The Authority's Checks Issued Report for the month of July 2025 is attached for review and acceptance. July disbursements totaled \$3,584,214.10 of which \$796,455.04 was paid from the payroll checking account for payroll and payroll related benefits.

The following is a list of vendors paid more than \$50,000 during the month of July 2025.

<u>Vendor</u>	<u>Services</u>	<u>Amount</u>
Aon Risk Insurance Services West, Inc.	Annual Insurance Services	\$1,225,239.98
Atlas Organics CU11, LLC	Monthly Organics Processing	286,468.30
Southern Counties Lubricants LLC	Monthly Equipment/Vehicle Fuel	109,705.77
Monterey County Health Department	Annual Permits	99,666.44
Fire Rover LLC	JR Fire Rover	96,410.45
Ca. Dep. Of Tax and Fee Admin.	Quarterly BOE Landfill Fee	81,089.74
Geologic Associates, Inc.	All Sites Engineering Services	76,340.77
Golden State Truck & Trailer Repair	Trailer Rebuild and Equipment Maintenance	73,030.30
Pacific Gas & Electric	All Sites Electrical Services	60,747.94
S. Groner Associates	All Sites Engineering Services	52,702.50

Cash Balances

The Authority's cash position decreased by \$762,646.33 during July to \$39,032,421.27. Most of the cash balance is restricted, held in trust, committed, or assigned as shown below. Cash for Capital Improvements and post closure funded from operations is transferred at the beginning of the year. Additionally, cash for debt service principal payments is transferred in July. While these transfers and payments leave the balance available for operations with a negative balance, profitable operations should improve the balance to a positive amount by the end of the fiscal year.

Restricted by Legal Agreements:

Johnson Canyon Closure Fund	5,249,676.83
Restricted for Pension Liabilities (115 Trust)	-
State & Federal Grants	131,490.97
BNY - Bond 2022A Payment	2,951,666.10

Funds Held in Trust:

Central Coast Media Recycling Coalition	109,909.22
Employee Unreimbursed Medical Claims	2,604.70

Committed by Board Policy:

AB939 Services	-
Undesignated Fund Balance	4,159,614.89
Designated for Capital Projects Reserve	5,475,938.23
Designated for Environmental Impairment Reserve	3,206,108.06
Designated for Operating Reserve	3,791,621.18
Expansion Fund (South Valley Revenues)	5,277,409.99

Assigned for Post Closure and Capital Improvements

Crazy Horse Post Closure	1,085,145.18
Lewis Road Post Closure	396,417.05
Jolon Road Post Closure	7,427.01
Johnson Canyon Post Closure	2,846,789.01
Capital Improvement Projects	10,701,502.33

Available for Operations: (6,360,899.48)

Total	<u><u>39,032,421.27</u></u>
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ATTACHMENTS

1. July 2025 Consolidated Statement of Revenues and Expenditures
2. July 2025 Consolidated Grant and CIP Expenditures Report
3. July 2025 Checks Issued Report

Salinas Valley Solid Waste Authority
Consolidated Statement of Revenues and Expenditure
For Period Ending July 31, 2025

	CURRENT BUDGET	M-T-D REV/EXP	Y-T-D REV/EXP	% OF BUDGET	REMAINING BALANCE	Y-T-D ENCUMBRANCES	UNENCUMBERED BALANCE
<u>Revenue Summary</u>							
Tipping Fees - Solid Waste	15,075,000	1,387,283	1,387,283	9.2 %	13,687,717	0	13,687,717
Tipping Fees - Diverted Materials	3,577,500	311,905	311,905	8.7 %	3,265,595	0	3,265,595
AB939 Service Fee	5,650,200	470,852	470,852	8.3 %	5,179,348	0	5,179,348
Charges for Services	2,622,000	247,607	247,607	9.4 %	2,374,393	0	2,374,393
Sales of Materials	175,000	227	227	0.1 %	174,773	0	174,773
Gas Royalties	340,000	0	0	0.0 %	340,000	0	340,000
Investment Earnings	800,000	8,687	8,687	1.1 %	791,313	0	791,313
Rental Income	165,000	15,039	15,039	9.1 %	149,961	0	149,961
Total Revenue	28,404,700	2,441,600	2,441,600	8.6 %	25,963,100	0	25,963,100
<u>Expense Summary</u>							
Executive Administration	600,700	28,287	28,287	4.7 %	572,413	0	572,413
Administrative Support	557,000	70,640	70,640	12.7 %	486,360	35,000	451,360
Human Resources Administration	468,800	28,173	28,173	6.0 %	440,627	181	440,446
Clerk of the Board	254,200	10,971	10,971	4.3 %	243,229	0	243,229
Finance Administration	1,080,300	98,052	98,052	9.1 %	982,248	2,996	979,253
Operations Administration	879,600	47,668	47,668	5.4 %	831,932	0	831,932
Resource Recovery	1,545,000	79,000	79,000	5.1 %	1,466,000	9,000	1,457,000
Marketing	100,600	767	767	0.8 %	99,833	91,500	8,333
Public Education	247,400	43,154	43,154	17.4 %	204,246	103,330	100,915
Household Hazardous Waste	1,188,900	73,985	73,985	6.2 %	1,114,915	182,612	932,303
C & D Diversion	380,700	9,113	9,113	2.4 %	371,587	0	371,587
Organics Diversion	2,374,700	90,398	90,398	3.8 %	2,284,302	0	2,284,302
Diversion Services	40,000	0	0	0.0 %	40,000	0	40,000
JR Transfer Station	1,022,100	102,515	102,515	10.0 %	919,585	579	919,006
JR Recycling Operations	253,400	11,196	11,196	4.4 %	242,204	0	242,204

Salinas Valley Solid Waste Authority
Consolidated Statement of Revenues and Expenditure
For Period Ending July 31, 2025

	CURRENT BUDGET	M-T-D REV/EXP	Y-T-D REV/EXP	% OF BUDGET	REMAINING BALANCE	Y-T-D ENCUMBRANCES	UNENCUMBERED BALANCE
ML Transportation Operations	2,061,900	243,461	243,461	11.8 %	1,818,439	0	1,818,439
ML Recycling Operations	695,500	35,309	35,309	5.1 %	660,191	0	660,191
JC Landfill Operations	5,089,900	512,972	512,972	10.1 %	4,576,928	221,775	4,355,153
JC Recycling Operations	633,200	20,472	20,472	3.2 %	612,728	0	612,728
Johnson Canyon ECS	665,200	24,019	24,019	3.6 %	641,181	0	641,181
Sun Street ECS	193,600	70,697	70,697	36.5 %	122,903	0	122,903
Debt Service - Interest	341,000	0	0	0.0 %	341,000	0	341,000
Debt Service - Principal	2,770,000	0	0	0.0 %	2,770,000	0	2,770,000
Closure/Post Closure Set-Aside	416,300	26,438	26,438	6.4 %	389,862	0	389,862
Cell Construction Set-Aside	1,125,000	102,471	102,471	9.1 %	1,022,529	0	1,022,529
Total Expense	24,985,000	1,729,756	1,729,756	6.9 %	23,255,244	646,974	22,608,270
Revenue Over/(Under) Expenses	3,419,700	711,844	711,844	20.8 %	2,707,856	(646,974)	3,354,830

Salinas Valley Solid Waste Authority

Consolidated CIP Expenditure Report

For Period Ending July 31, 2025

	CURRENT BUDGET	M-T-D REV/EXP	Y-T-D REV/EXP	% OF BUDGET	REMAINING BALANCE	Y-T-D ENCUMBRANCES	UNENCUMBERED BALANCE
<u>Fund 131 - Crazy Horse Post-Closure Fund</u>							
131 9316 CH Corrective Action Program	0	0	0	0.0 %	0	0	0
131 9321 CH Postclosure Maintenance	595,000	186,911	186,911	31.4 %	408,089	0	408,089
Total Fund 131 - Crazy Horse Post-Closure	595,000	186,911	186,911	31.4 %	408,089	0	408,089
<u>Fund 141 - Lewis Road Post-Closure Fund</u>							
141 9403 LR Postclosure Maintenance	267,000	81,383	81,383	30.5 %	185,617	0	185,617
Total Fund 141 - Lewis Road Post-Closure F	267,000	81,383	81,383	30.5 %	185,617	0	185,617
<u>Fund 161 - Jolon Road Post-Closure Fund</u>							
161 9604 JR Postclosure Maintenance	277,000	281,940	281,940	101.8 %	(4,940)	0	(4,940)
Total Fund 161 - Jolon Road Post-Closure F	277,000	281,940	281,940	101.8 %	(4,940)	0	(4,940)
<u>Fund 211 - Grants</u>							
211 9025 Admin Office - Electric Vehicle Cha	0	0	0	0.0 %	0	144,364	(144,364)
211 9217 Micro Grants for Mattress Collectio	0	0	0	0.0 %	0	0	0
211 9231 Tire Amnesty 2023-24	0	0	0	0.0 %	0	0	0
211 9232 SB1383 Local Assistance Grant Pr	0	9,014	9,014	0.0 %	(9,014)	0	(9,014)
211 9233 Monterey Bay Area Resources Dist	0	0	0	0.0 %	0	0	0
211 9262 CalRecycle - Household Hazardous	0	0	0	0.0 %	0	0	0
211 9263 Cal Recycle - 2022-23 CCPP	0	0	0	0.0 %	0	0	0
211 9264 Cal Recycle - 2023-24 CCPP	0	4,310	4,310	0.0 %	(4,310)	0	(4,310)
211 9265 Cal Recycle - 2024-25 CCPP	0	3,092	3,092	0.0 %	(3,092)	0	(3,092)
Total Fund 211 - Grants	0	16,416	16,416	0.0 %	(16,416)	144,364	(160,780)
<u>Fund 800 - Capital Improvement Projects Fu</u>							
800 9025 Admin Office - Electric Vehicle Cha	0	0	0	0.0 %	0	93,798	(93,798)
800 9101 Equipment Replacement	1,222,000	0	0	0.0 %	1,222,000	0	1,222,000
800 9105 Concrete Grinding	27,000	0	0	0.0 %	27,000	0	27,000
800 9109 Organics Infrastructure Upgrades	0	0	0	0.0 %	0	0	0

Salinas Valley Solid Waste Authority

Consolidated CIP Expenditure Report

For Period Ending July 31, 2025

	CURRENT BUDGET	M-T-D REV/EXP	Y-T-D REV/EXP	% OF BUDGET	REMAINING BALANCE	Y-T-D ENCUMBRANCES	UNENCUMBERED BALANCE
800 9214 Organics Program Equipment Repl.	0	0	0	0.0 %	0	0	0
800 9234 SB1383 Procurement Requirement	430,000	0	0	0.0 %	430,000	0	430,000
800 9322 North County Transfer Station	0	0	0	0.0 %	0	28,500	(28,500)
800 9501 JC LFG System Improvements	319,000	0	0	0.0 %	319,000	0	319,000
800 9505 JC Partial Closure	107,000	0	0	0.0 %	107,000	0	107,000
800 9506 JC Litter Control Barrier	27,000	0	0	0.0 %	27,000	0	27,000
800 9507 JC Corrective Action	0	0	0	0.0 %	0	0	0
800 9521 JC Entrance Facility	0	0	0	0.0 %	0	0	0
800 9527 JC Module Engineering and Constr	0	15,303	15,303	0.0 %	(15,303)	0	(15,303)
800 9528 Roadway Improvements	106,000	0	0	0.0 %	106,000	0	106,000
800 9601 JR Transfer Station Improvements	27,000	241	241	0.9 %	26,759	0	26,759
Total Fund 800 - Capital Improvement Proje	2,265,000	15,544	15,544	0.7 %	2,249,456	122,298	2,127,158
Total CIP Expenditures	3,404,000	582,194	582,194	17.1 %	2,821,806	266,662	2,555,144

Salinas Valley Solid Waste Authority
Checks Issued Report for 7/1/2025 to 7/31/2025

Check #	Name	Check Date	Amount	Check Total
36316	Alexis Daniel Perez-Perez Youth Council Stipend	7/3/2025	250.00	250.00
36317	AMERICAN SUPPLY CO. JC Janitorial Supplies	7/3/2025	176.07	176.07
36318	ANDREA LAGASCA Youth Council Stipend	7/3/2025	250.00	250.00
36319	ASBURY ENVIRONMENTAL SERVICES HHW Hauling & Disposal	7/3/2025	153.00	153.00
36320	BILL KORETOFF JC & JR Equipment Maintenance	7/3/2025	2,678.25	2,678.25
36321	BRYAN EQUIPMENT JC Equipment Maintenance	7/3/2025	193.14	193.14
36322	CALIFORNIA WATER SERVICE All Sites Water Service	7/3/2025	962.16	962.16
36323	CDW GOVERNMENT Network Support	7/3/2025	692.40	692.40
36324	CUTTING EDGE SUPPLY JC Equipment Maintenance	7/3/2025	880.23	880.23
36325	ERNEST BELL D. JR All Sites Janitorial Services	7/3/2025	3,640.00	3,640.00
36326	FRESNO OXYGEN JC Equipment Maintenance	7/3/2025	218.38	218.38
36327	GOLDEN STATE TRUCK & TRAILER REPAIR ML Vehicle Maintenance	7/3/2025	554.59	554.59
36328	GONZALES ACE HARDWARE JC Equipment Maintenance Supplies JC Facility Maintenance Supplies RR Facility Maintenance Supplies	7/3/2025	17.31 16.30 138.46	172.07
36329	GRANITE ROCK CO/PAVEX JC Facility Maintenance RR Facility Maintenance	7/3/2025	1,333.83 175.54	1,509.37
36330	GUARDIAN SAFETY AND SUPPLY, LLC HHW Safety Supplies	7/3/2025	1,725.21	1,725.21
36331	JIMENEZ TIRE SERVICE INC. JC Vehicle Maintenance	7/3/2025	153.43	153.43

Salinas Valley Solid Waste Authority
Checks Issued Report for 7/1/2025 to 7/31/2025

Check #	Name	Check Date	Amount	Check Total
36332	MANUEL PEREA TRUCKING, INC. All Sites Hauling Services	7/3/2025	2,300.00	2,300.00
36333	MISSION LINEN SUPPLY All Sites Uniforms	7/3/2025	557.44	557.44
36334	ODP BUSINESS SOLUTIONS, LLC ML Office Supplies	7/3/2025	126.10	126.10
36335	PROBUILD COMPANY LLC JC Facility Maintenance	7/3/2025	1,201.87	1,201.87
36336	QUINN COMPANY JC Equipment Maintenance	7/3/2025	851.30	851.30
36337	R.D. OFFUTT COMPANY JC Facility Maintenance	7/3/2025	102.94	102.94
36338	Rosa M. Perez Youth Council Stipend	7/3/2025	250.00	250.00
36339	Ruth Maria Milla-Leon CH & LR Facility Maintenance	7/3/2025	708.70	708.70
36340	S. GRONER ASSOCIATES SGA Marketing Services	7/3/2025	45,348.75	45,348.75
36341	SAUL CARDENAS-IBARRA SVR Reel Videography	7/3/2025	2,240.00	2,240.00
36342	SOUTHERN COUNTIES LUBRICANTS LLC All Site Biodiesel Fuel	7/3/2025	32,067.59	32,067.59
36343	SOUTHERN TIRE MART LLC HHW Equipment Maintenance ML Vehicle Maintenance	7/3/2025	761.04 9,988.66	10,749.70
36344	SPECIALTY DISTRIBUTORS INC. JC Equipment Maintenance	7/3/2025	230.61	230.61
36345	TELCO BUSINESS SOLUTIONS ADM & HHW Telephone	7/3/2025	629.44	629.44
36346	VALERIO VARELA JR All Sites Vehicle & Equipment Maintenance	7/3/2025	5,370.00	5,370.00
36347	WESTERN TRAILER COMPANY ML Vehicle Maintenance	7/3/2025	2,735.87	2,735.87
36348	WHITE CAP, LP JC Facility Maintenance	7/3/2025	126.99	126.99

Salinas Valley Solid Waste Authority
Checks Issued Report for 7/1/2025 to 7/31/2025

Check #	Name	Check Date	Amount	Check Total
36349	ZORO JC Org Facility Maintenance	7/3/2025	1,085.08	1,085.08
36350	AON RISK INSURANCE SERVICES WEST, INC . Insurance Renewal - Cyber Liability Insurance Renewal - Employment Practices Liability	7/3/2025	9,225.00 22,430.00	31,655.00
36351	COMCAST Common Area Maintenance	7/3/2025	142.25	142.25
36352	FIRST ALARM All Sites Alarm Services	7/3/2025	1,665.09	1,665.09
36353	Jason Guillen Reimbursement Cal Recycle HHW	7/3/2025	122.00	122.00
36354	LUIS AGUILERA Reimbursement Cal Recycle HHW	7/3/2025	122.00	122.00
36355	MONICA ZUNIGA Reimbursement CalPERS Educational Forum 2025	7/3/2025	1,098.00	1,098.00
36356	MONTEREY COUNTY HEALTH DEPARTMENT Annual Permit Fees	7/3/2025	69,616.00	69,616.00
36357	AON RISK INSURANCE SERVICES WEST, INC . Insurance - Commercial Auto Insurance - Environmental Impairment Insurance - Excess Liability Insurance - General Liability	7/9/2025	228,623.00 71,831.02 161,237.53 208,078.15	669,769.70
36358	CDW GOVERNMENT Annual Adobe Acrobat Subscriptions	7/9/2025	1,368.17	1,368.17
36359	CLARK PEST CONTROL, INC Adm Exterminator Services	7/9/2025	121.00	121.00
36360	CLINTON HENDRICKS GFOA Travel Reimbursement	7/9/2025	2,343.87	2,343.87
36361	COASTLINE MARKETING GROUP, INC. Annual Website Hosting	7/9/2025	687.00	687.00
36362	CUSG Performance Solutions, LLC HR Performance Software	7/9/2025	2,887.68	2,887.68
36363	Fire Rover LLC JR Fire Rover Monitoring	7/9/2025	2,350.00	2,350.00
36364	GOLDEN STATE TRUCK & TRAILER REPAIR ML Vehicle Maintenance	7/9/2025	188.82	188.82

Salinas Valley Solid Waste Authority
Checks Issued Report for 7/1/2025 to 7/31/2025

Check #	Name	Check Date	Amount	Check Total
36365	KETTLE CREEK CORPORATION KC Cart Corral	7/9/2025	6,466.96	6,466.96
36366	KING CITY HARDWARE INC. JR Vehicle Maintenance	7/9/2025	48.92	48.92
36367	MISSION LINEN SUPPLY JR Uniforms	7/9/2025	109.85	109.85
36368	MONTEREY COUNTY HEALTH DEPARTMENT JR Annual Permit Fees	7/9/2025	1,224.00	1,224.00
36369	OVERHEAD DOOR COMPANY OF SALINAS JC Facility Maintenance	7/9/2025	1,986.31	1,986.31
36370	Premium Pressure Washing LLC Admin Building Gutter Cleaning	7/9/2025	1,100.00	1,100.00
36371	PUBLIC SECTOR HR ASSOCIATION Annual Membership	7/9/2025	30.00	30.00
36371	PUBLIC SECTOR HR ASSOCIATION Annual Membership	7/23/2025	(30.00)	(30.00)
36372	QUINN COMPANY JC Equipment Maintenance	7/9/2025	70.11	70.11
36373	REPUBLIC SERVICES #471 Monthly Trash Service	7/9/2025	100.92	100.92
36374	TYLER TECHNOLOGIES, INC. Annual Subscription	7/9/2025	28,614.66	28,614.66
36375	Agile Occupational Medicine PC Pre-employment Physical	7/9/2025	125.00	125.00
36376	ASBURY ENVIRONMENTAL SERVICES HHW Hauling & Disposal	7/9/2025	153.00	153.00
36377	CUTTING EDGE SUPPLY JC Equipment Maintenance	7/9/2025	4,107.86	4,107.86
36378	EAST BAY TIRE CO. OPS Adm Vehicle Maintenance	7/9/2025	1,335.48	1,335.48
36379	ENRIQUE CARRILLO JR. All Sites Vehicle Maintenance	7/9/2025	12,773.20	12,773.20
36380	ERIC GARCIA ML & JR Vehicle Maintenance	7/9/2025	1,650.00	1,650.00

Salinas Valley Solid Waste Authority
Checks Issued Report for 7/1/2025 to 7/31/2025

Check #	Name	Check Date	Amount	Check Total
36381	FIRST ALARM Adm Alarm Services	7/9/2025	35.00	35.00
36382	FRESNO OXYGEN JC Equipment Maintenance	7/9/2025	53.00	53.00
36383	GEOLOGIC ASSOCIATES, INC. JC Engineering Services	7/9/2025	66,878.77	66,878.77
36384	GOLDEN STATE TRUCK & TRAILER REPAIR JC Equipment Maintenance ML Vehicle Maintenance	7/9/2025	403.11 1,167.75	1,570.86
36385	GONZALES ACE HARDWARE JC Facility Maintenance	7/9/2025	117.42	117.42
36386	GUARDIAN SAFETY AND SUPPLY, LLC JC Safety Supplies	7/9/2025	412.25	412.25
36387	LIEBERT CASSIDY WHITMORE HR Legal Services	7/9/2025	810.00	810.00
36388	MISSION LINEN SUPPLY All Sites Uniforms	7/9/2025	536.52	536.52
36389	ODP BUSINESS SOLUTIONS, LLC Adm Office Supplies	7/9/2025	480.65	480.65
36390	OLYMPIC WIRE & EQUIPMENT, INC. JC Org Maintenance Supplies	7/9/2025	37,513.64	37,513.64
36391	O'REILLY AUTOMOTIVE STORES, INC. ML Vehicle Maintenance	7/9/2025	99.71	99.71
36392	PENINSULA MESSENGER LLC All Site Courier Service	7/9/2025	1,147.00	1,147.00
36393	QED ENVIRONMENTAL SYSTEMS INC. JC Maintenance Supplies	7/9/2025	35,577.61	35,577.61
36394	QUINN COMPANY JC Equipment Maintenance	7/9/2025	9,899.93	9,899.93
36395	RAMON N VALLEJO Livescan Fingerprinting	7/9/2025	222.00	222.00
36396	REFRIGERATION SUPPLIES DISTRIBUTOR HHW Disposal Supplies	7/9/2025	92.22	92.22
36397	SOUTHERN COUNTIES LUBRICANTS LLC All Site Biodiesel Fuel All Sites Biodiesel Fuel	7/9/2025	9,287.40 14,626.02	23,913.42

Salinas Valley Solid Waste Authority
Checks Issued Report for 7/1/2025 to 7/31/2025

Check #	Name	Check Date	Amount	Check Total
36398	Southern Counties Oil Co., a CA Limited Partnership JR & JC Biodiesel Fuel	7/9/2025	5,886.65	5,886.65
36399	STERICYCLE, INC Adm Shredding Services	7/9/2025	139.02	139.02
36400	TELCO BUSINESS SOLUTIONS Monthly Network Support	7/9/2025	304.42	304.42
36401	THE SHERWIN-WILLIAMS CO JC Facility Maintenance	7/9/2025	300.42	300.42
36402	ULINE, INC. Adm Office Supplies	7/9/2025	2,270.72	2,270.72
36403	UNITED RENTALS (NORTHWEST), INC Scissor Lifts (2)	7/9/2025	15,986.25	15,986.25
36404	VERIZON CONNECT FLEET USA LLC ML Vehicle Maintenance	7/9/2025	386.90	386.90
36405	VOSTI'S INC All Sites Facility Maintenance Supplies	7/9/2025	1,146.47	1,146.47
36406	WEST COAST RUBBER RECYCLING, INC Tire Amnesty Tire Recycling	7/9/2025	11,825.00	11,825.00
36407	WHITE CAP, LP JC Facility Maintenance	7/9/2025	229.91	229.91
36408	US BANK CORPORATE PAYMENT SYSTEM Southwest Airlines: CalPERS Ed Forum SWANA: Ops Admin Memberships CRRRA: Annual Conference Registration Zoom: Annual Subscriptions Canva: RR Outreach Software	7/15/2025	387.96 660.00 525.00 503.69 119.40	2,196.05
36409	US BANK CORPORATE PAYMENT SYSTEM Machinery Trader: JC Equipment Stonie's Restaurant: Finance EE Recognition Boot Barn: HR Safety Supplies Vista Print: Admin Office Supplies US Composting Council: RR Training CA Air Resources Board: ML Vehicle Fees Yeti: EE Appreciation Experian: Credit Account Reports Vehicle Selling Solutions: Ops Equipment La Plaza Bakery: EE Recognition Constant Contact: RR Outreach Signs.com: JC Facility Maintenance AT&T: Finance Internet Anderson's Lock: Admin Office Supplies La Plaza Bakery: EE Meetings	7/15/2025	585.00 99.45 127.03 42.59 30.00 128.45 3,321.20 59.95 1,560.00 65.01 62.00 319.04 86.46 32.67 114.05	

Salinas Valley Solid Waste Authority
Checks Issued Report for 7/1/2025 to 7/31/2025

Check #	Name	Check Date	Amount	Check Total
	4Imprint: All Sites Employee Appreciation		1,470.76	
	Santa Fe: JC Safety Supplies		5.99	
	4Imprint: All Sites Safety Supplies		2,220.22	
	Easykeys.com: Admin Office Supplies		24.34	
	Razzolink: JR Internet Services		115.12	
	AT&T: JC Scale Internet		230.50	
	Valley Trophies: Admin Office Supplies		18.03	
	Indeed: HR Recruitments		192.00	
	Fusion: Hazwoper Training		248.95	
	CA DMV: Ops Admin Fees		14.27	
	OfficeMax: Admin Office Supplies		327.66	
	OfficeMax: JC Office Supplies		912.18	
	OfficeFurniture2go.com: Admin Office Supplies		2,315.02	
	Smart & Final: JC Safety Supplies		61.80	
	Signature Solar: RR Ed Center Supplies		3,093.32	
	Smart & Final: JC Office Supplies		120.02	
	Signs.com: JC Facility Maintenance		504.32	
	Costco: JC Supplies		1,108.87	
				19,616.27
36410	**Void**	7/15/2025	-	
				-
36411	**Void**	7/15/2025	-	
				-
36412	**Void**	7/15/2025	-	
				-
36413	A & G PUMPING, INC All Sites Portable Toilets	7/17/2025	589.25	
				589.25
36414	ADMANOR, INC CCRMC Monthly Media & Marketing Service	7/17/2025	7,160.96	
				7,160.96
36415	AGRI-FRAME, INC JR Facility Maintenance	7/17/2025	1,537.29	
				1,537.29
36416	AMERICAN SUPPLY CO. JC Janitorial Supplies	7/17/2025	2,785.20	
				2,785.20
36417	ARMANDO MATA PEDRAZA ML Vehicle Maintenance	7/17/2025	120.00	
				120.00
36418	ASBURY ENVIRONMENTAL SERVICES HHW Hauling & Disposal	7/17/2025	153.00	
				153.00
36419	AT&T LONG DISTANCE Adm Telephone Service	7/17/2025	41.76	
				41.76
36420	AT&T SERVICES INC Adm & CAM Telephone Service HHW Telephone Service	7/17/2025	93.19 60.30	
				153.49

Salinas Valley Solid Waste Authority
Checks Issued Report for 7/1/2025 to 7/31/2025

Check #	Name	Check Date	Amount	Check Total
36421	AUTOZONE LLC. All Sites Vehicle Supplies	7/17/2025	215.80	215.80
36422	**Void**	7/17/2025	-	-
36423	CUTTING EDGE SUPPLY JC Equipment Maintenance	7/17/2025	3,386.86	3,386.86
36424	DATAFLOW BUSINESS SYSTEMS INC. Printer Network Support	7/17/2025	31.57	31.57
36425	ENRIQUE CARRILLO JR. All Sites Vehicle Maintenance	7/17/2025	6,855.62	6,855.62
36426	Erik Ohlson JC Surveying	7/17/2025	5,950.00	5,950.00
36427	GOLDEN STATE TRUCK & TRAILER REPAIR Adm Equipment Maintenance JC Equipment Maintenance ML Vehicle Maintenance	7/17/2025	521.98 169.36 31.98	723.32
36428	GONZALES TIRE & AUTO SUPPLY All Sites Vehicle Maintenance	7/17/2025	1,236.08	1,236.08
36429	**Void**	7/17/2025	-	-
36430	GREEN RUBBER - KENNEDY AG, LP JC Facility Maintenance	7/17/2025	1,410.01	1,410.01
36431	HOPE SERVICES JC Litter Abatement	7/17/2025	7,760.31	7,760.31
36432	INFINITY STAFFING SERVICES, INC. JC Contract Labor	7/17/2025	631.35	631.35
36433	JT HOSE & FITTINGS JC Facility Maintenance ML Vehicle Maintenance	7/17/2025	63.64 507.95	571.59
36434	NEU-SCAPES, INC. Common Area Maintenance Jardin El Sol Maintenance	7/17/2025	550.00 200.00	750.00
36435	ODP BUSINESS SOLUTIONS, LLC Adm Office Supplies	7/17/2025	463.07	463.07
36436	PACIFIC CREST ENGINEERING INC JC Engineering Services	7/17/2025	4,070.00	4,070.00

Salinas Valley Solid Waste Authority
Checks Issued Report for 7/1/2025 to 7/31/2025

Check #	Name	Check Date	Amount	Check Total
36437	Pacific Valley Door & Window, Inc. JC Facility Maintenance	7/17/2025	928.63	928.63
36438	PRICILLIA RODRIGUEZ JR Hauling Services	7/17/2025	1,600.13	1,600.13
36439	PURE WATER BOTTLING All Sites Water Service	7/17/2025	409.65	409.65
36440	ROBERTO DEL REAL JC Portable Toilets	7/17/2025	1,435.00	1,435.00
36441	ROSSI BROS TIRE & AUTO SERVICE JC Equipment Maintenance	7/17/2025	180.00	180.00
36442	S. GRONER ASSOCIATES SGA Marketing Services	7/17/2025	7,353.75	7,353.75
36443	SCS FIELD SERVICES All Sites Routine Engineering Services	7/17/2025	15,411.77	15,411.77
36444	VALERIO VARELA JR JC Org Facility Maintenance ML Vehicle Maintenance	7/17/2025	1,500.00 400.00	1,900.00
36445	AON RISK INSURANCE SERVICES WEST, INC . Insurance - Commercial Property Insurance - Excess Liability Insurance - Inland Marine	7/17/2025	236,346.78 89,004.30 113,642.00	438,993.08
36446	ARMANDO MATA PEDRAZA JC Equipment Maintenance	7/17/2025	404.05	404.05
36447	BRYAN EQUIPMENT JC Equipment Maintenance	7/17/2025	269.16	269.16
36448	CALIFORNIA PRODUCT STEWARDSHIP COUNCIL CPSC Sponsorship	7/17/2025	2,500.00	2,500.00
36449	CITY OF GONZALES Monthly Hosting Fees	7/17/2025	20,833.33	20,833.33
36450	CLARK PEST CONTROL, INC Adm Exterminator Service	7/17/2025	132.00	132.00
36451	COAST COUNTIES TRUCK & EQUIPMENT CO. ML Vehicle Maintenance	7/17/2025	222.29	222.29
36452	COASTLINE MARKETING GROUP, INC. Annual Website Hosting	7/17/2025	179.00	179.00

Salinas Valley Solid Waste Authority
Checks Issued Report for 7/1/2025 to 7/31/2025

Check #	Name	Check Date	Amount	Check Total
36453	CUTTING EDGE SUPPLY JC Equipment Maintenance	7/17/2025	881.16	881.16
36454	Elevator Service Co. of Central California Inc. Common Area Maintenance	7/17/2025	255.00	255.00
36455	FIRST ALARM SS & Adm Alarm Services SS Alarm Services	7/17/2025	812.70 35.00	847.70
36456	GOLDEN STATE TRUCK & TRAILER REPAIR JC Equipment Maintenance ML Vehicle Maintenance	7/17/2025	31.63 732.25	763.88
36457	GONZALES ACE HARDWARE All Sites Facility Maintenance Supplies	7/17/2025	320.14	320.14
36458	ICONIX WATERWORK (US) INC. JC Maintenance Supplies	7/17/2025	533.85	533.85
36459	Jose Gil Hernandez Jr. JC Equipment Maintenance	7/17/2025	205.00	205.00
36460	MANUEL PEREA TRUCKING, INC. JC Equipment Rental	7/17/2025	965.00	965.00
36461	MISSION LINEN SUPPLY All Sites Uniforms	7/17/2025	802.27	802.27
36462	MONTEREY REGIONAL WATER POLLUTION CONTROL AGENCY Common Area Maintenance SS Sewer Service	7/17/2025	340.76 42.08	382.84
36463	ODP BUSINESS SOLUTIONS, LLC Adm Office Supplies JC Office Supplies	7/17/2025	300.39 34.40	334.79
36464	O'REILLY AUTOMOTIVE STORES, INC. ML Vehicle Maintenance	7/17/2025	25.12	25.12
36465	PACIFIC TRUCK PARTS, INC JC Equipment Maintenance	7/17/2025	400.24	400.24
36466	PROBUILD COMPANY LLC JC Facility Maintenance JC Office Supplies	7/17/2025	121.56 292.24	413.80
36467	QUINN COMPANY JC Equipment Maintenance	7/17/2025	279.06	279.06
36468	Routeware, Inc. Recyclist Software	7/17/2025	47,306.04	47,306.04

Salinas Valley Solid Waste Authority
Checks Issued Report for 7/1/2025 to 7/31/2025

Check #	Name	Check Date	Amount	Check Total
36469	SOCIAL VOCATIONAL SERVICES, INC. JC Janitorial Services	7/17/2025	6,084.25	6,084.25
36470	SONSRAY MACHINERY LLC JC Equipment Maintenance	7/17/2025	2,579.65	2,579.65
36471	SOUTHERN COUNTIES LUBRICANTS LLC All Sites Biodiesel Fuel	7/17/2025	18,129.14	18,129.14
36472	THE DON CHAPIN COMPANY, INC. ML Portable Toilets	7/17/2025	469.58	469.58
36473	ULINE, INC. ML Vehicle Maintenance	7/17/2025	463.78	463.78
36474	Agile Occupational Medicine PC Hep B and Tetanus Vaccine LP	7/23/2025	165.00	165.00
36475	ALESHIRE & WYNDER, LLP Monthly Legal Service	7/23/2025	3,620.30	3,620.30
36476	AON RISK INSURANCE SERVICES WEST, INC . Insurance - Commercial Auto	7/23/2025	308.00	308.00
36477	ARMANDO MATA PEDRAZA JC Org Equipment Maintenance JR Vehicle Maintenance	7/23/2025	140.00 172.95	312.95
36478	ATLAS ORGANICS CU11, LLC Monthly Organics Processing	7/23/2025	286,468.30	286,468.30
36479	CALIFORNIA WATER SERVICE SS Water Service	7/23/2025	4.94	4.94
36480	DON CHAPIN INC JC Facility Maintenance	7/23/2025	5,278.54	5,278.54
36481	EDUARDO ARROYO JC Solid Waste Tech Offices	7/23/2025	44,500.00	44,500.00
36482	ERIC GARCIA ML & JR Vehicle Maintenance	7/23/2025	1,530.00	1,530.00
36483	Fire Rover LLC JR Fire Rover	7/23/2025	94,060.45	94,060.45
36484	FIRST ALARM Adm Alarm Services	7/23/2025	35.00	35.00
36485	GRANITE ROCK CO/PAVEX RR Facility Maintenance	7/23/2025	8,166.19	8,166.19

Salinas Valley Solid Waste Authority
Checks Issued Report for 7/1/2025 to 7/31/2025

Check #	Name	Check Date	Amount	Check Total
36486	GUARDIAN SAFETY AND SUPPLY, LLC JC Safety Supplies	7/23/2025	1,741.91	1,741.91
36487	HOME DEPOT All Sites Facility Maintenance Supplies	7/23/2025	5,319.49	5,319.49
36488	**Void**	7/23/2025	-	-
36489	**Void**	7/23/2025	-	-
36490	JT HOSE & FITTINGS All Sites Equipment Maintenance Supplies	7/23/2025	2,078.20	2,078.20
36491	JULIO GIL Signs for Ed Center	7/23/2025	919.89	919.89
36492	MISSION LINEN SUPPLY All Sites Uniforms	7/23/2025	357.13	357.13
36493	ODP BUSINESS SOLUTIONS, LLC Adm Office Supplies	7/23/2025	146.90	146.90
36494	SAUL CARDENAS-IBARRA SVR REELS	7/23/2025	2,000.00	2,000.00
36495	VIA HEART PROJECT Adm Safety Supplies	7/23/2025	120.22	120.22
36496	WRIGHT EXPRESS FINANCIAL SERVICES CORPORATION All Sites Fuel	7/23/2025	3,618.80	3,618.80
36497	AON RISK INSURANCE SERVICES WEST, INC . Insurance - Earthquake Insurance - Property	7/23/2025	58,399.14 26,115.06	84,514.20
36498	ASBURY ENVIRONMENTAL SERVICES HHW Hauling & Disposal	7/23/2025	153.00	153.00
36499	AT&T SERVICES INC JC Telephone Service	7/23/2025	61.55	61.55
36500	CITY OF GONZALES Monthly Hosting Fees - AUG	7/23/2025	20,833.33	20,833.33
36501	CLARK PEST CONTROL, INC ML Exterminator	7/23/2025	128.00	128.00
36502	COMCAST HHW Internet Services	7/23/2025	127.08	127.08

Salinas Valley Solid Waste Authority
Checks Issued Report for 7/1/2025 to 7/31/2025

Check #	Name	Check Date	Amount	Check Total
36503	CONCERN: EMPLOYEE ASSISTANCE PROGRAM Employee Assistance Program	7/23/2025	4,500.00	4,500.00
36504	EDGES ELECTRICAL GROUP, LLC JR Facility Maintenance	7/23/2025	85.85	85.85
36505	FIRST ALARM JC Alarm Bldg. Services JR Alarm Services	7/23/2025	35.00 35.00	70.00
36506	GOLDEN STATE TRUCK & TRAILER REPAIR JC Equipment Maintenance JR Vehicle Maintenance ML Vehicle Maintenance	7/23/2025	66.82 392.12 696.74	1,155.68
36507	GONZALES ACE HARDWARE JC Facility Maintenance	7/23/2025	193.49	193.49
36508	GRAINGER JC Org Facility Maintenance	7/23/2025	54.24	54.24
36509	Jose Gil Hernandez Jr. ML Vehicle Maintenance	7/23/2025	255.00	255.00
36510	JT HOSE & FITTINGS ML Vehicle Maintenance	7/23/2025	72.13	72.13
36511	JULIO GIL RR: Container Wrap Installation	7/23/2025	1,600.00	1,600.00
36512	KING CITY HARDWARE INC. JR Facility Maintenance	7/23/2025	34.33	34.33
36513	MISSION LINEN SUPPLY All Sites Uniform Service	7/23/2025	555.13	555.13
36514	ODP BUSINESS SOLUTIONS, LLC Adm & Ops Office Supplies Adm Office Supplies	7/23/2025	866.40 992.90	1,859.30
36515	OPENGOV, INC Transparency Website	7/23/2025	2,069.83	2,069.83
36516	PRECISION ALARMS & AUTOMATION SOLUTIONS, INC. HHW Alarm Services	7/23/2025	60.00	60.00
36517	PROBUILD COMPANY LLC JC Facility Maintenance	7/23/2025	2,610.93	2,610.93
36518	PUBLIC SECTOR HR ASSOCIATION Annual Membership	7/23/2025	30.00	30.00

Salinas Valley Solid Waste Authority
Checks Issued Report for 7/1/2025 to 7/31/2025

Check #	Name	Check Date	Amount	Check Total
36519	QUINN COMPANY JC Equipment Maintenance	7/23/2025	220.27	220.27
36520	SOUTHERN COUNTIES LUBRICANTS LLC JR Biodiesel Fuel	7/23/2025	1,339.98	1,339.98
36521	TELCO BUSINESS SOLUTIONS Adm & HHW Telephone Service	7/23/2025	629.44	629.44
36522	TOMMY DIAZ JR DOT Renewal	7/23/2025	150.00	150.00
36523	VALERIO VARELA JR JC Org Facility Maintenance ML Vehicle Maintenance	7/23/2025	1,400.00 1,425.00	2,825.00
36524	ZORO JC Facility Maintenance	7/23/2025	774.68	774.68
36525	ADMANOR, INC CCRMC Monthly Media & Marketing Service	7/30/2025	12,412.03	12,412.03
36526	BAGLEY ENTERPRISES, INC JC & JR Facility Maintenance	7/30/2025	1,020.00	1,020.00
36527	BLUE STRIKE ENVIRONMENTAL INC Special Event Recycling	7/30/2025	4,954.00	4,954.00
36528	F.A.S.T. SERVICES Monthly Board Interpreting Services	7/30/2025	250.00	250.00
36529	GEOLOGIC ASSOCIATES, INC. JC Engineering Services	7/30/2025	9,462.00	9,462.00
36530	GOLDEN STATE TRUCK & TRAILER REPAIR ML Vehicle Maintenance	7/30/2025	67,315.49	67,315.49
36531	LIEBERT CASSIDY WHITMORE Legal Services	7/30/2025	135.00	135.00
36532	MONTEREY COUNTY HEALTH DEPARTMENT Quarterly Regional Fee	7/30/2025	28,826.44	28,826.44
36533	SCALES UNLIMITED JC & JR Scale Maintenance	7/30/2025	4,560.00	4,560.00
36534	VERIZON WIRELESS SERVICES Monthly Internet Service	7/30/2025	190.05	190.05
36535	ASBURY ENVIRONMENTAL SERVICES HHW Hauling & Disposal	7/30/2025	153.00	153.00

Salinas Valley Solid Waste Authority
Checks Issued Report for 7/1/2025 to 7/31/2025

Check #	Name	Check Date	Amount	Check Total
36536	BLUE STRIKE ENVIRONMENTAL INC Special Event Recycling	7/30/2025	2,208.00	2,208.00
36537	BRYAN EQUIPMENT JC Equipment Maintenance	7/30/2025	178.13	178.13
36538	CALIFORNIA LIVE FLOORS, INC, ML Vehicle Maintenance	7/30/2025	3,850.76	3,850.76
36539	CALIFORNIA WATER SERVICE All Sites Water Service JR Water Service	7/30/2025	670.05 307.85	977.90
36540	COMCAST Common Area Maintenance	7/30/2025	142.25	142.25
36541	CSC OF SALINAS/YUMA ML Vehicle Maintenance	7/30/2025	42.44	42.44
36542	GOLDEN STATE TRUCK & TRAILER REPAIR ML Vehicle Maintenance	7/30/2025	757.66	757.66
36543	GONZALES ACE HARDWARE JC Equipment Maintenance	7/30/2025	326.95	326.95
36544	GRAINGER All Sites Safety Supplies	7/30/2025	865.32	865.32
36545	GREEN RUBBER - KENNEDY AG, LP JC Facility Maintenance	7/30/2025	161.99	161.99
36546	KING CITY HARDWARE INC. JR Facility Maintenance	7/30/2025	90.36	90.36
36547	MISSION LINEN SUPPLY All Sites Uniforms	7/30/2025	633.31	633.31
36548	ODP BUSINESS SOLUTIONS, LLC Adm Office Supplies	7/30/2025	108.20	108.20
36549	QUINN COMPANY JC Equipment Maintenance	7/30/2025	1,034.99	1,034.99
36550	SOUTHERN COUNTIES LUBRICANTS LLC All Sites Biodiesel Fuel JC Org Biodiesel Fuel	7/30/2025	33,568.76 686.88	34,255.64
36551	VALERIO VARELA JR ML Contract Labor JR Vehicle Maintenance ML Vehicle Maintenance	7/30/2025	1,000.00 200.00 3,400.00	4,600.00

Salinas Valley Solid Waste Authority
Checks Issued Report for 7/1/2025 to 7/31/2025

Check #	Name	Check Date	Amount	Check Total
36552	VALLEY FABRICATION, INC. ML Vehicle Maintenance	7/30/2025	72.11	72.11
36553	Vasquez Fabrication, Inc. JR Equipment Maintenance	7/30/2025	1,742.50	1,742.50
36554	WHITE CAP, LP JR Safety Supplies	7/30/2025	535.90	535.90
25-00609-DFT	REPUBLIC SERVICES - MADISON LANE TRANSFER STATION 4918 ML Rent	7/1/2025	18,261.23	18,261.23
25-00611-DFT	Amazon Capital Services, Inc All Sites Facility Supplies	7/3/2025	2,284.21	2,284.21
25-00612-DFT	PACIFIC GAS AND ELECTRIC COMPANY All Sites Electrical Services	7/3/2025	30,031.13	30,031.13
26-00006-DFT	INTERMEDIA Email Exchange	7/5/2025	550.39	550.39
26-00008-DFT	PACIFIC GAS AND ELECTRIC COMPANY All Sites CNG Fuel	7/15/2025	183.33	183.33
26-00009-DFT	REPUBLIC SERVICES - MADISON LANE TRANSFER STATION 4918 ML August Rent	7/31/2025	18,261.23	18,261.23
26-00010-DFT	Amazon Capital Services, Inc All Sites Facility Supplies	7/16/2025	5,950.71	5,950.71
26-00011-DFT	Amazon Capital Services, Inc All Sites Facility Supplies	7/16/2025	750.91	750.91
26-00012-DFT	California Department of Tax and Fee Administration BOE Fees	7/25/2025	79,825.00	79,825.00
26-00042-DFT	California Department of Tax and Fee Administration BOE Fees	7/21/2025	1,264.74	1,264.74
26-00043-DFT	PACIFIC GAS AND ELECTRIC COMPANY All Sites Electrical Services	7/23/2025	30,533.48	30,533.48
26-00044-DFT	Amazon Capital Services, Inc All Sites Facility Supplies	7/28/2025	1,778.71	1,778.71
26-00049-DFT	Amazon Capital Services, Inc All Sites Facility Supplies	7/31/2025	2,174.65	2,174.65
	Total:			<u>2,787,759.06</u>
	Payroll Disbursements			<u>796,455.04</u>
	Grand Total			<u><u>3,584,214.10</u></u>



Report to the Board of Directors

Date: September 18, 2025
From: Mandy Brooks, Resource Recovery Manager
Title: Member and Interagency Activities Report for August 2025

ITEM NO. 3

N/A
 Finance and Administration
 Manager/Controller/Treasurer

General Manager/CAO

N/A
 Authority General Counsel

RECOMMENDATION

Staff recommends that the Board accept this item. The report is intended to keep the Board apprised of activities and communications with member agencies and regulators.

STRATEGIC PLAN RELATIONSHIP

This agenda item is in alignment with one of the Board's goals from the 2024 Strategic Planning Priority setting process.

- "High-quality Community Engagement": Continue to deliver the public education strategy.

The Authority provides a wide array of recycling and waste recovery services and programs to the public including local businesses, schools, multifamily complexes and participates in numerous community events and cleanups. Providing monthly reports highlighting these activities ensures that the strategic goal is being met.

FISCAL IMPACT

This agenda item is a routine operational item and does not have a direct budget impact.

DISCUSSION & ANALYSIS

Monterey County Environmental Health Bureau (Local Enforcement Agency - LEA)

Johnson Canyon Landfill & Composting Facility: The monthly inspection for the Johnson Canyon Landfill and Composting Facility was conducted on Aug 29. No violations or areas of concern were noted during the inspection.

Jolon Road Transfer Station: The monthly inspection for Jolon Road Transfer Station was conducted on Aug 22 with no violations or areas of concern noted during the inspection.

Gonzales Clothing Closet

- The Clothing Closet continues to be open Tuesdays & Wednesdays from 2pm - 4pm and Thursdays from 1pm - 3pm at the Mission Annex located on 4th and Day Streets.

Q3 CY 2025	# Volunteers	Hours	# Clothing Items Dist.	# Families Served	# Family Members
July	4	106	728	54	221

Aug	5	89	497	34	162
Sept	-	-	-	-	-
Q3 2025 TOTALS	4.5	195	1,225	88	383

Cleanup Events

The 2025 hauler community cleanup schedule for all member agencies areas are included in the event list below. Two (2) clean up events conducted in August and the results of two (2) previous events are listed in the table below.

Date	Location	Hauler/ Volunteer Group	Trash (tons)	Recycling (tons)	ABOP Materials (collected by SVR)	Diversion %
May 17	Salinas District 1	Republic	6.1	14.2	<i>n/a</i>	70%
June 21	Salinas District 6	Republic	8.6	9.6	<i>n/a</i>	53%
Aug 9	San Ardo	WM	6.5	9.5	1,760 lbs.	59%
Aug 16	Salinas District 3	Republic	6.9	8.1	<i>n/a</i>	54%

FY 2024-25 Current & Future Events with SVR Staff Participation

- Gonzales:** 10/07/25 School Tour, Loma Vista, JC Ed Center & Garden
10/18/25 Cleanup Event & ABOP Collection, La Gloria Elementary School
10/21/25 School Tour, Soquel Elementary, JC Ed Center & Garden
10/31/25 Group Tour, Board Member Sandoval, JC Ed Center & Garden
11/15/25 Wally's 25th Birthday Celebration Event, JC Ed Center & Garden
- Greenfield:** 09/06/25 Cleanup Event & ABOP Collection, Public Works Yard
- King City:** 11/01/25 Cleanup Event & ABOP Collection, SV Fairgrounds
- Salinas:** 09/13/25 Composting Workshop & Giveaway, Natividad Creek Park
09/27/25 District 2 Cleanup Event
10/01/25 Booth at City of Salinas Health Fair
10/11/25 District 4 Cleanup Event
10/18/25 Composting Workshop & Giveaway, Jardin el Sol, 126 Sun St.
11/08/25 District 5 Cleanup Event
- Soledad:** 09/27/25 Cleanup Event & ABOP Collection, Soledad High School
- Mo County:** 09/13/25 Prunedale Cleanup & ABOP Collection, Grange Parking Lot
11/08/25 Pajaro Cleanup & ABOP Collection, 499 Salinas Rd

BACKGROUND

The monthly Interagency Activities Report was established in 2014 to keep the Board apprised of communications with member agencies and regulators and to increase public access, involvement, and awareness of Salinas Valley Recycles activities. The report has evolved over the years to also include a current and future event list to inform Board members and the public of community events and hauler cleanups occurring in each member agency's service area.

ATTACHMENT(S) None



Report to the Board of Directors

ITEM NO. 4

Finance and Administration
Manager/Controller-Treasurer

General Manager/CAO

R. Santos by E.T.

Authority General Counsel

Date: September 18, 2025

From: C. Ray Hendricks, Finance and Administration Manager

Title: A Resolution Approving the Grants and Capital Improvement Projects Budget for Fiscal Year 2025-26

RECOMMENDATION

The Executive Committee recommends Board approval of this item. This will ensure that the grants and capital improvement projects are properly budgeted.

STRATEGIC PLAN RELATIONSHIP

The recommended action is routine in nature.

FISCAL IMPACT

The Operating Budget for FY 2025-26 included \$3,404,000 assigned to Post Closure and Capital Improvement Projects from the expected operating surplus.

The Operating Budget also includes \$5 per ton landfilled to be set aside for future module engineering and construction. The amount set aside from landfill disposal tipping fees in FY 2024-25 was \$1,133,790 and is included in CIP 9527 – JC Module Engineering and Construction.

The revenue from the sale of surplus equipment in the amount of \$194,331 during FY 2024-25 is being allocated to CIP 9101 - Equipment Replacement.

DISCUSSION & ANALYSIS

The proposed budget adjustments are necessary to ensure that there is sufficient budget to meet current Capital Improvement needs without additional debt. The Board approved new appropriations to the CIP budget on March 20, 2025, as part of the FY 2025-26 operating budget.

The attached Capital Improvements Projects Budget worksheet summarizes all of the appropriations for the CIP Budget and provides a CIP budget total. Following is a description of the various columns (underlined).

- FY 2024-25 Remaining Balance is the remaining CIP funds on June 30, 2025, that is being carried over to FY 2025-26 per the Authority's financial policies.
- Approved in FY 2025-26 Budget are new allocations approved by the Board as part of the FY 2025-26 operating budget approved on March 20, 2025.

Adjustments to the CIP budget are requested to the budget, as discussed below.

		Adjustments
<hr/>		
Fund 131 - Crazy Horse Post-Closure Fund		
131	9321 CH Postclosure Maintenance	<u>17,900.00</u>
Total Fund 131 - Crazy Horse Post-Closure Fund		<u>17,900.00</u>
Fund 141 - Lewis Road Post-Closure Fund		
141	9403 LR Postclosure Maintenance	<u>(62,200.00)</u>
Total Fund 141 - Lewis Road Post-Closure Fund		<u>(62,200.00)</u>
Fund 161 - Jolon Road Post-Closure Fund		
161	9604 JR Postclosure Maintenance	<u>219,300.00</u>
Total Fund 161 - Jolon Road Post-Closure Fund		<u>219,300.00</u>
Fund 800 - Capital Improvement Projects Fund		
800	9101 Equipment Replacement	194,331.00
800	9106 Waste Composition Study	399,307.00
800	9527 JC Module Engineering and Construction	<u>1,133,790.00</u>
Total Fund 800 - Capital Improvement Projects Fund		<u>1,727,428.00</u>
Total CIP Budget		<u><u>1,902,428.00</u></u>

Staff is recommending that \$175,000 of the savings from budgeted Workers' Comp Premiums in the operating funds are reallocated to the post closure sites to ensure adequate funding for insurance premiums that have outpaced increases to the sites budget. Additionally, staff is rebalancing the carryover amounts at the closed sites to ensure that they all have approximately two years of funding for post-closure activities. This ensures that there is adequate budget to deal with any unexpected post-closure activities. The net budget adjustment at each site is as follows:

- CIP 9321 – CH Post-Closure Maintenance: **\$ 17,900**
- CIP 9403 – LR Post-Closure Maintenance: **(\$ 62,200)**
- CIP 9604 – JR Post-Closure Maintenance: **\$ 219,300**

Capital Improvement Fund Adjustments \$1,328.121

CIP 9101 – Equipment Replacement: In order to provide better flexibility for staff while replacing equipment needed for the facilities, the CIP budgets for equipment replacement are combined in this CIP. The **\$194,331** adjustment is from the sale of surplus equipment in FY 2024-25.

CIP 9106 – Waste Characterization Study: At the August 21, 2025 meeting, the Board approved a contract in the amount of \$399,307 with Cascadia to perform a Waste Characterization Study. Funding for this item is not currently included in the FY 2025-26 Budget. Staff is requesting **\$420,0000**, which includes an allocation for staff time to complete the study. Funding will come from FY 2024-25 surplus funds prior to allocation, which is scheduled to come to the Board on November 20, 2025.

CIP 9527 – JC Module Engineering and Construction: In order for the Authority to fund future cells on a Save-As-You-Go basis, the Board approved setting aside \$5/ton beginning FY 2019-20. Setting aside money on a per ton basis allows the Authority to adjust for increases and decreases in tonnage, as necessary. The **\$1,133,790** adjustment was the amount set aside during FY 2024-25 based on landfilled tonnage.

FY 2025-26 CIP Budget is the combined total of all the columns described above.

BACKGROUND

The Board originally approved new appropriations to the CIP budget on March 20, 2025, as part of the FY 2025-26 operating budget.

ATTACHMENT(S)

1. Resolution
2. FY 2025-26 Budget for Grants and Capital Improvement Projects.

RESOLUTION NO. 2025 –

**A RESOLUTION OF THE SALINAS VALLEY SOLID WASTE AUTHORITY
APPROVING THE GRANTS AND CAPITAL IMPROVEMENT PROJECTS BUDGET FOR FY 2025-26**

WHEREAS, the FY 2025-26 Operating Budget approved on March 20, 2025 included \$3,404,000 assigned to Post Closure and Capital Improvement Projects; and,

WHEREAS, the Operating Budget will have \$175,000 in savings to its Worker's Comp Premiums to allow for adjustments to the Post Closure Budgets; and,

WHEREAS, the Operating Budget also includes \$5 per ton landfilled to be set aside for future module engineering and construction, and the amount set aside from landfill disposal tipping fees in FY 2024-25 was \$1,133,790; and,

WHEREAS, the sale of surplus equipment during FY 2024-25 totaled \$194,331 and is being allocated to the Equipment Replacement CIP.

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE SALINAS VALLEY SOLID WASTE AUTHORITY, that the Grants and Capital Improvements Project Budget for Fiscal Year 2025-26, attached hereto and marked "Exhibit A" is hereby approved effective July 1, 2025; and,

BE IT FURTHER RESOLVED, that the operating budget is reduced by \$175,000 to offset adjustments to the post closure CIPs; and,

BE IT FURTHER RESOLVED, that the General Manager/CAO is hereby authorized to implement the budget in accordance with the Authority's financial policies.

PASSED AND ADOPTED by the Board of Directors of the Salinas Valley Solid Waste Authority at a regular meeting duly held on the 18th day of September 2025, by the following vote:

AYES: BOARD MEMBERS:

NOES: BOARD MEMBERS:

ABSENT: BOARD MEMBERS:

ABSTAIN: BOARD MEMBERS:

Elizabeth Silva, President

ATTEST:

APPROVED AS TO FORM:

Erika J. Trujillo, Clerk of the Board

Roy C. Santos, Authority General Counsel

Salinas Valley Solid Waste Authority
FY 2025-26 Budget for Post Closure, Grants and Capital Improvement Budgets

	FY 2024-25 Remaining Balance	Approved in FY 2025-26 Budget	Adjustments	FY 2025-26 CIP Budget
<u>Fund 131 - Crazy Horse Post-Closure Fund</u>				
131 9316 CH Corrective Action Program	250,000.00	-	-	250,000.00
131 9321 CH Postclosure Maintenance	<u>411,327.48</u>	<u>595,000.00</u>	<u>17,900.00</u>	<u>1,024,227.48</u>
Total Fund 131 - Crazy Horse Post-Closure Fund	<u>661,327.48</u>	<u>595,000.00</u>	<u>17,900.00</u>	<u>1,274,227.48</u>
<u>Fund 141 - Lewis Road Post-Closure Fund</u>				
141 9403 LR Postclosure Maintenance	<u>203,733.08</u>	<u>267,000.00</u>	<u>(62,200.00)</u>	<u>408,533.08</u>
Total Fund 141 - Lewis Road Post-Closure Fund	<u>203,733.08</u>	<u>267,000.00</u>	<u>(62,200.00)</u>	<u>408,533.08</u>
<u>Fund 161 - Jolon Road Post-Closure Fund</u>				
161 9604 JR Postclosure Maintenance	<u>7,019.69</u>	<u>277,000.00</u>	<u>219,300.00</u>	<u>503,319.69</u>
Total Fund 161 - Jolon Road Post-Closure Fund	<u>7,019.69</u>	<u>277,000.00</u>	<u>219,300.00</u>	<u>503,319.69</u>
<u>Fund 211 - Grants</u>				
211 9025 Admin Office - Electric Vehicle Charging Stations	144,364.00	-	-	144,364.00
211 9231 Tire Amnesty 2023-24	5,680.81	-	-	5,680.81
211 9232 SB1383 Local Assistance Grant Program 2022-23	152,964.02	-	-	152,964.02
211 9262 CalRecycle - Household Hazardous Waste Grant	9,598.40	-	-	9,598.40
211 9264 Cal Recycle - 2023-24 CCPP	14,458.09	-	-	14,458.09
211 9265 Cal Recycle - 2024-25 CCPP	<u>22,224.00</u>	<u>-</u>	<u>-</u>	<u>22,224.00</u>
Total Fund 211 - Grants	<u>349,289.32</u>	<u>-</u>	<u>-</u>	<u>349,289.32</u>
<u>Fund 800 - Capital Improvement Projects Fund</u>				
800 9025 Admin Office - Electric Vehicle Charging Stations	115,636.00	-	-	115,636.00
800 9101 Equipment Replacement	1,288,791.70	1,222,000.00	194,331.00	2,705,122.70
800 9105 Concrete Grinding	80,614.12	27,000.00	-	107,614.12
800 9106 Waste Characterization Study	-	-	420,000.00	420,000.00
800 9214 Organics Program Equipment Replacement	568,675.19	-	-	568,675.19
800 9234 SB1383 Procurement Requirement	-	430,000.00	-	430,000.00
800 9322 North County Transfer Station	131,953.62	-	-	131,953.62
800 9501 JC LFG System Improvements	197,974.25	319,000.00	-	516,974.25
800 9505 JC Partial Closure	106,155.11	107,000.00	-	213,155.11
800 9506 JC Litter Control Barrier	130,624.90	27,000.00	-	157,624.90
800 9507 JC Corrective Action	250,000.00	-	-	250,000.00
800 9521 JC Entrance Facility	148,548.64	-	-	148,548.64
800 9527 JC Module Engineering and Construction	3,916,371.16	-	1,133,790.00	5,050,161.16
800 9528 Roadway Improvements	20,879.49	106,000.00	-	126,879.49
800 9601 JR Transfer Station Improvements	<u>65,229.44</u>	<u>27,000.00</u>	<u>-</u>	<u>92,229.44</u>
Total Fund 800 - Capital Improvement Projects Fund	<u>7,021,453.62</u>	<u>2,265,000.00</u>	<u>1,748,121.00</u>	<u>11,034,574.62</u>
Total CIP Budget	<u>8,242,823.19</u>	<u>3,404,000.00</u>	<u>1,923,121.00</u>	<u>13,569,944.19</u>



Report to the Board of Directors

Date: September 18, 2025
From: Patrick Mathews, General Manager/CAO
Title: 2024-25 Salinas Valley Recycles Annual Report

ITEM NO. 5
<hr/> N/A <hr/> Finance and Administration Manager/Controller-Treasurer
<hr/> N/A <hr/> General Manager/CAO
<hr/> N/A <hr/> Authority General Counsel

**THE ATTACHED PRESENTATION WILL BE
GIVEN AT THE MEETING**

- ATTACHMENT**
1. Power Point Presentation



Annual Report 2024-25



Prepared By
SVR Team



Table Of Contents

3	Board of Directors
4	General Manager
5	Board Highlights
6	Staff Updates
7	Financial Standing
8	Cost of Services
9	Tipping Fees
10	Landfill & Recycling
11	Free Recycling
12	AB 939
13	Grants
14	Litter Abatement
15	Outreach
16	Schools
17	Ed Center
18	Wally
19	Johnson Canyon
20	Jolon Road
21	Madison Lane
22	Operations
23	Look Ahead

Vision

To reduce the amount of waste by promoting individual and corporate responsibility. To recover waste for its highest and best use while balancing rates and services. To transform our business from burying waste to utilizing waste as a resource. To eliminate the need for landfills.



Mission

To manage Salinas Valley solid waste as a resource, promoting equitable, sustainable, environmentally sound and cost-effective practices through an integrated system of waste reduction, reuse, recycling, innovative technology, customer service and education.

Board of Directors

SVR is governed by a nine-member board consisting of two Monterey County Board of Supervisors, three Salinas City Council members, and one City Council member each from the cities of Gonzales, Soledad, Greenfield, and King.

The Board meets every 3rd Thursday of the month at 6:00 p.m., unless otherwise noted, in the City of Gonzales Council Chambers, 117 Fourth Street, Gonzales, CA 93926.



City of Gonzales
Liz Silva
President



County of Monterey
Glenn Church
Vice President



City of Salinas
Gloria De La Rosa
Alt. Vice President



County of Monterey
Chris Lopez



City of Salinas
Andrew Sandoval



City of King
Rob Cullen



City of Salinas
Jose Luis Barajas



City of Soledad
Evarista Bañuelos



City of Greenfield
Marcy Jones

The Executive Committee is an advisory committee to the Board of Directors and oversees issues related to finances, personnel, and agency policies. Composed of the SVR Board: President; Vice President, Alternate Vice President; and Immediate Past President (discretionary).

The Executive Committee meets, unless otherwise noted, the Wednesday two weeks before the regular Board of Directors meeting at 2:30 p.m. in SVR's Conference Room, 126 Sun Street, in Salinas.



Board Alternates:

Luis Alejo, County of Monterey; Scott Funk, City of Gonzales; Maria Corralejo, City of Soledad; Rachel Ortiz, City of Greenfield; Oscar Avalos, City of King



General Manager Message



In my 37 years in this industry, I've never been a fan of landfills. They're massive, expensive holes in the ground—built with tens or even hundreds of millions of dollars in engineering and protective liner systems—just to store wasted resources indefinitely. Think about that the next time you throw something in the trash. Unfortunately, until we can reuse or repurpose every resource, landfills remain a necessary part of our system. Progress is being made, but it's a slow, ongoing journey.

When SVR was founded, we inherited four landfills with existing violations and no funding to address them. We started in deep debt and spent years digging our way out. These sites will remain our community's responsibility for decades and offer little public value in the long run. Today, I'm proud to say SVR is in its strongest financial position since our founding in 1997, and we're actively reducing our reliance on landfills through forward-thinking programs and projects.

Every day, our team is focused on managing our region's waste safely and responsibly. What most people throw away and forget becomes our mission. From daily operations and site maintenance to public education and innovation, our dedicated staff work to conserve the planet's finite resources. The field crews and haulers collecting your waste are the foundation of this effort. Their hard work has helped us achieve a 63% diversion rate from landfills—an important measure of our success.

We continue exploring new and better ways to keep materials out of the landfill. One of our biggest wins is composting. By turning food and yard waste into nutrient-rich compost, we're transforming what was once garbage into a valuable resource. More residents, businesses, and agricultural partners are joining this effort by separating organic waste at home and work.

Thanks to responsible financial planning, we are now launching several large infrastructure projects without relying on loans or bonds. That means we're delivering real community savings and maximizing the beneficial impact of public dollars—without adding more debt.

At the core of everything we do is our connection with people. Community involvement drives us forward. Whether it's children learning to compost, families visiting our facilities, or community partners supporting outreach and education, we're building something that goes beyond waste management—we're fostering a culture of sustainability. Together, we are making a real difference and building a future we can all be proud of. A future more sustainable, more responsible, and ultimately—a future without landfills.



R. Patrick Mathews
General Manager / Chief Administrative Officer

Board Highlights

Jolon Road Pavement Rehabilitation Project

The Board approved and awarded the project. It was completed in December of 2024.

North Monterey County Transfer Station Project

The Board continues to support the project with the Engineering and Environmental Compliance Manager working diligently on the requirements, holding meetings with multiple agencies to identify the projected steps required, submitting permitting applications and documentation. Several steps have been identified to move forward.

Johnson Canyon Road Entrance Project

The Board supported staff's recommendation to defer the project until after the design and development of Landfill's Module VIII.

Johnson Canyon Landfill Gas Header Improvement Project

The Board approved the in-house project. This project will help to continue managing the methane and other greenhouse gases generated the Johnson Canyon Landfill by Organic materials in garbage.

Litter Abatement Efforts

The Board approved funding various activities and contracts that support the education, prevention, and clean-up of litter and illegal dumping. Additionally, since June of 2018 the Board has supported the County of Monterey (COM) with a Litter Abatement Memorandum of Understanding (MOU) in the amount of \$100,000 to combat the notable increase in illegal dumping and litter in and around the rural farm areas. This year the Board approved an additional \$25,000 for Fiscal Years 2025-26 and 2026-27 in the MOU with the COM.

Recognitions & Awards

Alisal Union School District

Recognized for implementing District-wide Food Waste Recycling Programs in compliance with Senate Bill 1383.

Villa San Miguel Apartments and Pajaro Townhomes Apartments

Recognized by the Board for their successful food scrap programs.

Edible Food Recovery Grants

Awarded for its fourth cycle to help six local organizations enhance the food recovery network.

2024 Employee of the Year

Tomas Lopez, Heavy Equipment Operator was recognized as the 2024 Employee of the Year after being selected by his peers.



New Hires



Rafa Alfaro

Equipment
Maintenance
Technician



Oscar Garcia

Solid
Waste
Technician



Humberto Chavez

Diversion
Worker



Rafael Rivas

Diversion
Worker



Jesus Hernandez

Diversion
Worker



Leslie Regalado

Human
Resources
Technician



Employee of the Year



**Baltazar
Serrato**



**Congratulations David Roel
on his Retirement!**

Promotions



Luis Aguilera

HHW Technician



Jesus Chavez

HHW Maintenance
Worker



Roddy Trevino

Field Operations
Supervisor



Tommy Diaz

Lead Equipment
Operator/Driver



Gustavo Lozano

Heavy Equipment
Operator

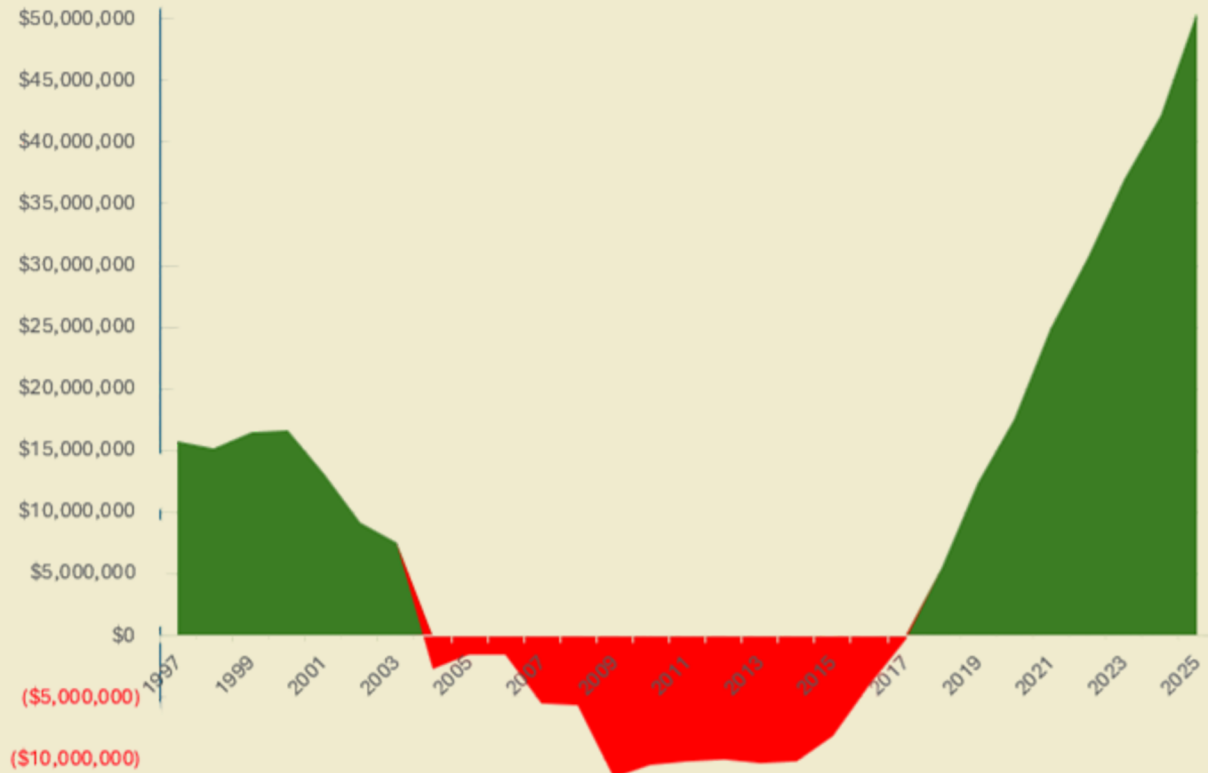
Financial Standing

SVSWA increased its net position by an estimated \$8.3 million during the 2024–25 fiscal year. Some of the key practices that SVSWA follows to help with financial sustainability are as follows:

SVSWA sets aside funds now to cover landfill closure and post-closure maintenance costs for Johnson Canyon, SVSWA’s last active landfill. In accordance with CalRecycle requirements, the Authority has set aside \$5,241,069, which is sufficient funds to fully fund all accrued closure costs for Johnson Canyon Landfill as of June 30, 2025. Additionally, all accrued post-closure costs in the amount of \$2,828,959, have been fully funded. Post-Closure maintenance of the site will be for a minimum of 30 years after the landfill closes.

The Authority’s Financial Policies require prioritizing the use of cash surpluses to pay off its Pension Liability whenever possible, ensuring that liabilities are paid off with money currently available. This practice has saved the Authority \$1.5 million in future interest payments.

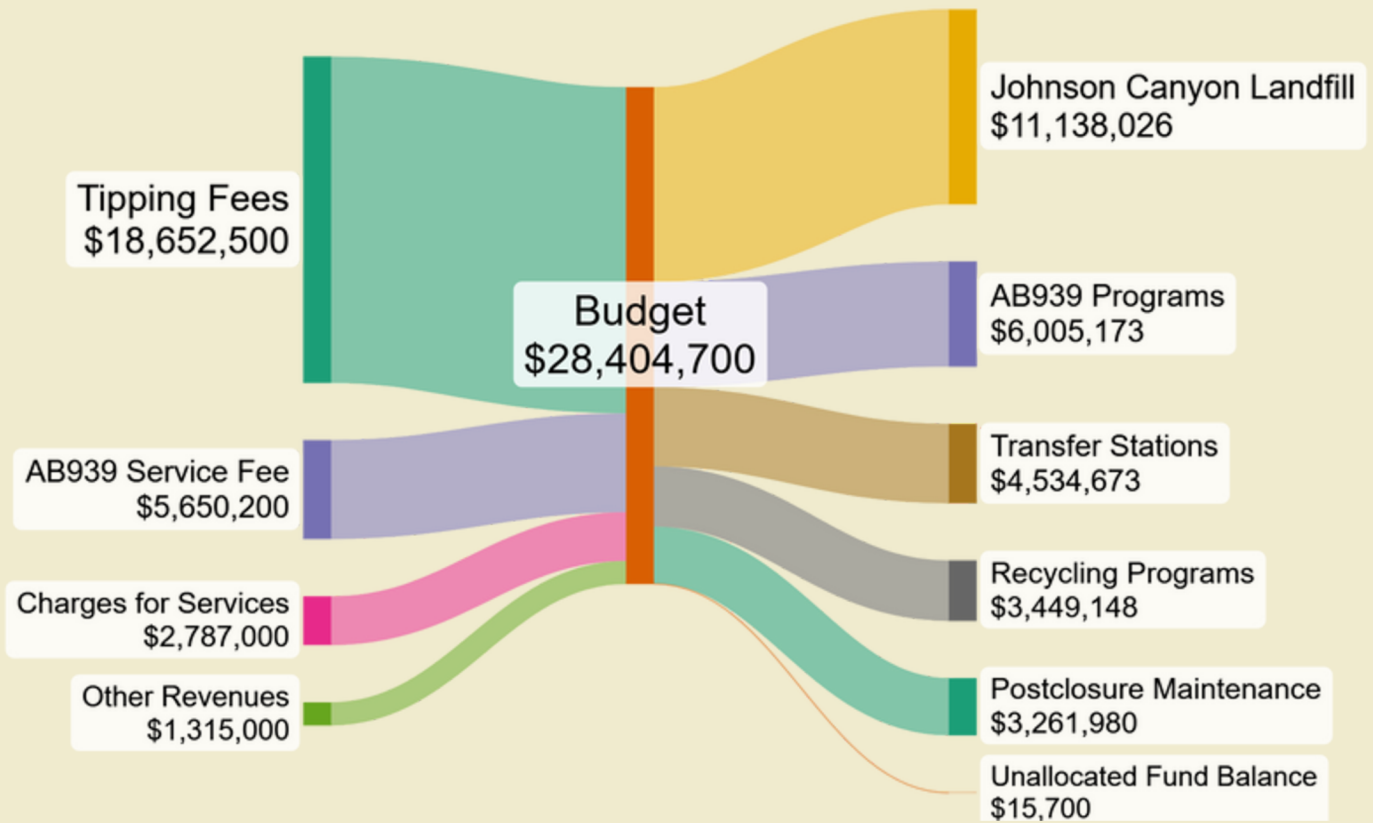
In 2022, SVSWA has refinanced its bonds, resulting in \$1.6 million in interest savings and allowing the Authority to pay off its debt a year early.



Thanks to responsible financial planning and steady economic growth, SVSWA continues to build reserves and meet its long-term goals.

Cost of Services FY 2025-26

Balanced Budget
Operating Revenue = Full Cost of Services



By closely monitoring revenues and expenditures, the Authority ensures that spending aligns with organizational goals. Programs such as organics and AB939 Services are fully self-funded. Additionally, the budgeting process allocates funds for recurring capital expenditures so that the Authority does not incur additional debt, or require outside revenue sources. Overall, this approach fosters financial resilience and long-term sustainability.



For the 11th consecutive year the Government Finance Officers Association of the United States and Canada (GFOA) awarded the Certificate of Achievement for Excellence in Financial Reporting to SVSWA.



Tipping Fees

As of July 1, 2025, SVSWA charges \$67.00 per ton for disposal. Fees are allocated into these 5 categories:

69% - Landfill & Transfer Station Operations

Covers daily landfill operations, including waste burial and the installation and upkeep of critical systems like gas collection, and funding equipment replacement reserves.

21% - Debt Service

Paying down the debt SVSWA was founded with—scheduled to be fully repaid in just five years.

9% - Post-Closure Maintenance

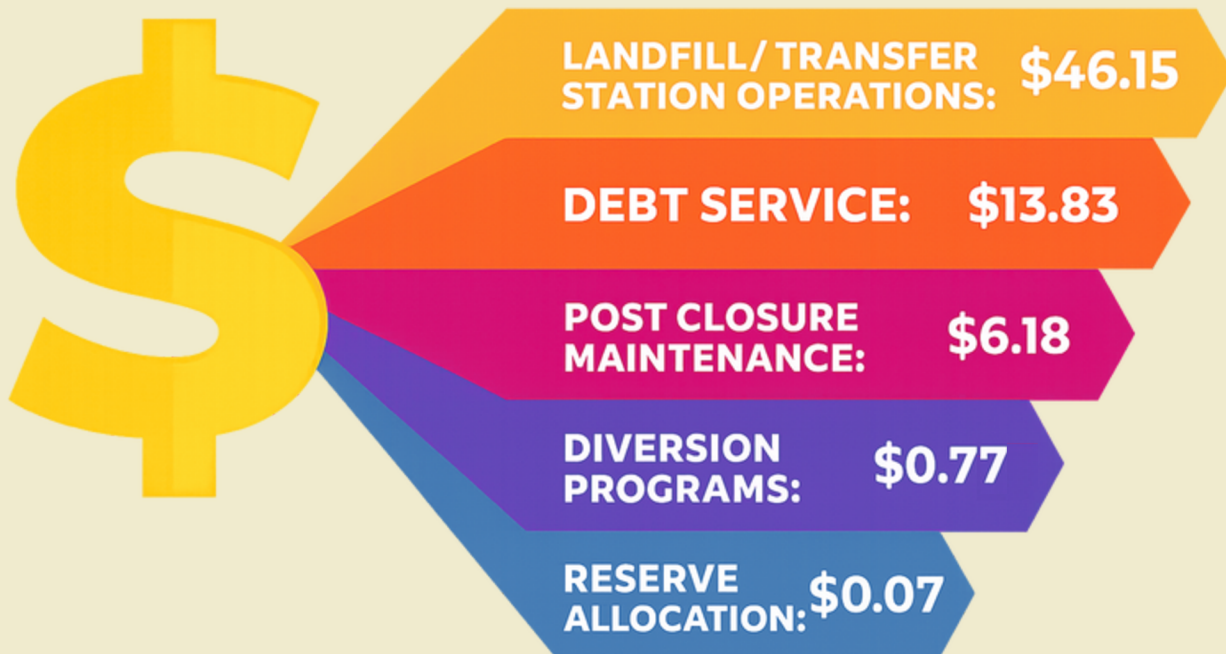
Ensures safe management of landfill sites for up to 30 years after closure. By planning ahead, SVSWA prevents future generations from paying extra fees to manage old waste.

1% - Diversion Programs

Supports recycling and waste diversion programs. While most are funded through local AB 939 fees, some are supplemented by landfill fees.

0.1% - Reserve Allocations

Money is set aside in reserves to cover future needs without creating new debt.



Landfill & Recycling

Landfilled Tons



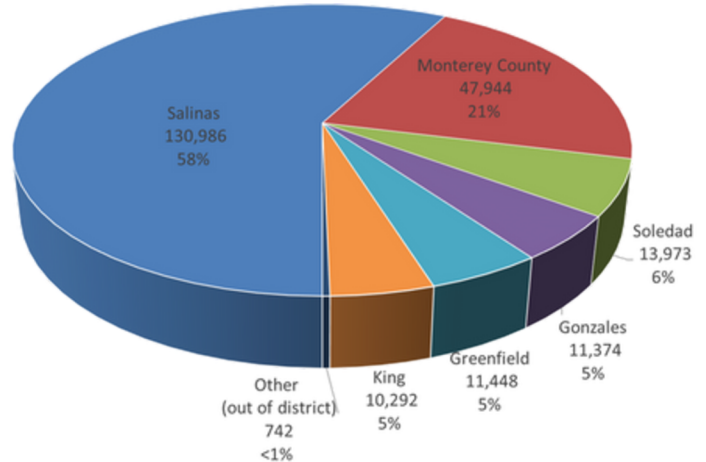
226,758

Total Visitors



103,206

Landfill Tons



Tons Processed by Jurisdiction

	Salinas	Monterey County	Soledad	King City	Greenfield	Gonzales	Total Tons
Tons Received	179,991	61,215	18,595	12,503	16,062	17,210	305,575
Less C&D Unders#	2,047	614	271	16	186	316	3,451
Less Biosolids#	-	27	-	-	322	17	367
Less Dirt#	19,453	387	103	1	195	169	20,307
Net Tons Received	158,491	60,186	18,221	12,485	15,360	16,707	281,450
Greenwaste	19,503	10,560	2,519	49	3,829	1,757	38,218
Depackager	3,102	1,011	29	41	7	622	4,813
Other	4,651	596	1,643	760	1,122	2,240	11,012
Woodwaste	121	67	54	180	107	681	1,210
HHW	128	8	4	8	2	33	182
Tons Diverted	27,505	12,242	4,249	1,037	5,068	5,334	55,434
Tons Landfilled	130,986	47,944	13,972	11,448	10,291	11,373	226,016*
% Diverted	17.4%	20.3%	23.3%	8.3%	33%	31.9%	19.7%

- Used for Daily Landfill Cover

*Does not include 742 Tons from Out of District

Free Recycling

Visualizing Impact

By the Numbers: How much did we Recycle?



Metal

14.5



2,519 Tons of Metal
(172 Tons/House)



Mattresses

4



330 Tons of mattresses
(78 Tons/Space Shuttle)

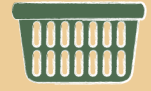


Cardboard

6



910 Tons of Cardboard (150
Tons/Statue of Liberty)



Plastic

148



78 Tons of Plastic
(1.5 Ton/Honda Civic)



Clothing

3

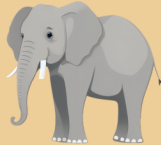


38 Tons of Textiles
(20 Tons/Full Bus)



E-Waste

40



267 Tons of e-waste
(6.7 Tons/Elephant)



Carpet

20



41 Tons of Carpet
(2.13 tons/Giraffe)



Tires*

19.5



242 Tons of Tires
(12.5 tons/Anchor)
***Free during Amnesty Events**



HHW

4



426 Tons of HHW
(115 Ton/Blue Whale)



Sharps

3



3,717 LBs, sharps
(1,140 lbs./Polar Bear)



Batteries

18



18K pounds of household
batteries (990 lbs./Piano)



Paint

8



80 Tons of Paint
(9.7 Ton/TRex)

AB 939

Each year, all California jurisdictions must report how they divert 50% of their jurisdiction's waste stream from landfill disposal.



Source Reduction

Reducing the amount of waste that is generated.



Recycling

Ensuring recycling mandates are followed, businesses and residents have access to curbside recycling



Composting

Yard waste and Food Scraps are collected and composted onsite at Johnson Canyon Landfill



Public Education

SVR engages the community through diverse outreach efforts, tabled at 13 in-person events and made 73 presentations throughout 2024-25.



Special Waste & HHW

SVR maintains a full HHW facility at Madison Lane and ABOP collection at Johnson Canyon and Jolon Road.

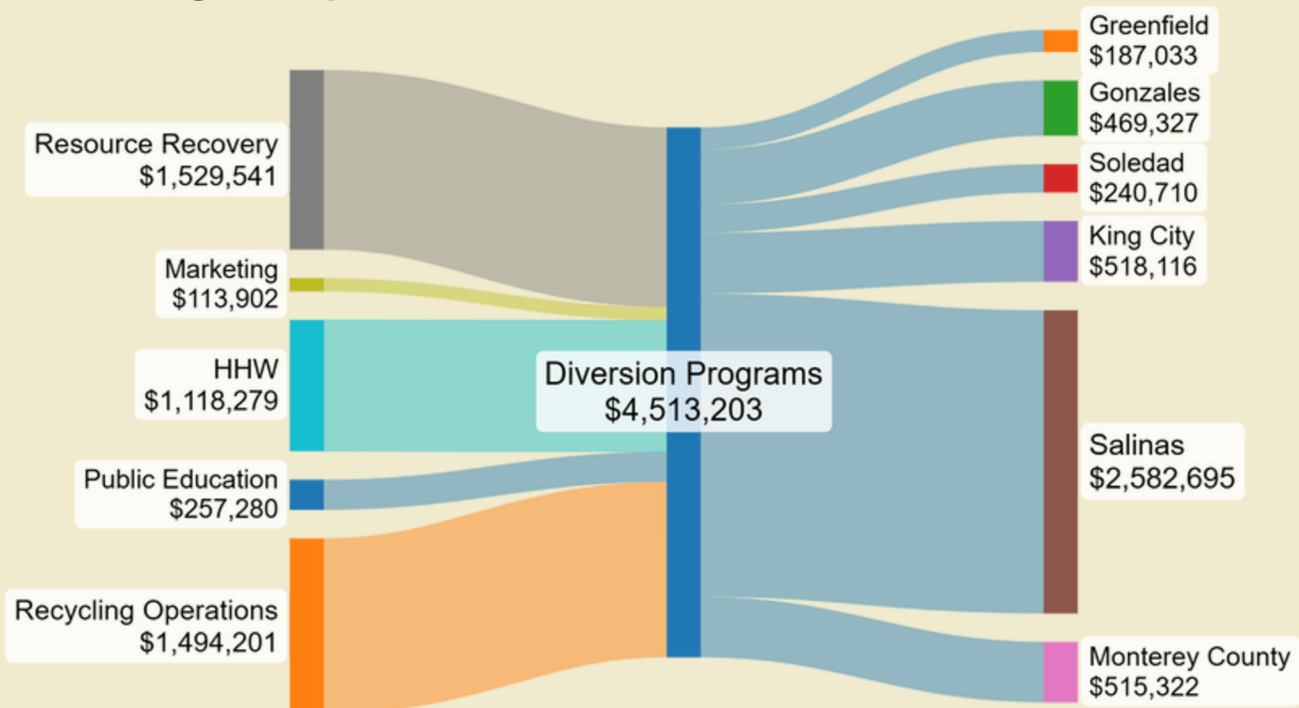


Facility Capacity

We're aiming for a future without landfills by investing in technology to extend landfill life for decades.

For the first time in 2024-25, AB 939 (fixed, non-landfill diversion related programs) was fully funded without subsidy from landfill disposal tipping fees.

FY 24-25 Program Expenditures



AB 939 Services by Jurisdiction

Grants

These grants reflect SVR's ongoing commitment to sustainability and community well-being by reducing landfill waste, promoting recycling, and enhancing public services.



SB 1383 LAGP Grants

2024-2026

\$722,025

This grant aids the state's landfill reduction goals by funding local food recovery and organics recycling, while also providing cities with compost or mulch to enhance soil health and sustainability.



HHW Grant

2022-2025

\$90,000

SVR partnered with Clean Earth Environmental Solutions to host mobile household hazardous waste events in rural Salinas Valley areas, providing residents safe, local disposal options.



Tire Amnesty Grants

2023-2025

\$83,995

Through grant funding, SVR offers free tire disposal events at all three facilities, recycling almost 18 thousand tires this fiscal year.



CRV Recycling CCPP Funds

2025-2027

\$22,549

Your CRV funds support public recycling bins, water refill stations, and educational campaigns such as [ProtectYourCentralCoast.org](https://www.protectyourcentralcoast.org) and Highway 101 cleanup efforts.



Monterey Bay Air Resources District

2023-2025

\$164,364

\$20,000 will help fund a full electric Ford F-150 Lightning Truck. The remaining funds will fund six level two dual-port EV charging stations at the main office for SVR and community use.



Monterey Bay Air Resources District

Pending

\$174,937

Pending award: Funding was recommended at the MBARD board meeting on 3/24/24. Two older 2011 CAT loaders will be replaced with newer models that run cleaner and meet stricter air quality standards.

Litter Abatement

Our Board and Staff continues to take bold action to protect the beauty and health of our communities. Through targeted funding for the 3E's: enforcement, eradication, and education, we're addressing litter and illegal dumping head-on. These efforts include strategic contracts and programs designed to raise public awareness, change behaviors, and restore impacted areas. By investing in proactive solutions, we're not just helping to clean up—we're creating lasting change for the environment and the people who live and work here.

Litter Abatement Agreement with County of Monterey

Since 2018-19 the Board has reserved annually \$100,000 in funds for Monterey County's Roadside Litter Abatement Program. This funding has greatly assisted in cleaning up the notable increase in illegal dumping and litter in and around the rural farm areas. This year the Board approved increasing our funding to \$125,000 annually.

Countywide Disposal Voucher Program

SVR participates in the Disposal Voucher Program lead by the County of Monterey which allows residents and organizations free disposal for materials from cleanups or assist with illegal dumping locations. Once an application is approved and disposal vouchers assigned, volunteers can bring waste to the Johnson Canyon Landfill or Jolon Road Transfer Station for proper disposal. This program provides volunteers the framework and resources necessary to keep our communities clean.

Partnerships with Organizations

SVR has partnered with the Pajaro River Flood Management Agency to provide waste disposal for the cleanup of the areas surrounding the Pajaro Levee. SVR Board has approved funding for \$25,000.

Illegal Dumping & Litter Abatement Task Force (IDALATF)

SVR participates in the County's Illegal Dumping Task Force which focuses on the 3E's: enforcement, eradication, and education to reduce illegal dumping within Monterey County. The Task Force works alongside local partners to identify problem areas, coordinate enforcement and clean-up efforts, and implement prevention strategies.



Outreach

SVR powered a year of creative and community-driven outreach to support SB 1383 food waste and recycling efforts, with over 890 activities including school trainings, events, and door-to-door visits.

Residents across the Salinas Valley were engaged through bilingual presentations, hands-on demos, and educational materials like brochures and kitchen pails.

The Resource Recovery team wowed the crowd at the 2025 Trashion Show in King City, supporting the Alliance on Aging’s fundraiser with a creative upcycled design. Technician Julia Brooker modeled “Redusa the Recycling Fairy,” a whimsical look made from bubble wrap, newspaper, straws, fabric scraps, and compostable bags. Inspired by a Sesame Street character, Redusa reminded the audience to wish wisely—and not wish-cycle!

In partnership with SGA Marketing, SVR launched a vibrant, multilingual media campaign that reached over 15 million impressions through eye-catching billboards, digital ads, and local radio and TV—making recycling and composting feel easy, inspiring, and within reach for all.



SVR hosted Wally's Recycle Fest (in conjunction with America Recycles Day). We celebrated our shared successes in diversion with family-friendly games, free bikes from Greenfield Community Science Workshop, food, workshops, compost, and giveaways!



Schools & Youth Council

School Programs

SVR launched custom food waste programs at multiple schools, trained staff and students, and delivered over a dozen engaging classroom lessons.

Youth Council

Our second Youth Council (YC) cohort of 15 students from five (5) high schools led real change on campus. They redesigned bin labels, launched sustainability projects, restored native gardens, and produced educational videos. YC members also presented to our Board, gaining leadership experience and amplifying youth voices in local environmental action.



Ed Center

The Wally Waste-Not Education Center & Garden are in full swing. SVR welcomed 18 classes and approx. 350 students on eye-opening field trips. Thanks to SVR's Bus Grant program, five (5) classes attended free of cost. These hands-on experiences enhanced students' understanding of waste, composting, and responsibility. Visits brought lessons to life, showing real-world composting & recycling.



Pollinator Garden

A new pollinator area was established this year, featuring;

- over 200 new native pollinator plants,
- four (4) oak trees, and
- two (2) transplanted avocado trees growing from the composting system.

Additionally, two (2) fig tree branches were transplanted from Jardin El Sol and are thriving! To control weeds, 20 cubic yards (cy) of cardboard and over 100cy of wood chips were added.



Wally Waste-Not

Happy
25th
Birthday!



+ + + +
+ + + +

Wally Waste-Not has come a long way since debuting in 2000 as a student-designed recycling robot. Created by Alvarez High student Beatriz Macias, Wally became SVR's beloved mascot—appearing at school assemblies, community events, and local parades. Now with a modern look and vibrant colors, Wally represents SVR's continued mission to build a future without landfills.



Each of Wally's arrows represents a key zero-waste action: REDUCE (red) reminds us to refuse and rethink what we consume; REUSE (gold) encourages using what we already have; RECYCLE (blue) focuses on properly sorting materials; and ROT (green) promotes composting food and yard waste. With Wally leading the way, SVR inspires simple actions that make a big difference.

Johnson Canyon Landfill



Landfill Services

The Johnson Canyon Landfill serves the residents and businesses of the Salinas Valley. It's the only facility in Monterey County open seven (7) days a week, with customer visits increasing by 5% from last year.



De-packager Facility

To support our local agriculture packaging industry, the De-packager was established to process packaged food and produce. Since inception over 23,600 tons have been diverted from the landfill.



Composting Services

Annually, over 50,000 tons of yard waste and food scraps are processed, turned into compost, and redistributed into the local community.



Recycling Programs

Various recycling programs are on site to maximize diverting materials from the landfill. Tires, Mattresses, C&D, Clothing, Cardboard, Electronics, Paint, Batteries, and many more are some of the programs on site.



Tons Landfilled



226,758
Tons

Customer Visits



73,697

Tons Recycled /
Diverted
From Landfill



86,733
Tons



Jolon Road Transfer Station



Customer Visits

16,249



Tons Processed Through Site

20,835

The Jolon Transfer Station proudly serves the southern portion of the Salinas Valley, providing residents and businesses with a reliable and convenient location for the proper disposal and transfer of waste materials. Over the past several months, the facility has undergone a series of upgrades and improvements designed to enhance both efficiency and customer experience. These improvements not only strengthen the station's ability to manage the region's waste responsibly but also ensure that the site continues to operate as a valuable community asset for years to come.

In September 2024 the Board approved a full replacement of the original road leading to the entrance of the facility and scalehouse, as well as new asphalt for the current dirt access road to the newly built transfer station and staff offices.



In November 2024, the Board approved the purchase and installation of a Fire Rover which is a remote fire detection and suppression system. SVR staff extended the electrical power needed to power the system and poured a concrete pad for the equipment.

Madison Lane Recycling & HHW



The Madison Lane Recycling & Household Hazardous Waste Facility (HHW) is a permanent drop-off location that allows proper disposal of unwanted hazardous materials. Residents of Monterey County may drive up during normal business hours. A trained staff member will greet the resident at their vehicle, take some basic information, and begin unloading the vehicle. All of the items collected are properly managed to be reused, recycled or disposed of in compliance with federal, state and local laws.

Residents can bring a maximum of 15 gallons or 125 lbs. of hazardous waste per household and is accepted every 30 days for free. Businesses are required to make an appointment and can bring a maximum of 25 gallons or 220 lbs. per month for a fee.



Chemicals Processed
Through Site



375K lbs.



Customer Visits

4,832

Recycling Processed
Through Site



1,475

Tons

Accepted Items at No Charge

- Appliances (stoves, washing machines, water heaters, etc.)
- Cardboard
- Carpet and Carpet Padding
- Clothing and Shoes
- Mattresses and Box Springs
- Electronics (computers, TVs, monitors, etc.)
- Recycling (separated): Paper, Plastic, Glass Containers, and Metal Cans
- Scrap Metal
- Rigid Plastics

Operations

Keeping Recycling and Disposal Facilities running smoothly requires a lot of people-power and machinery. Below are just a few of the many key players and their equipment that keep this agency flowing.



D8T Dozer - Heavy Equipment Operators

This giant piece of equipment weighs 90,000 lbs. Our Heavy Equipment Operators run one of these and three smaller D6 dozers at the Johnson Canyon Landfill to place waste into the active face, cover, and finish slopes.



Transfer Truck Drivers

Moving waste and recycling takes a lot of trucks. Our agency has a fleet of 12 Transfer Trucks driven by 8 Drivers. Each truck can transport up 40,000 lbs. of recyclable materials or trash. A transfer driver averages approximately 39,000 miles driven annually.



Diversion Workers

Our boots on the ground warriors! Our Diversion Workers assist and guide customers while providing excellent customer service and directing customers to the appropriate location for recycling and waste disposal. They work in all types of weather elements, all while ensuring everyone's safety.



Solid Waste Technicians & Mechanics

Keeping all the equipment and environmental control systems running smoothly is hard work. Our Solid Waste Technicians & Mechanics are the “jack of all trades” working behind the scenes to keep our systems and machinery running.

Follow us on social media to learn more about our hardworking staff and how they keep our agency running.

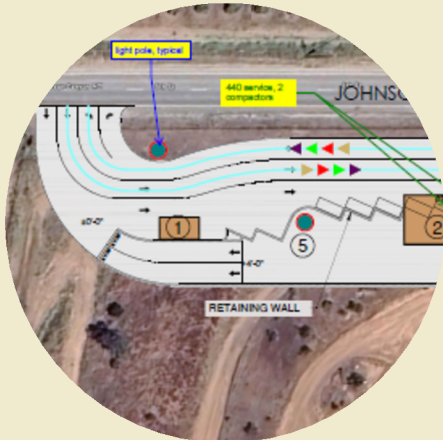
Look Ahead



SVR has followed its strategic path of financial sustainability for over 13 years by focusing on reducing or eliminating debt and liabilities, and importantly, saving-as-we-go for future capital and public infrastructure investment. Over the next several years the fiscal discipline of SVR's Board of Directors will culminate in construction of many new public service facility improvement projects, all paid for with accrued savings and No Debt!

Johnson Canyon Landfill Module 8 Construction

Landfills are built in sections or "Modules". As one module is filled up the next one is constructed. SVR Board policy has been to set aside \$5.00 for every ton of waste landfilled to fund the construction of the next module. The next module is No. 8 and is scheduled to start construction in 2026-27 and should be fully funded by the time work begins.



Johnson Canyon Entrance Relocation

Due to a dramatic increase in the use of this site for self-hauling customers and demand for SVR recycling services, a new entrance is proposed at the west end of the facility to allow for 1) an expanded public materials recovery center (MRC) for recycling collection and processing, 2) more off-street space for vehicle queuing off Johnson Canyon Road; and 3) a new scalehouse facility and truck scales to improve movement of customers and garbage collection vehicles in and out of the site.

North County Recycling and Transfer Station

Due to the high demand for SVR's low-cost services in north Monterey County and to assist with the reduction of illegal dumping in this region, SVR's Board has approved moving forward with the environmental review and permitting processes to pursue construction of a new public recycling center and transfer station on the site of the closed Crazy Horse Landfill. This area is SVR's second-largest service region, behind the City of Salinas, and will greatly benefit from having this facility centralized in north county to conveniently serve its residents.



Advanced Organics Recovery Technology Solicitation

SVR will be releasing a request for Expressions of Interest & Statements of Qualifications from qualified companies and contractors able to provide innovative technologies focused on recovery of organic materials (food, paper, cardboard, etc.) still present in the "trash" or solid waste stream, which makes up approximately 60% of what is still going into the landfill. Projects may include paper fiber recovery for reuse, biofuels or bio-energy production, and/or recovery of other resources such as metals, plastics and glass.



Dig deeper by watching [Our Story](#) featured on YouTube.





Report to the Executive Committee

Date: September 18, 2025
From: Mandy Brooks, Resource Recovery Manager
Title: Update on AB 939 Programs and Fee Allocations

ITEM NO. 6

Finance and Administration Manager/
 Controller/Treasurer

General Manager/CAO

N/A

Authority General Counsel

RECOMMENDATION

Staff recommends that the Board accept this item as informational only. This report is intended to keep the Board apprised of annual AB 939 activities and fee allocations.

STRATEGIC PLAN RELATIONSHIP

This agenda item is in alignment with one of the Board's goals from the 2025 Strategic Planning process: "High-quality Community Engagement"

FISCAL IMPACT

This agenda item is informational only and does not have a direct budget impact.

DISCUSSION & ANALYSIS

The Authority is the Regional Agency (RA) charged with tracking, completing, and submitting the Electronic Annual Report (EAR) to CalRecycle each year for AB 939 reporting (including AB 341, AB 1826, and SB 1383) on behalf of the RA members (i.e. the five (5) cities). Based on the data included in the 2024 EAR, the RA continues to be in compliance with AB 939 requirements with a 4.5 pounds per person per day (PPD) annual calculated disposal rate; well below the 6.2 PPD target (or 50% equivalent).

This last fiscal year, the Board approved fully funding AB 939 fees (fixed, non-landfill diversion related programs) without subsidy from landfill disposal tipping fees to fund the 50+ recycling and composting programs tracked in the EAR. The AB 939 fees are allocated to each of the franchise haulers on behalf of each member agency and are based on an average of the previous three (3) years franchise landfill tonnages. For FY 25-26, the Board approved an increase in AB 939 fees (annual budget of \$5,650,216) to cover the estimated \$430,000 of annual SB 1383 Procurement costs for compost and mulch.

AB 939 fees are held in a dedicated enterprise fund within the Authority's budget system and are only used for AB 939 related services. Similar to last year, the AB 939 budget line-item allocations by jurisdiction are estimates as this level of budget detail is not tracked (see Attachment 1). These estimates are based on the FY 24-25 tonnage allocations, facility data, tracked public education & outreach activities, and Resource Recovery's tracked personnel time.

Based on those metrics for FY 24-25 Allocations, the majority of the Resource Recovery budget continues to fund seven (7) full-time staff and is like last year, with 54% allocated to Salinas (or approximately \$821,000) and the County at 18% (or approximately \$269,000). Most of the Marketing and Public Education budgets are allocated to Salinas at 61% (approx. \$226,400) and King City at 17% (approx. \$63,100).

The Household Hazardous Waste budget continues to fund four (4) full-time staff and is similar to the past several years, as Salinas accounts for 71% of the budget (approx. \$795,000) and Gonzales at 18% (or \$199,000). The three recycling centers' budgets continue to fund 13 full-time staff positions and totaled approx. \$1.5M with Salinas at 50% (approx. \$740,000) and King City at 13% (approx. \$190,400).

These estimates represent a single year and will vary year-over-year based on each individual jurisdiction's activities and efforts to comply with diversion related program mandates including AB 341, AB 1826, and SB 1383.

BACKGROUND

In 2023, staff provided multiple updates on AB 939 Programs and related recycling and diversion programs and services funded by the Authority's AB 939 fees. Based on Board feedback, an AB 939 Fee Allocation by Jurisdiction summary was also provided and requested as an annual presentation going forward.

ATTACHMENT(S)

1. AB 939 Budget Cost Allocation Estimates by Jurisdiction Use
2. PowerPoint Presentation

	2024-2025 AB 939							Monterey
	Full Cost of Services	King City	Greenfield	Soledad	Gonzales	Salinas	County	
2100 - Resource Recovery								
61 - Employee Services	\$ 1,352,126	\$ 193,354	\$ 55,437	\$ 67,606	\$ 71,663	\$ 726,092	\$ 237,974	
62 - Supplies	\$ 17,647	\$ 2,524	\$ 724	\$ 882	\$ 935	\$ 9,476	\$ 3,106	
63 - Contract Services	\$ 96,844	\$ 13,849	\$ 3,971	\$ 4,842	\$ 5,133	\$ 52,005	\$ 17,045	
64 - Other Expenses	\$ 62,923	\$ 8,998	\$ 2,580	\$ 3,146	\$ 3,335	\$ 33,790	\$ 11,075	
2100 - Resource Recovery Total	\$ 1,529,541	\$ 218,724	\$ 62,711	\$ 76,477	\$ 81,066	\$ 821,363	\$ 269,199	
2150 - Marketing								
63 - Contract Services	\$ 113,902	\$ 19,363	\$ 4,556	\$ 6,834	\$ 2,278	\$ 69,480	\$ 11,390	
2150 - Marketing Total	\$ 113,902	\$ 19,363	\$ 4,556	\$ 6,834	\$ 2,278	\$ 69,480	\$ 11,390	
2200 - Public Education								
62 - Supplies	\$ 42,050	\$ 7,148	\$ 1,682	\$ 2,523	\$ 841	\$ 25,650	\$ 4,205	
63 - Contract Services	\$ 193,028	\$ 32,815	\$ 7,721	\$ 11,582	\$ 3,861	\$ 117,747	\$ 19,303	
64 - Other Expenses	\$ 22,202	\$ 3,774	\$ 888	\$ 1,332	\$ 444	\$ 13,543	\$ 2,220	
2200 - Public Education Total	\$ 257,280	\$ 43,738	\$ 10,291	\$ 15,437	\$ 5,146	\$ 156,941	\$ 25,728	
2300 - Household Hazardous Waste								
61 - Employee Services	\$ 536,311	\$ 21,989	\$ 4,827	\$ 10,726	\$ 95,463	\$ 381,317	\$ 21,989	
62 - Supplies	\$ 36,347	\$ 1,490	\$ 327	\$ 727	\$ 6,470	\$ 25,843	\$ 1,490	
63 - Contract Services	\$ 310,874	\$ 12,746	\$ 2,798	\$ 6,217	\$ 55,336	\$ 221,031	\$ 12,746	
64 - Other Expenses	\$ 234,747	\$ 9,625	\$ 2,113	\$ 4,695	\$ 41,785	\$ 166,905	\$ 9,625	
2300 - Household Hazardous Waste Total	\$ 1,118,279	\$ 45,849	\$ 10,065	\$ 22,366	\$ 199,054	\$ 795,096	\$ 45,849	
3630 - JR Recycling Operations								
61 - Employee Services	\$ 215,485	\$ 129,507	\$ 19,394	\$ 1,724	\$ 215	\$ 3,017	\$ 61,629	
63 - Contract Services	\$ 43,990	\$ 26,438	\$ 3,959	\$ 352	\$ 44	\$ 616	\$ 12,581	
64 - Other Expenses	\$ 957	\$ 575	\$ 86	\$ 8	\$ 1	\$ 13	\$ 274	
3630 - JR Recycling Operations Total	\$ 260,432	\$ 156,520	\$ 23,439	\$ 2,083	\$ 260	\$ 3,646	\$ 74,484	
3830 - ML Recycling Operations								
61 - Employee Services	\$ 608,673	\$ 24,956	\$ 5,478	\$ 12,173	\$ 108,344	\$ 432,766	\$ 24,956	
62 - Supplies	\$ 2,894	\$ 119	\$ 26	\$ 58	\$ 515	\$ 2,057	\$ 119	
63 - Contract Services	\$ 16,641	\$ 682	\$ 150	\$ 333	\$ 2,962	\$ 11,832	\$ 682	
64 - Other Expenses	\$ 10,450	\$ 428	\$ 94	\$ 209	\$ 1,860	\$ 7,430	\$ 428	
3830 - ML Recycling Operations Total	\$ 638,657	\$ 26,185	\$ 5,748	\$ 12,773	\$ 113,681	\$ 454,085	\$ 26,185	
4530 - JC Recycling Operations								
61 - Employee Services	\$ 440,250	\$ 5,723	\$ 51,949	\$ 77,484	\$ 50,188	\$ 208,678	\$ 46,226	
62 - Supplies	\$ 95,241	\$ 1,238	\$ 11,238	\$ 16,762	\$ 10,858	\$ 45,144	\$ 10,000	
63 - Contract Services	\$ 57,706	\$ 750	\$ 6,809	\$ 10,156	\$ 6,578	\$ 27,353	\$ 6,059	
64 - Other Expenses	\$ 1,915	\$ 25	\$ 226	\$ 337	\$ 218	\$ 908	\$ 201	
4530 - JC Recycling Operations Total	\$ 595,112	\$ 7,736	\$ 70,223	\$ 104,740	\$ 67,843	\$ 282,083	\$ 62,487	
Grand Total	\$ 4,513,202	\$ 518,116	\$ 187,033	\$ 240,710	\$ 469,327	\$ 2,582,695	\$ 515,322	

SALINAS VALLEY RECYCLES AB 939

Update 2025

Board of Director's Meeting
Sept. 18, 2025



Published 9/11/2025

ALL THINGS AB 939 RELATED



- What is AB 939?
- Programs included
- Diversion Rate
- How we use AB 939 fees

AB 939 – WHAT IS IT?



Signed into Law in 1989

IWM hierarchy:

- 1) Source Reduction
- 2) Recycling and Composting
- 3) Environmentally safe transformation and land disposal of solid wastes



50% Waste Reduction

All California jurisdictions must prepare a **SRRE** (Source Reduction Recycling Element) report which shows how they will divert 50% of their jurisdiction's waste stream from landfill disposal each year.

- *The penalty for not diverting 50% each year is a \$10,000 a day fine until the diversion goal is obtained*

3

AB 939 REPORTING



Annual Report

Per capita disposal rate

Required documentation and details on planned & implemented solid waste diversion programs and facilities

Details on SRRE programs



Recycling and Disposal Reporting System (RDRS)

Businesses report quarterly to CalRecycle on materials sold and transferred including: Recycling facilities, Composting facilities, Disposal facilities including landfills, etc.

Tracks disposal quantities reported by facilities and is used in calculating a jurisdiction's diversion rate estimate.



CalRecycle

CalRecycle reviews Annual Reports and other data to determine if jurisdictions have implemented the diversion programs and whether the IWMA goals were met

4

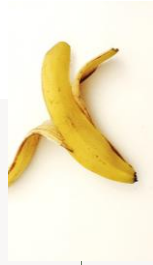
SOURCE REDUCTION AND RECYCLING ELEMENT (SRRE)



SOURCE
REDUCTION



RECYCLING



COMPOSTING



PUBLIC
EDUCATION



SPECIAL WASTE
& HHW

5

SRRE PROGRAMS



Composting (8)

- Commercial
- Onsite pickup
- Organics Recycling
- Self-Haul
- Food Waste
- Government Programs
- Residential
- Curbside
- Self-Haul
- School Composting



Recycling (10)

- Commercial
- On-Site Pickup
- Self-Haul
- Government Recycling Programs
- Residential
- Other Recycling
- Buy-Back
- Curbside
- Drop-Off
- Special Collection Events
- Special Collection Seasonal (regular)
- School Recycling Programs



Source Reduction (8)

- Commercial
- Waste Reduction Program
- Material Exchange, Thrift Shops
- Government
- Source Reduction Programs
- Other Source Reduction
- Procurement
- Xeriscaping/ Grasscycling
- Residential
- Backyard and On-Site Composting/Mulching
- Schools
- School Source Reduction Programs

6

SRRE PROGRAMS (CONT.)



Facility Capacity (6)

- Composting Facility
- Landfill
- MRF
- Transfer Station
- Alternative Daily Cover
- Other Facility Recovery



Public Info and Education (6)

- All Public
- Electronic (radio, TV, web, hotlines)
- Outreach (tech assistance, presentations, awards, fairs, field trips)
- Print (brochures, flyers, guides, news articles)
- Economic Incentives
- Ordinances
- Schools (education and curriculum)



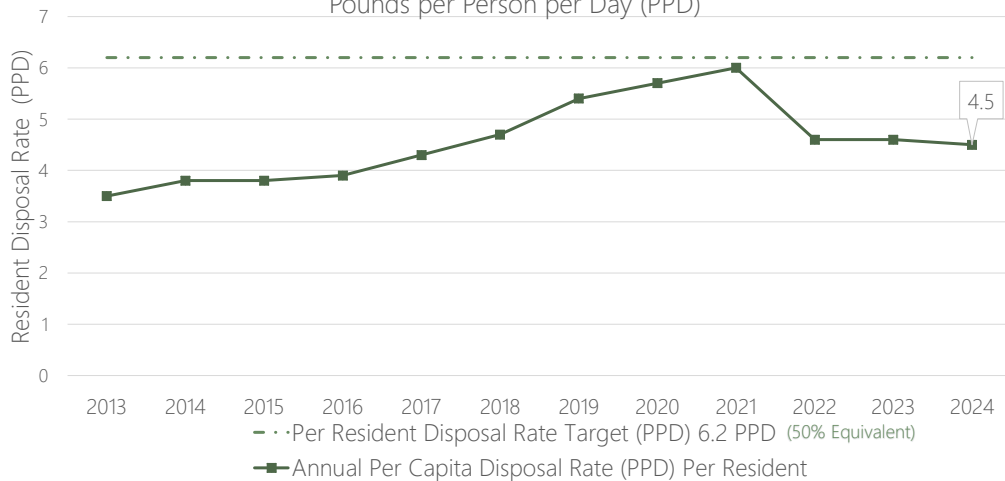
Special Waste and HHW (13)

- All Public
- Electronic Waste
- HHW Education Programs
- Residential
 - Curbside Collection - used oil
 - Mobile or Periodic Collection
 - Waste Exchange
 - SVR Permanent Facility
- All Public
 - Concrete/Asphalt/Rubble
 - Scrap Metal
 - Tires
 - White Goods
 - Wood Waste
- Commercial
 - Rendering
 - Sludge (sewage/industrial)

7

DIVERSION RATE HISTORY

Salinas Valley Recycles Diversion/Disposal Rate Summary
Pounds per Person per Day (PPD)



8

MEMBER AGENCIES AB 939 FEE CONTRIBUTIONS

AB 939 Fees | FY 25-26 Budget

City/Jurisdiction	King City	Greenfield	Soledad	Gonzales	Salinas	Mo. County	TOTAL
Contribution Amount	\$ 307,065	\$ 253,714	\$ 271,392	\$ 127,868	\$3,349,657	\$1,340,520	\$5,650,216
<i>% of Total Fees</i>	5%	4%	5%	2%	59%	24%	100%

9

WHERE ARE AB 939 FUNDS SPENT?

FY 24-25 Allocations (based on Full Cost of Services)

Budget Department	King City 11%	Greenfield 4%	Soledad 5%	Gonzales 10%	Salinas 57%	Mo. County 11%	TOTALS
Resource Recovery	218,724	62,711	76,477	81,066	821,363	269,199	1,529,541
Marketing	19,363	4,556	6,834	2,278	69,480	11,390	113,902
Public Ed	43,738	10,291	15,437	5,146	156,941	25,728	257,280
HHW Facility	45,849	10,065	22,366	199,054	795,096	45,849	1,118,279
Recycling Centers							
Jolon Rd							
Madison Ln							
Johnson Cyn	190,441	99,410	119,596	181,784	739,814	163,155	1,494,201
TOTALS:	\$ 518,116	\$ 187,033	\$ 240,710	\$ 469,327	\$ 2,582,695	\$ 515,322	\$4,513,202

10



HOW WE USE AB 939 FUNDS

- Facilities-HHW & Recycle Centers
- Community Events
- Hauler Cleanups
- Marketing, Media & Social Media Campaigns
- Outreach & Ed

11

QUESTIONS?

Wally's Turning 25!!

WALLY'S BIRTHDAY!

Wally Waste-Not wants to celebrate 25 years with you on National Recycling Day! Join us for a fun-filled afternoon of activities!



Saturday
November 15, 2025

11:00 AM -
2:00 PM

Education Center
31400 Johnson
Canyon Road,
Gonzales

- ✓ Garden planting
- ✓ Free Bikes & Bike Repair
- ✓ Family Games & Cornhole Tournament
- ✓ Free Food and Cupcakes
- ✓ Compost Workshop & Giveaway

JOIN US!



12



Report to the Board of Directors

Date: September 18, 2025

From: Cesar Zuñiga, Asst. General Manager/Ops. Manager, and Brian Kennedy, Engineering and Compliance Manager

Title: Annual Tonnage, Operation and Environmental Compliance Report for FY 2024-25


ITEM NO. 7
N/A
Finance and Administration Manager/Controller-Treasurer
N/A
General Manager/CAO
N/A
Authority General Counsel

**THE ATTACHED PRESENTATION WILL BE
GIVEN AT THE MEETING**

ATTACHMENT

1. Power Point Presentation

Item No. 7



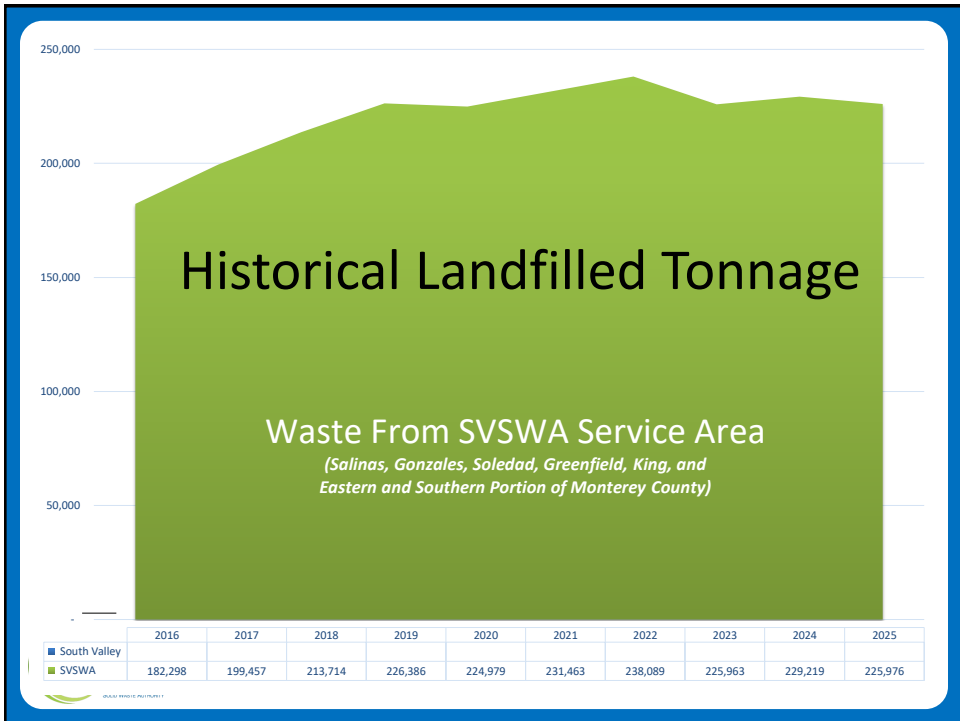
**Salinas Valley
Recycles.org**
SALINAS VALLEY
SOLID WASTE AUTHORITY

**Annual Tonnage, Operation, and
Environmental Compliance Report
For FY 2024-25**

Salinas Valley Solid Waste Authority
Board of Directors Meeting

Published on 9/11/2025

1



2

Authority Service Area Tons Processed 226,016 Tons

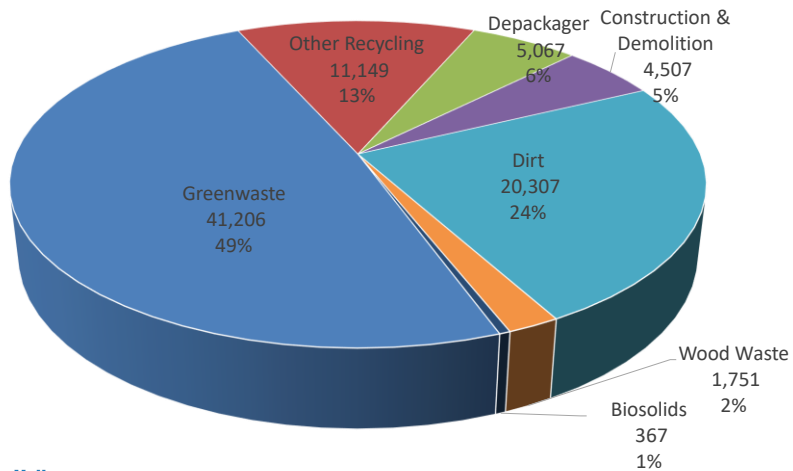
	Salinas	Monterey County	Soledad	King City	Greenfield	Gonzales	Total
Total Received	179,991	61,215	18,595	12,503	16,062	17,210	305,575
Less C&D (Used for ADC)	2,047	614	271	16	186	316	3,451
Less Biosolids (Used for ADC)	-	27	-	-	322	17	367
Less Dirt	19,453	387	103	1	195	169	20,307
Net Tonnage Received	158,491	60,186	18,221	12,485	15,360	16,707	281,450
Diverted Greenwaste	19,503	10,560	2,519	49	3,829	1,757	38,218
Diverted Depackager	3,102	1,011	29	41	7	622	4,813
Diverted Other	4,651	596	1,643	760	1,122	2,240	11,012
Diverted Wood Waste	121	67	54	180	107	681	1,210
Diverted HHW	128	8	4	8	2	33	182
Total Diverted	27,505	12,242	4,249	1,037	5,068	5,334	55,434
% Diverted	17.4%	20.3%	23.3%	8.3%	33.0%	31.9%	19.7%
Solid Waste Landfilled	130,986	47,944	13,972	11,448	10,291	11,373	226,016



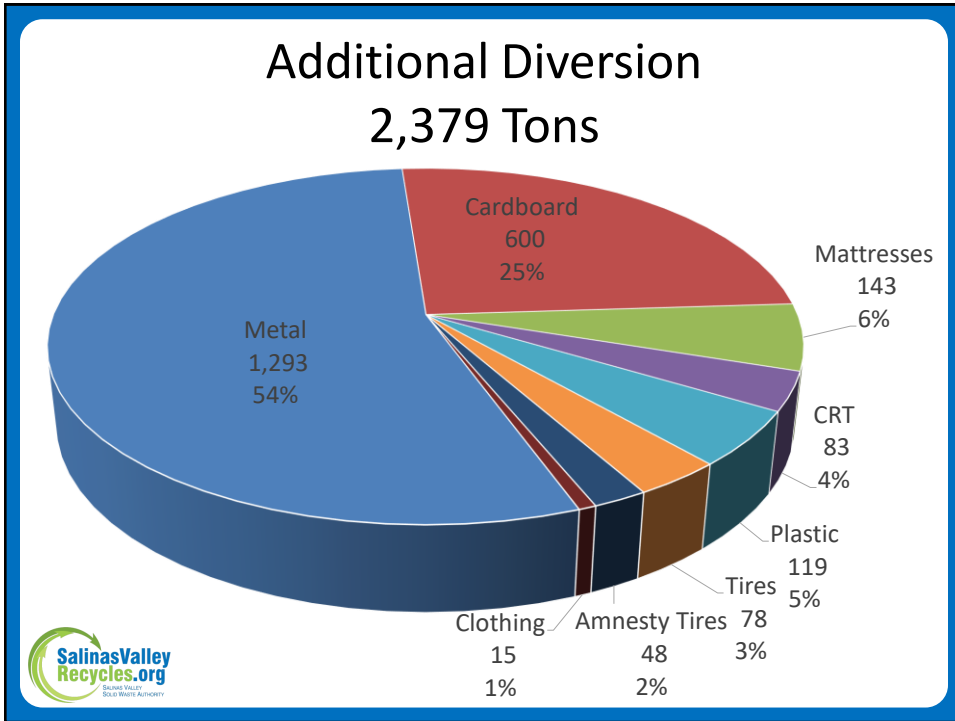
*Data is for inbound tons. 742 tons from out of service area not included in table.
Facilities not operated by SVSWA are allocated based on tonnage received at Johnson Canyon

3

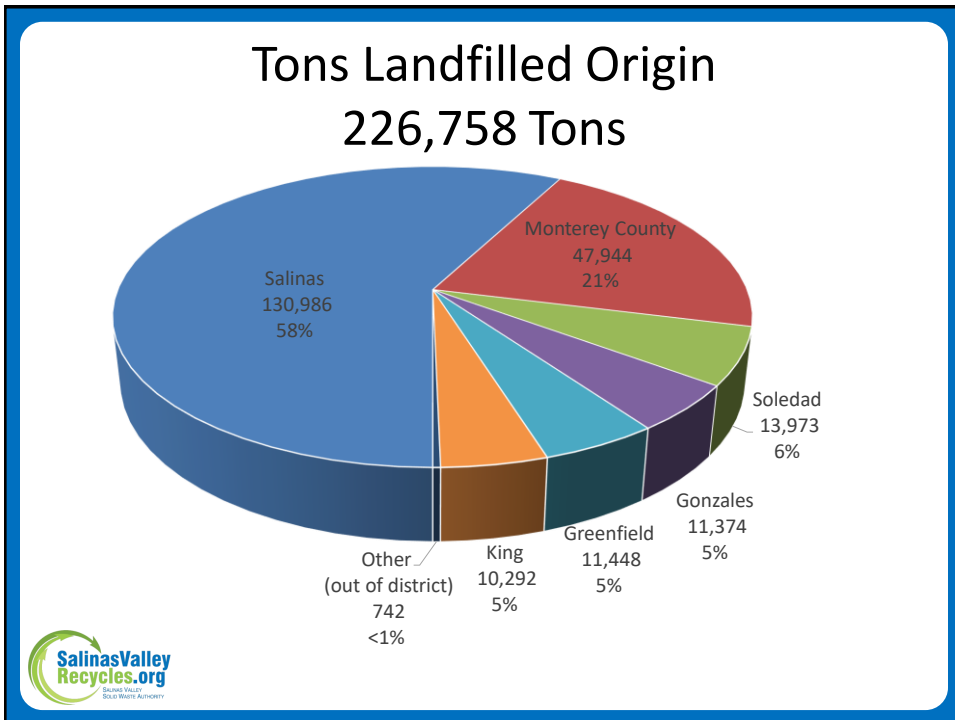
Diverted Tonnage by Commodity 84,354 Tons Accepted



4



5



6

SVSWA Permit Compliance Overview

- Regional Water Quality Control Board
 - Issues landfill Waste Discharge and Monitoring Requirements
 - Issues Compost Facility Waste Discharge Requirements
 - Issues Section 401 Water Quality Permits
 - Issues Stormwater Permit (IGP)
- County Of Monterey (Local Enforcement Agency)
 - CalRecycle Proxy - Issues Solid Waste Facility Permits including Compost Permit
 - Directs Certified Unified Program Agency for hazardous waste storage, business plan, HHW program
- Monterey Bay Air Resources District
 - Issues Permits to Operate Flares, Compost Facility, Backup Generators, Heavy Equipment and regulates landfill surface emissions.



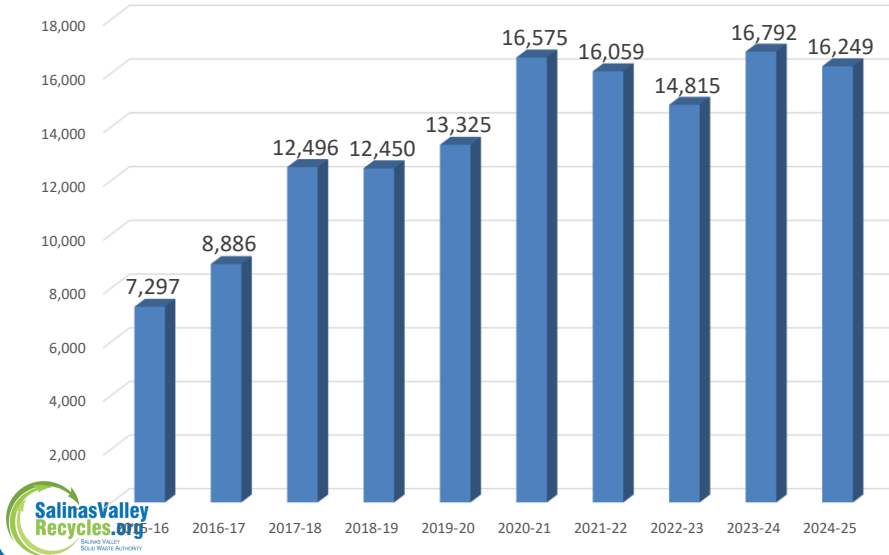
7

Jolon Road Transfer Station



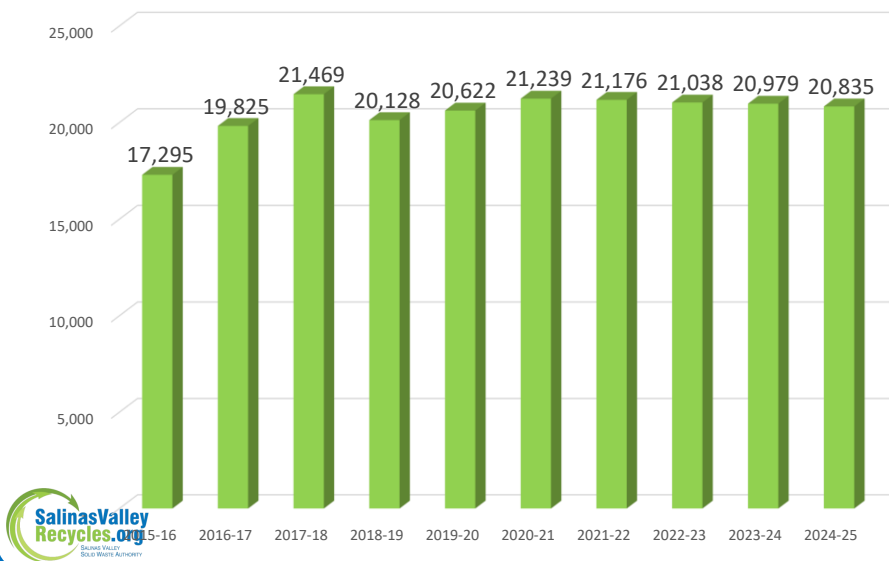
8

Jolon Road Transfer Station Trips



9

Jolon Road Inbound Tons



10

Jolon Road Transfer Station Improvements

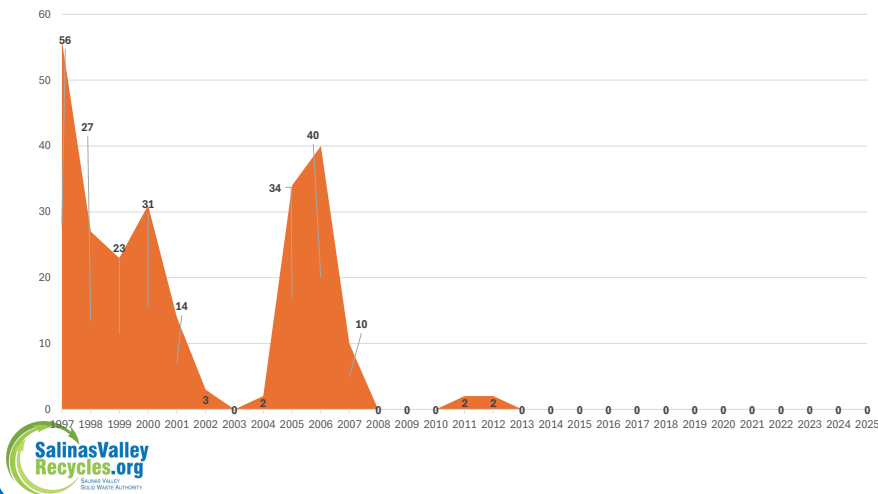
- Board Approved Capital Improvement Budgets between FY 22-25 for facility improvements.
- Completed Clear Span Building 100'x120' (12,000 sf).
- Pour new tipping pad (5,600 sf).
- Constructed a new breakroom for employees (160 sf).
- Completed entrance and facility pavement project.
- Added Fire Rover equipment & monitoring
- Total Cost of Improvements \$2.1 million.



11

Jolon Road Landfill – Regulatory History

Jolon Road Landfill Violations



12

Jolon Road Landfill – Violations

- 151 Violations 1997-2001
- 1997-2001 Had 96 violations for Administrative (permit compliance) / 29 Financial Assurance / Record Keeping
- 89 Violations from 2002-2007
- 4 Violation from 2008-2012
- 0 Violations from 2013-2025



13

Jolon Road Transfer Station – Regulatory History



14

Jolon Road Transfer Station – Violations

- 2007-2016 Had 6 violations for Administrative (vehicle / tonnage)
- 2017 – 2025 0 Violations



15

Johnson Canyon Landfill



16

Johnson Canyon Permit Compliance

Regional Water Quality Control Board

Waste Discharge/Monitoring and Reporting Requirements

- 2 Groundwater Sampling Events - 14 Monitoring Locations
- 2 Semi-Annual Reports
- 1 Annual Inspection by RWQCB Staff
- Revised Monitoring and Reporting Program - 11-2022

Stormwater (Industrial General Permit)

- 12 Stormwater Inspections
- 1 Annual Report

Compost Facility Discharge/Monitoring Requirements

- 4 Sampling Events
- 6 Stormwater event inspections
- 1 Annual Report



17

Johnson Canyon Permitting (Cont.)

Monterey County Health Department

Solid Waste Facility Permit

- 12 site inspections by County Staff
- 4 Quarterly Operational Reports

Compost Facility Permit

- 12 site inspections by County Staff

CUPA Permits

- 1 Site inspection for ABOP and Shop

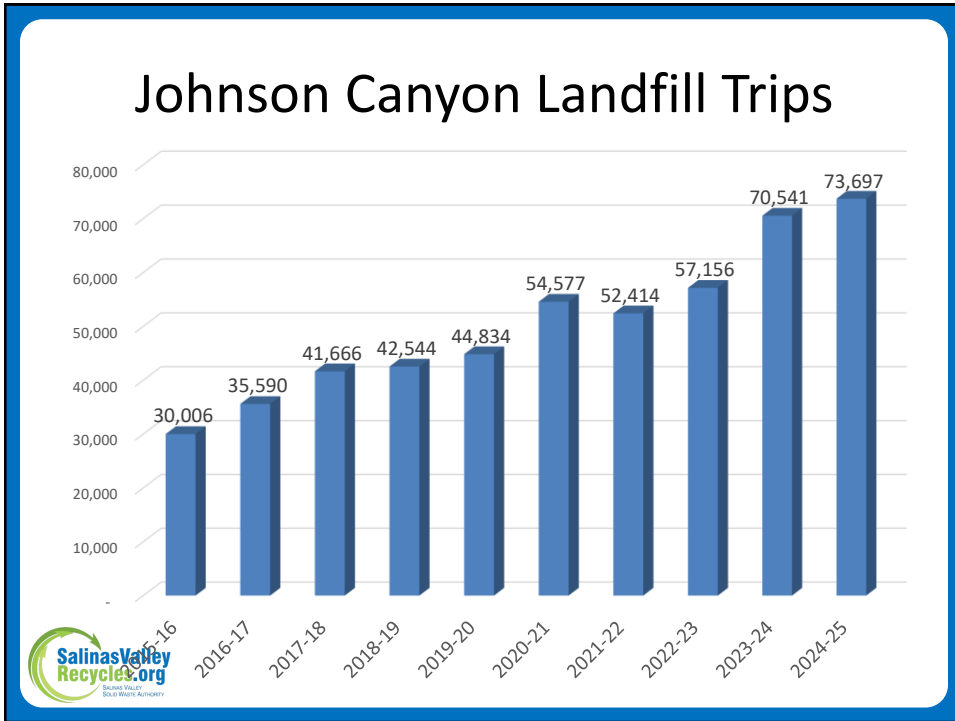
Monterey Bay Air Resources District

- 1 Souce Test - Flare Emissions Test
- 4 Landfill Surface Emission Test
- 1 Site inspection including flares, generators, and compost facility
- 2 Bi- Annual Reports including Title V (Federal) Permitting

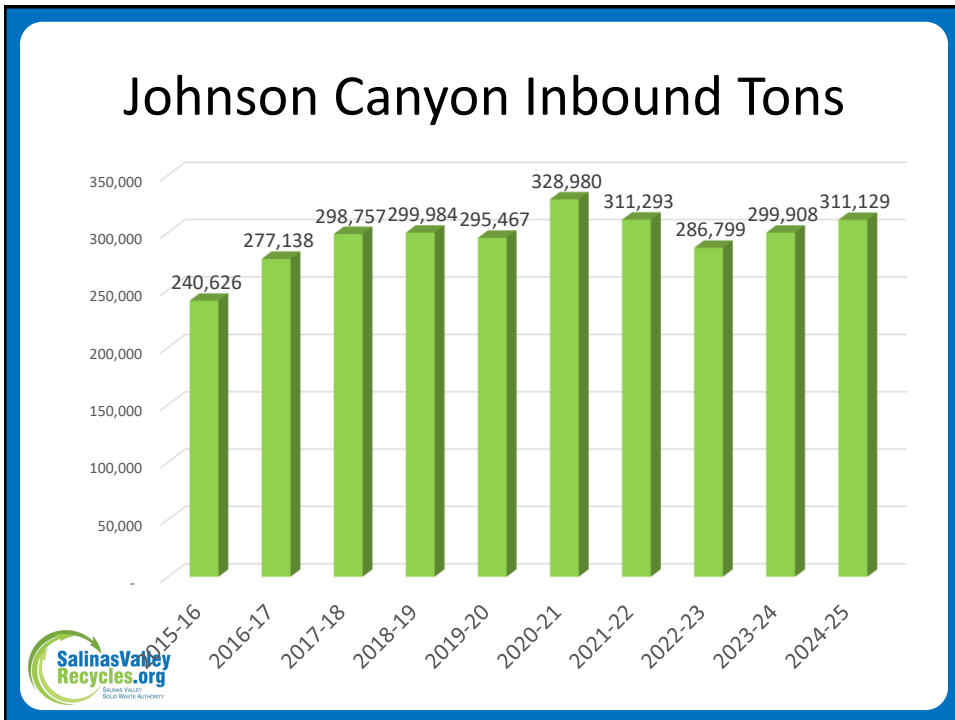


All Reports Properly Submitted - No Permit Violations Noted

18



19



20

Johnson Canyon Landfill Operations

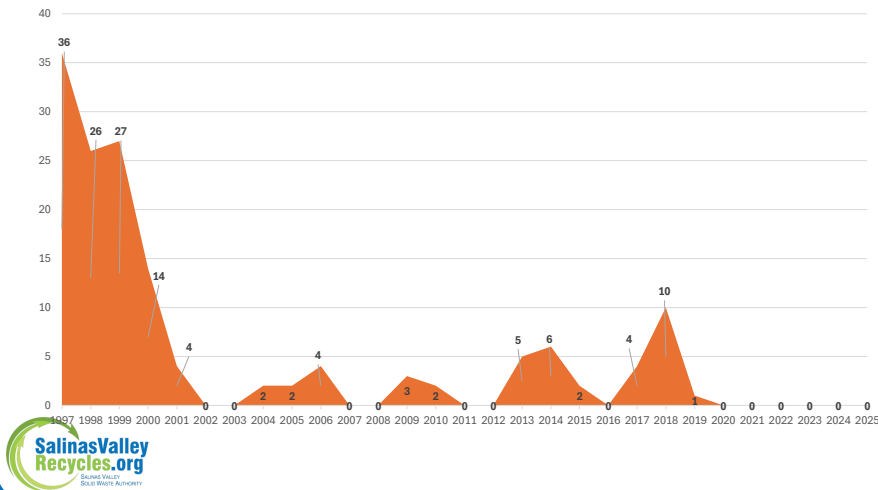
- Staff provided an in-house proposal and was selected by the board in February 2014.
- Have added 3 employees to assist with SB1383 (Depackager / C&D).
- Added 5 employees to assist landfill operations (2 DW, 1 Operator, Mechanic, & FOS)
- Added Social Vocational Services & HOPE Services to assist with litter and diversion activities
- FY 24/25 JCLF Ops Cost - \$5,805,000



21

Johnson Canyon Landfill – Regulatory History

JCLF Violations 1997-2025



22

Johnson Canyon Landfill – Violations

- 107 Violations 1997-2001
- 1997-2001 Had 38 violations for Compliance with Terms / 45 Explosive Gas Control
- 2013-2015 Had 13 violations Gas Control
- 2017-2018 Had 13 violations Gas Control
- 41 Violations from 2001-2025



23

Lewis Road Landfill



24

Lewis Road Permitting

Regional Water Quality Control Board

Waste Discharge/Monitoring and Reporting Requirements

- 2 Groundwater Sampling Events - 12 Locations
- 2 Semi-Annual Reports
- 1 Annual Inspection by RWQCB Staff

Stormwater (Industrial General Permit)

- 12 Stormwater Inspections
- 1 Annual Report

Monterey County Health Department

Solid Waste Facility Permit

- 4 site inspections
- 4 Quarterly Operational Reports

Monterey Bay Air Resources District

- 1 Souce Test - Emissions
- 1 Site inspection
- 1 Landfill Surface Emissions Test
- 1 Permit Modification Application - Less than Continuous Operation



All Reports Properly Submitted - No Permit Violations Noted

25

Lewis Road Regulatory History

Lewis Road Landfill Violations 1997-2025



26

Lewis Road Landfill Violations

- A total of 157 violations between 1997-2002
- 1997 – 2001 Had 50 violations for compliance with terms of permit / 32 violation Explosive Gas Control
- 2002 – Had 3 violations for gas control
- 0 Violations since August 2002



27

Crazy Horse Landfill



28

Crazy Horse Permit Compliance

Regional Water Quality Control Board

Waste Discharge/Monitoring and Reporting Requirements

- 2 Groundwater Sampling Events - 60 Monitoring Locations
- 2 Semi-Annual Reports
- 1 Annual Inspection by RWQCB Staff

Stormwater (Industrial General Permit)

- 12 Stormwater Inspections
- 2 Sampling Events
- 1 Annual Report

Section 401 Water Quality Permit (Willow Transplant Project)

- 12 Inspections
- 1 Annual Report



29

Crazy Horse Permit Compliance (Cont.)

Monterey County Health Department

Solid Waste Facility Permit

- 4 Site Inspections by County Staff
- 4 Quarterly Operational Reports

Monterey Bay Air Resources District

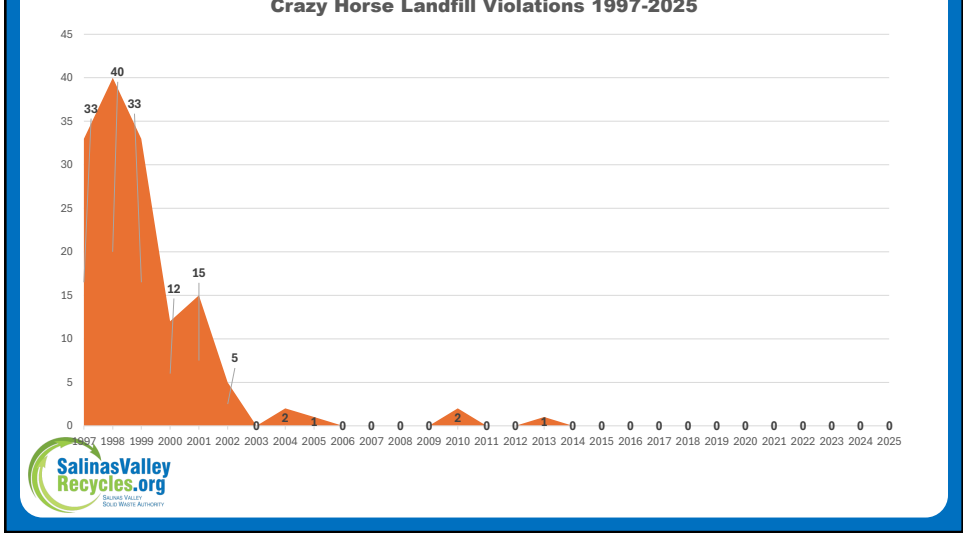
- 1 Souce Test - Flare Emissions Test
- 1 Landfill Surface Emission Test
- 1 Site inspection including flare and generator
- 1 Annual Report
- Permit Application to Restart Older Flare 1

All Reports Properly Submitted - No Permit Violations Noted



30

Crazy Horse Landfill Regulatory History



31

Crazy Horse Landfill Violations

- A total of 147 violations between 1997-2025
- 1997 – 2001 (133 total) 42 violations for compliance with terms of permit / 41 violation Explosive Gas Control
- 2002 – 2013 Total of 11 violations. Administrative / Gas Control
- 0 Violations since February 2013



32

Household Hazardous Waste



33

Household Hazardous Waste

Fiscal Year	Participants	HHW Collected
2021-22	7,219	1,338,181 lbs.
2022-23	4,988	1,004,214 lbs.
2023-24	4,832	988,216 lbs.
2024-25	5,415	1,031,736 lbs.



34

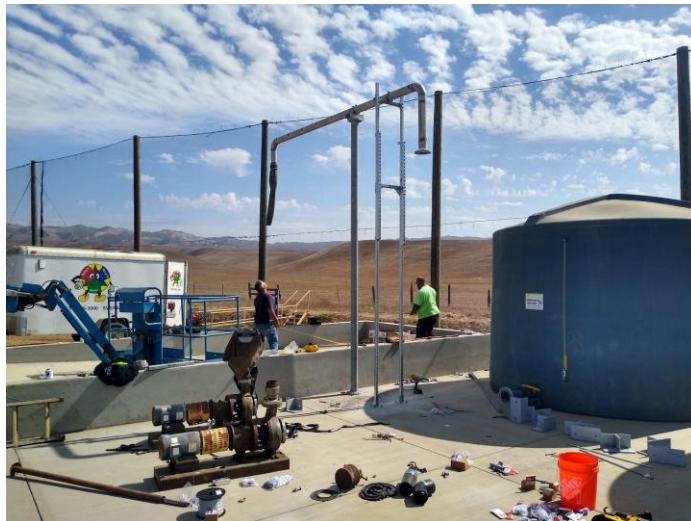
Household Hazardous Waste

- Assist with Franchise Hauler Clean Up Events
- Weekly pick up of ABOP facilities at SVSWA sites.
- Freon Extraction and appliance certification at SVSWA sites.
- Assist with HHW permits for SVSWA Operations.



35

Solid Waste Techs



36

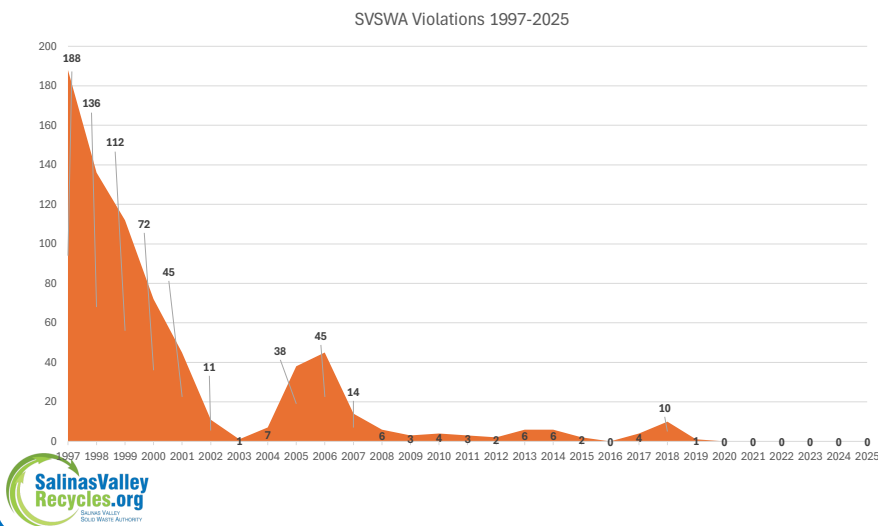
Solid Waste Techs

- Continue to work on rolling closure at JCLF.
- Landfill gas expansion and improvements at JCLF.
- Dedicated SWT monitors JRLF & LRLF Landfill gas system, probes, and leachate collection.
- Facility construction assistance and prep as needed.
- Continue to minimize outside cost by completing task in-house.



37

Authority Compliance 1997-2025



38

Authority Violations

- 1997 – 2001 (553 total) 226 violations for compliance with terms of permit / 118 violation Explosive Gas Control
- 2002 – 2007 Total of 89 violations at JRLF while site was litigated on ownership.
- A total of 642 violations between 1997-2001 and Jolon Road litigation period.
- 0 Violations since 2020



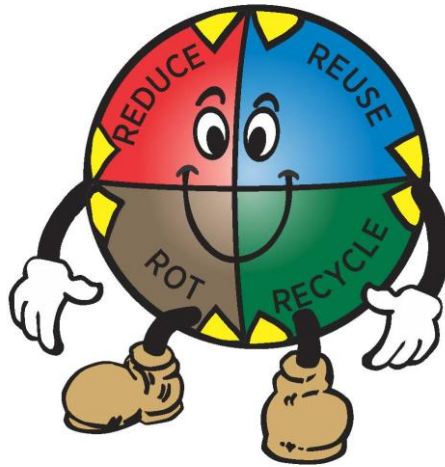
39

More Tacos!!



40

Questions?





Report to the Board of Directors

ITEM NO. 8

Finance Manager/Controller-Treasurer

General Manager/CAO

R. Santos by E.T.

General Legal Counsel

Date: September 18, 2025

From: Brian Kennedy, Engineering and Environmental Compliance Manager

Title: A Resolution Approving the Initial Study and Negative Declaration for the North County Recycling and Transfer Station

RECOMMENDATION

Staff recommends that the Board examine the Initial Study and consider the written and oral comments related to the draft Initial Study/Negative Declaration for the North County Recycling and Transfer Station. After consideration of any comments received, staff further recommends that the Board adopt the Negative Declaration as the appropriate environmental document under the California Environmental Quality Act (CEQA). Adoption of the Negative Declaration will confirm that the project has been adequately reviewed, that potential environmental impacts have been identified and mitigated to a less-than-significant level, and that the project may proceed with the permitting process in compliance with CEQA requirements.

BOARD PRIORITY RELATIONSHIP

The recommended action helps support the Authorities priority of Facilities Master Planning.

FISCAL IMPACT

There is no fiscal impact at this time related to this action, however approval of a CEQA document is critical to continuing progress with the planned North County Recycling and Transfer Station.

DISCUSSION & ANALYSIS

Pursuant to the California Environmental Quality Act (CEQA), an Initial Study was prepared to evaluate the potential environmental impacts associated with the proposed project. The purpose of the Initial Study is to determine whether the project may have a significant effect on the environment and to identify any feasible mitigation measures necessary to avoid or substantially reduce such impacts. The analysis concluded that the project would not result in any significant adverse environmental effects. Potential impacts related to air quality, traffic, noise, biological resources, cultural resources, and other environmental topics were carefully reviewed in accordance with CEQA guidelines.

Based on these findings, staff circulated a draft Initial Study and Negative Declaration for public review. Circulating the document provided an opportunity for responsible agencies, interested stakeholders, and the public to comment on the adequacy of the environmental analysis and to ensure that all relevant issues have been considered. This

process is a key step in maintaining transparency, complying with CEQA requirements, and ensuring informed decision-making.

The Negative Declaration reflects a determination that the project, as designed and conditioned, would not have a significant impact on the environment. Circulation of the document will allow the Board to move forward with the project in compliance with environmental review obligations while balancing efficiency, cost-effectiveness, and environmental protection.

BACKGROUND

In accordance with the California Environmental Quality Act (CEQA), an Initial Study was prepared to evaluate the proposed project's potential environmental impacts. The analysis determined that impacts would be less than significant with standard conditions and mitigation incorporated, and that a Negative Declaration is the appropriate level of environmental review. Circulation of the document provides the required opportunity for public and agency comments before final consideration. Staff completed an Initial Study which resulted in the Negative Declaration in front of the Board tonight for consideration.

ATTACHMENT(S)

1. Resolution
2. Initial Study – North County Recycling and Transfer Station

RESOLUTION NO. 2025-

A RESOLUTION OF THE SALINAS VALLEY SOLID WASTE AUTHORITY APPROVING THE INITIAL STUDY AND NEGATIVE DECLARATION FOR THE NORTH COUNTY RECYCLING AND TRANSFER STATION PURSUANT THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

WHEREAS, the Salinas Valley Solid Waste Authority ("Authority") proposes to construct and operate the North County Recycling and Transfer Station on the site of the closed Crazy Horse Landfill in North Monterey County (the "Project"); and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA), Public Resources Code §21000 et seq., and the CEQA Guidelines, Title 14, California Code of Regulations §15000 et seq., an Initial Study was prepared to evaluate the potential environmental impacts of the Project; and

WHEREAS, the Initial Study determined that the Project would not have a significant effect on the environment, and therefore a Negative Declaration was prepared; and

WHEREAS, the Draft Initial Study/Negative Declaration ("IS/ND") was properly distributed, posted, noticed, and made available for public review for a 30-day period, during which time comments were received; and

WHEREAS, The Board of Directors of the Salinas Valley Solid Waste Authority is the lead agency pursuant to CEQA and the decision-making body for approval; and

WHEREAS, The Board of Directors held a duly noticed public meeting on September 18, 2025, to consider the IS/ND, public testimony and the Project; and

WHEREAS, The Board has independently reviewed and considered the IS/ND, the administrative record, and all evidence before it, and finds that the IS/ND has been completed in compliance with CEQA and reflects the Board's independent judgment and analysis; and

WHEREAS, The Board further finds that the Project will not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the California Department of Fish and Game Code; and

WHEREAS, the IS/ND and related materials are on file at the Authority's administrative offices, 126 Sun Street, Salinas, Ca. 93901, and are available for public inspection during normal business hours.

THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE SALINAS VALLEY SOLID WASTE AUTHORITY AS FOLLOWS:

THAT THE BOARD does hereby make the following findings:

1. The Board hereby adopts the Initial Study/Negative Declaration for the North County Recycling and Transfer Station, finding that it has been completed in

compliance with CEQA and that it reflects the Authority's independent judgment and analysis:, and

2. The Board hereby directs the General Manager/Chief Administrative Officer to execute and file the Notice of Determination (NOD) with the Monterey County Clerk in accordance with CEQA, and to pay all applicable filing fees.

PASSED AND ADOPTED by the Board of Directors of the Salinas Valley Solid Waste Authority at its regular meeting duly held on the 18th day of September 2025, by the following vote:

AYES: BOARD MEMBERS:

NOES: BOARD MEMBERS:

ABSENT: BOARD MEMBERS:

ABSTAIN: BOARD MEMBERS:

Elizabeth Silva, President

ATTEST:

APPROVED AS TO FORM:

Erika J. Trujillo, Clerk of the Board

Roy C. Santos, Authority General Counsel

**SALINAS VALLEY
SOLID WASTE AUTHORITY
NORTH COUNTY RECYCLING AND
TRANSFER STATION**

DRAFT INITIAL STUDY



**126 Sun Street
Salinas, California 93901
831-775-3000
www.svswa.org**

INITIAL STUDY

North County Recycling and Transfer Station

A. GENERAL INFORMATION

1. Project Title

North County Recycling and Transfer Station

2. Lead Agency

Salinas Valley Solid Waste Authority
126 Sun Street,
Salinas, CA 93901
831-775-3000

3. Contact Person

Brian Kennedy
Engineering and Environmental Compliance Manger
126 Sun Street
Salinas, CA 93901
831-775-3000
briank@svswa.org

4. Project Location

The North County Recycling and Transfer Station will be located on the closed Crazy Horse landfill located approximately 9 miles north of the City of Salinas in unincorporated Monterey County, California. This location is owned and operated by the Salinas Valley Solid Waste Authority. The Assessor's Parcel Numbers of the transfer station property is 125-271-063. The entire site is comprised of approximately 160 acres with the transfer station occupying approximately 5 of those acres. The location of the project is as follows:

North County Recycling and Transfer Station
350 Crazy Horse Canyon Road
Salinas, California 93907
Telephone: (831) 775-3000
SWIS Number 27-AA-0120 (Notification), 27-AA-0007 (Solid Waste Facilities Permit for Closed Landfill)



5. Project Sponsor’s Name and Address

Salinas Valley Solid Waste Authority
126 Sun Street,
Salinas, Ca. 93901

6. General Plan Land Description

As detailed in the Monterey County General Plan, the land use designation for the Project site is Public/Quasi Public. No change to the current General Plan land use designation is proposed.

7. Zoning

The Project site is zoned as Public/Quasi Public in the Monterey County Zoning Ordinance. No change to the existing zoning on the site is proposed.

8. Description of Project

Project Overview – North County Recycling and Transfer Station

The proposed project is located on the 160-acre Crazy Horse Landfill site, with 72 acres previously permitted for Class III municipal solid waste disposal. The remaining acreage served as a buffer zone and housed maintenance facilities. The landfill began operations in 1934 as a burn dump and transitioned to sanitary landfill operations in 1966. Ownership prior to 1950 is undocumented. However, the City of Salinas owned the landfill from 1950 until 1997, when ownership was transferred to the Salinas Valley Solid Waste Authority (SVSWA). The Landfill operations continued until May 2009,

when the site ceased accepting waste. Closure activities were completed in 2013, and final closure certification was obtained in 2017. There are no areas within the project that have not been previously disturbed.

During its operational years, the landfill handled municipal solid waste, recyclables, and organic materials (e.g., green and wood waste) for customers in Salinas and North Monterey County. After closure, these services were relocated to nearby facilities, including the Sun Street and Madison Lane Transfer Stations in Salinas. However, the closure of the Sun Street Transfer Station in September 2022, combined with high fees at the privately owned Madison Lane facility, has left residents of North Monterey County without a convenient waste disposal option.

This project aims to address that service gap by reintroducing local, accessible waste disposal services to deter illegal dumping and improve public service. Currently, the site has no active solid waste operations aside from post-closure maintenance and environmental monitoring. It holds a Limited Volume Transfer Station Notification (EA Notification Tier), restricting waste intake to 15 tons or 60 cubic yards per day. Although the notification is active, only minimal collection has occurred for research purposes related to waste recovery technologies.

The proposed project seeks to amend the Solid Waste Facility Permit Tier from a Small Volume Transfer Station to a Large Volume Transfer/Processing Facility, allowing intake of more than 100 tons per day.

Transfer Station Operations

Approximately 5 acres will be designated for Transfer Station operations, which will include the receiving, separation, processing, and transfer of municipal solid waste (MSW), organics, and recyclable materials. The station will primarily serve North Monterey County and the City of Salinas - consistent with the historical service area of the landfill.

It is estimated the facility will receive 400 tons of material per day, split between self-haul and franchise/commercial collections. All traffic will enter and exit via the access road off Crazy Horse Canyon Road. Public access hours will be 7:00 a.m. to 4:00 p.m. on weekdays and 8:00 a.m. to 4:00 p.m. on weekends. Staff may access the site for maintenance activities daily from 6:00 a.m. to 6:00 p.m. Operations are expected to run seven days a week.

Site maintenance will be ongoing, including daily cleaning and/or wetting of surfaces, litter control, and upkeep of roads, equipment, and stockpiles. All material drop-off points will be under cover to comply with stormwater best practices. Covered areas will include a tension fabric recycling drop-off building (~8,700 sq. ft.) and a main waste drop-off building (~25,200 sq. ft.). An existing 3,000 sq. ft. service shop will be renovated, painted, and converted for a Household Hazardous Waste (HHW) collection facility.



LEGEND

- ① PUBLIC TIPPING
TENSILE FABRIC CANOPY, 18,700 SF
- ② COMMERCIAL TIPPING
TENSILE FABRIC CANOPY, 8,500 SF,
TRANSFER TRAILER LOADOUT
- ③ 7' ABOVE GRADE PUBLIC SCALE AND
SCALE HOUSE
- ④ TEMPORARY USE - OVERFLOW YARD
WASTE TIP & CHIP AND GRIND AREA
APPROXIMATELY 3,000 SF
- ⑤ DROP-OFF & BULKY ITEMS (AT GRADE
BINS AND ROLLOFFS) TENSILE FABRIC
CANOPY, 8,750 SF
- ⑥ 7' ABOVE GRADE RFID COMMERCIAL
QUICK SCALE
- ⑦ L-GEN EQUIPMENT AREA, BY OTHERS
- ⑧ U-WASTE DROP OFF
- EXISTING BUILDING
- CANOPY
- NEW SURFACING
- STOP SIGN / ROAD BAR
- TRANSFER TRAILERS
- PUBLIC RECYCLING / GREEN WASTE
- PUBLIC LOADS
- COMMON PATH / MULTIPLE ROUTE
- COMMERCIAL LOADS
- 5000 GALLON WATER TANK
- 3/4" HOSE BIBB
- SUMP PIT
- LIGHT POLE

Site Operations and Facility Services

Self-Haul Vehicle Flow

Incoming self-haul vehicles enter the site and are offered several services. The first available stop is the Household Hazardous Waste (HHW) drop-off facility. Beyond the HHW area, visitors may proceed to the recyclable materials drop-off center, which accepts metal, cardboard/fiberboard, glass and plastic containers, paper, e-waste, white goods, and mattresses, all free of charge.

Following the recycling area is the scale house, where an attendant identifies the type of refuse and collects vehicle data including waste origin, vehicle type, weight, payment details, and the time and date of arrival. The attendant then directs the driver to the appropriate unloading zone—self-haul or commercial—based on the type of material.

At the tipping pad, customers are guided by staff to designated unloading areas. All materials are inspected in accordance with the site’s load checking plan. Once unloading is complete, vehicles either exit the site or, if required, return to the scale for empty weight verification to finalize payment. All vehicles exit via Crazy Horse Canyon Road.

Commercial and Franchise Vehicle Flow

Commercial and franchise haulers also enter via Crazy Horse Canyon Road and proceed over a dedicated self-serve speed-scale. Waste type and weight are recorded. Vehicles then offload municipal solid waste or green waste at the covered commercial tipping area before exiting via the same route.

Material Handling and Transport

As waste accumulates throughout the day, it is consolidated by loaders. Roll-off boxes and transfer trailers are loaded as needed for off-site transport. Solid waste, green waste, and wood waste are transferred to the Johnson Canyon Landfill in Gonzales. Recyclable materials are sent to different destinations based on type: currently metal and plastic to Castroville, tires to Hollister, mattresses and carpet to San Jose, and HHW to Fremont.

Site equipment includes loaders, skip loaders, roll-off trucks, sweepers, forklifts, and a water truck. Light preventative maintenance for this equipment occurs on-site, while major transfer vehicle and heavy service is conducted at Johnson Canyon Landfill.

Household Hazardous Waste (HHW) Facility

The on-site HHW Facility accepts common household hazardous materials such as paint, flammable liquids, garden and pool chemicals, and other items typically found in residences. The primary receiving and processing area is located on the east side of the warehouse, protected by an awning for inclement weather. Materials are properly packaged and stored until picked up by a licensed hauler. The facility operates under a California Department of Toxic Substances Control (DTSC) permit and serves residential customers and exempt small quantity generators.

Utilities and Site Services

Due to its remote location, the site lacks domestic water and sewer connections. Groundwater is unavailable due to past remediation activities, and a septic system cannot be installed because of the landfill's proximity. The site uses portable toilets and handwashing stations, with bottled water provided for drinking. Two on-site water tanks supply fire suppression water, replenished as needed by Authority water trucks. Designated employee parking is located southeast and northeast of the HHW drop-off area.

Vector and Litter Control

To control vectors, all waste stockpiles will be removed within 48 hours. Tipping areas will be enclosed on multiple sides to deter birds and rodents. Professional pest control services will manage bait stations and monitor for activity. Litter control includes enclosing material handling areas within buildings, routine litter patrols, and regular use of a site sweeper.

Stormwater Management

Stormwater will be managed under the site's existing Industrial General Permit for Industrial Activities, which will be amended to reflect the site's new use. Best Management Practices (BMPs) include:

- Collecting waste and recycling materials under covered areas
- Frequent sweeping and litter collection
- Immediate spill response and cleanup
- Routine stormwater discharge sampling

Entrance Facility and Traffic Improvements

The entrance to the facility will be upgraded to accommodate four lanes—two inbound and two outbound—to improve traffic flow and safety. Due to the high-speed traffic conditions on Crazy Horse Canyon Road, roadway improvements are proposed in front of the entrance. These include:

- A southbound deceleration lane approaching the facility
- A center merge lane for vehicles turning left into the facility from the northbound direction, and for northbound vehicles exiting the facility
- A southbound acceleration lane for vehicles exiting the site

Additional traffic safety measures, such as flashing warning signs to alert oncoming drivers of cross traffic, and/or a reduced speed zone near the entrance, may be implemented based on recommendations from the Monterey County Public Works Department, Traffic Division.

California Environmental Quality Act (CEQA) Documentation

The Crazy Horse Landfill has been the subject of multiple prior CEQA studies. Per CEQA Guidelines, relevant prior environmental documents may be incorporated by reference when appropriate and when available for public review. The following documents precede this analysis and are referenced in this study:

- **City of Salinas EIR for Crazy Horse Landfill Expansion
SCH No. 1989092616 (1991) – Lead Agency: City of Salinas**
A project-level EIR for the 23.8-acre expansion of the Crazy Horse Landfill to continue meeting solid waste disposal needs for the City of Salinas and Northern Monterey County.
Availability: Available for review by appointment during normal business hours at 126 Sun St., Salinas, CA. 93901.
- **Crazy Horse Landfill Permit Revision Initial Study / Mitigated Negative Declaration
SCH No. 1999101050 (1999) – Lead Agency: Salinas Valley Solid Waste Authority (SVSWA)**
Addressed permit revisions reflecting SVSWA’s acquisition, adjustments to landfill footprint, installation of liner systems, alternative daily cover (ADC) use, increased tonnage, recyclable material recovery, and closure/post-closure plan updates.
Availability: Available for review by appointment during normal business hours at 126 Sun St., Salinas, CA. 93901.
- **Crazy Horse Landfill Solid Waste Facilities Permit Revision Project EIR
SCH No. 1999101050 (2001) – Lead Agency: SVSWA**
Evaluated modifications to the Solid Waste Facilities Permit including increased traffic and tonnage due to Lewis Road Landfill closure, stockpiling of imported soils, onsite yard waste processing, updated landfill life estimates, and changes in site operator. Key issues studied: Air Quality, Noise, Traffic, Geology, Hydrology, Growth-Inducing, and Cumulative Impacts.
Availability: Available for review by appointment during normal business hours at 126 Sun St., Salinas, CA. 93901.
- **Regional Solid Waste Facilities Project EIR
SCH No. 2000021027 (2002) – Lead Agency: SVSWA**
Comprehensive EIR evaluating long-term solid waste management alternatives across four regional scenarios, including transfer station and landfill expansion/closure options.
Availability: Available for review by appointment during normal business hours at 126 Sun St., Salinas, CA. 93901.
- **Crazy Horse Sanitary Landfill Permit Revision
SCH No. 2005049006 (2005) – Lead Agency: Monterey County Health Department**
EIR addressing permit revisions for the landfill.

Availability: May be available at the Monterey County Health Department, 1270 Natividad Road, Salinas, CA 93906.

- **Crazy Horse Sanitary Landfill Closure Project Initial Study / Mitigated Negative Declaration SCH No. 2009011062 (2009 / Revised 2010) – Lead Agency: SVSWA**

Analyzed the revised landfill closure project, final closure/post-closure maintenance plans, and subsequent project modifications including use of closure turf, new drainage structures, leachate recirculation, and solar panel installation. A small (100-ton/month) public recycling drop-off facility was also included.

Availability: Available for review by appointment during normal business hours at 126 Sun St., Salinas, CA. 93901.

- **Initial Study / Negative Declaration for Organics Processing Facility (2019) – Lead Agency: SVSWA**

Reviewed a proposed 2.1-acre organics collection and processing facility at the closed landfill, including a public drop-off component. Not submitted to the State Clearinghouse due to lack of regional significance.

Availability: Available for review by appointment during normal business hours at 126 Sun St., Salinas, CA. 93901.

Surrounding Land Uses and Setting

The project site is located in a rural area characterized by gently rolling hills, grasslands, and oak woodlands. It is bordered by land designated for low-density residential use to the west and south, and by cattle grazing areas to the north and east. The site's original topography consisted of a drainage canyon, which has been significantly altered through landfill operations and the placement of refuse. As part of the final closure, artificial turf has been installed, giving much of the closed landfill a year-round bright green appearance. The City of Salinas is located approximately eight miles south of the site.

9. Other Public Agencies Whose Approval Is Required

In addition to this Initial Study, several permits and approvals will be required before operations can begin at the site. These include a Use Permit and Building Permit from the Monterey County Planning Department, as well as a Hazardous Materials Permit for the Household Hazardous Waste (HHW) facility, issued by the Certified Unified Program Agency (CUPA) within the County Environmental Health Department. The project will also require a revision to the Closure/Post-Closure Maintenance Plan and an update to the General Permit for Storm Water Discharges Associated with Industrial Activities, both of which must be submitted to the Regional Water Quality Control Board. Additionally, a Solid Waste Facilities Permit must be obtained through CalRecycle.

10. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation pursuant to Public Resources Code Section 21080.3.1?

The Amah Mutsun Tribal Band has been invited to participate in consultation for the project and has been provided with the project description and relevant contact information.

NOTICING FOR THIS INITIAL STUDY – NEGATIVE DECLARATION

This Initial Study/Negative Declaration will be circulated for public review from August 9, 2025 to September 9, 2025 in accordance with the California Environmental Quality Act (CEQA).

A **Notice of Intent to Adopt a Negative Declaration (ND)** will be provided to the public, Responsible Agencies, Trustee Agencies, the County Clerk, and the State Clearinghouse at least **30 days prior to adoption** by the Lead Agency, as the project has regional significance. Notification will be provided to the following:

- **All organizations and individuals** who have previously requested such notice in writing.
- **The public**, via publication in a local newspaper, posting of a notice at the project site, and direct mail to property owners adjacent to the project area.
- **Transportation planning agencies**, including the Transportation Agency for Monterey County (TAMC), Caltrans (notified via the State Clearinghouse), and the Monterey County Public Works Department.
- **Responsible Agencies:**
 - Monterey County Housing and Community Development
 - Monterey County Health Department
 - Monterey County Public Works
 - Regional Water Quality Control Board
 - Monterey Bay Air Resources District
- **Trustee Agencies:**
 - California Department of Fish and Wildlife (notified via the State Clearinghouse)

The adoption of the Negative Declaration will take place at a Salinas Valley Solid Waste Authority (SVSWA) Board meeting, during which public comments will be accepted. If the Negative Declaration is adopted, a **Notice of Determination (NOD)** must be filed with the County Clerk within **five days** of adoption and posted for **30 days**.

ENVIRONMENTAL CHECKLIST FORM PREPARED PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

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 / Forestry Resources	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Energy
<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"/>	Population / Housing	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Transportation	<input type="checkbox"/>	Tribal Cultural Resources
<input type="checkbox"/>	Utilities / Service Systems	<input type="checkbox"/>	Wildfire	<input type="checkbox"/>	Mandatory Findings of Significance

B. LEAD AGENCY DETERMINATION:

On the basis of this initial evaluation:

<input checked="" type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	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.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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

Signature:

Date:

Printed Name

Title

EVALUATION OF ENVIRONMENTAL EFFECTS:

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

1. AESTHETICS Except as provided in Public Resources Code Section 21099, would the project:	YES: Potentially Significant Impact	NO: Less Than Significant with Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In nonurbanized areas, substantially degrade the existing character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessed vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Discussion and Conclusions

1a). Would the project have a substantial adverse effect on a scenic vista?

The project site is situated on the closed Crazy Horse Landfill facility site in rural Monterey County, California, more than eight miles north of the City of Salinas within an unincorporated area that has maintained a solid waste facility permit since 1934. Currently the visual quality of the site is marginal, with overgrown vegetation, worn fencing, abandoned structures, and a rarely used shop building that is prone to vandalism. The project activity is located on a paved portion that is only partially visible from Crazy Horse Canyon Road and not visible from residences in the area. While the area immediately east of Crazy Horse Canyon Road is designated as visually sensitive in the County General Plan, the project side of the road is not. The nearest California State Scenic Highway is State Route 156 which is approximately 4.5 miles southwest of the project location. Therefore, the project will have **no impact** on scenic vistas.

1b). Would the project Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings withing a state scenic highway?

The project is not located within a state scenic highway and therefore would have no impact on state scenic highway scenic resources. The surrounding area is used for open cattle grazing, and low density residential. The proposed activities do not affect scenic vistas and will not displace any trees, outcroppings or buildings within a scenic highway. Therefor the project will have **no impact** on scenic resources on a state scenic highway.

1c). Would the project in nonurbanized areas, substantially degrade the existing character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessed vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The project will include the construction of a tension fabric building that may be partially visible from Crazy Horse Canyon Road. However, rather than detracting from the visual character of the area, the building is expected to enhance the site's appearance. Current site activities are limited, and the site has minimal existing aesthetic value. The project will improve the visual quality of the area by replacing degraded asphalt, repairing or replacing worn fencing, and incorporating upgraded landscaping.

The proposed main disposal tension fabric building will be approximately 25,200 square feet, with fabric panels on all sides except at designated vehicle access points for material disposal and transfer truck operations. Although the building will be slightly taller than the existing shop building, it is designed to take advantage of natural grade separation to minimize its apparent height. Given the existing landfill contours, the structure will likely be visible only from Crazy Horse Canyon Road and not from nearby residential areas. As a result, the project’s visual impact is considered **less than significant**.

Existing view from Crazy Horse Canyon Road



Rendering of site including new 25,200 square foot tension fabric building



d). Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The operations are not visible from the major highway or city, nor will they be visible from the surrounding residences. There will be no nighttime operations that require high intensity lighting, although there will continue to be appropriate security lighting. Therefore, the project would have a **less than significant impact** on creating a source of substation light or glare.

<p>2. AGRICULTURE AND FOREST RESOURCES</p> <p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:</p>	YES: Potentially Significant Impact	NO: Less Than Significant with Mitigation	NO: Less Than Significant Impact	NO: 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?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
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))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?				X

Discussion and Conclusions

2a). Would the project 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?

The proposed project site was previously utilized for a related public service purpose for 75 years, and is not identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the Farmland Mapping and Monitoring Program (California Resources Agency 2012). Therefore, the project will have **no impact** on farmland.

2b). Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The proposed project site is not zoned for agricultural use and is not enrolled in the Williamson Act. In the County of Monterey 2010 General Plan, the Land Use Plan reflects the project site as Public/Quasi Public. Therefore the project will have **no impact** on agricultural land zoning.

2c). Would the project 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))?

The proposed project location is not zoned for agricultural forestland or timberland uses and would not result in loss, control or conflict with any agricultural or timberland production or forest land uses. In the County of Monterey 2010 General Plan, the Land Use Plan reflects the project site as Public/Quasi Public. Therefore, the project would have **no impact** on forest lands.

2d). Would the project result in the loss of forest land or conversion of forest land to non-forest use?

The proposed project is not located in forestland and the project would not result in loss of forestland or conversion of forest land to non-forest uses. Therefore, the project would have **no impact** on forestlands.

2e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

The proposed project location is zoned Public/Quasi public and has been used as a solid waste facility since 1936. There are no farmlands at the subject site that could be converted to non-agricultural uses. Therefore, the project would have **no impact** on other changes in the existing environment.

3. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant with Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
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)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?				X

e) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	
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Discussion and Conclusions

The Federal Clean Air Act Amendments (CAAA) and the California Clean Air Act (CCAA) establish and enforce air quality standards at the federal and state levels. The Monterey Bay Air Resources District (MBARD) is the local agency responsible for regulating air pollution sources in Monterey, Santa Cruz, and San Benito counties. To fulfill air quality planning requirements, MBARD developed the *2012–2015 Air Quality Management Plan for the Monterey Bay Region* (AQMP), along with CEQA Air Quality Guidelines used to evaluate air quality impacts under the California Environmental Quality Act.

For the purposes of this Initial Study, an exceedance of any California Ambient Air Quality Standard (CAAQS) is considered a significant impact. Ambient air quality is typically measured by the concentrations of criteria pollutants, including ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), lead, and particulate matter—specifically PM₁₀ (particles with diameters of 10 microns or less) and PM_{2.5} (particles with diameters of 2.5 microns or less).

The project site is located within the North Central Coast Air Basin (NCCAB), which includes Monterey County. The NCCAB is designated as non-attainment for both the state 8-hour ozone standard and the state PM₁₀ standard. MBARD has established significance thresholds for emissions of criteria air pollutants and precursors during both construction and operation phases.

As part of this Initial Study, the project would be considered to have a significant air quality impact if emissions from construction or operation exceed any of the following thresholds:

Air Quality Threshold of Significance Construction Impacts

Source	Threshold of Significance / CalEEMod Value
PM ₁₀ Direct Emissions	82 lb/day /

Air Quality Thresholds of Significance Operational Impacts

Source	Threshold of Significance / CalEEMod Value
VOC (ROG)	137 lbs/day
NO _x	137 lbs/day
PM ₁₀	82 lbs/day
SO _x as SO ₂	150 lbs/day

CO	LOS at intersection/road segment degrades from D or Better to E or F or V/C ratio at intersection/road segment at LOS E or F increases by 0.05 or more or delay at intersection at LOS E or F increases by 10 seconds or more or reserve capacity at unsignalized intersection at LOS E or F decreases by 50 or more.
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Air quality impacts from the project construction and operations were estimated using the California Emissions Estimator Model (CalEEMod), version 2022.1. This model uses a variety of inputs such as building square footage, location, uses, coatings, vehicle trips and other project information to estimate project emissions. The results are detailed in the table below and as compared to the threshold values in the table above, all the pollutants are well below the thresholds of significance.

Air Quality Threshold of Significance CalEEMod Values

Source	CalEEMod Value
PM ₁₀ Direct Emissions	.80 lb/day /

Air Quality Thresholds of Significance Operational Impacts

Source	CalEEMod Value
VOC (ROG)	1.41 lbs/day
NO _x	1.34 lbs/day
PM ₁₀	0.03 lbs/day
SO _x as SO ₂	0.01 lbs/day
CO	No change in LOS rating

Additionally, the CEQA Air Quality Guidelines identify a threshold for earthmoving activity that may result in temporary significant PM₁₀ impacts. For this project site, which involves minimal earth disturbance, the applicable threshold is 8.31 acres of disturbed surface area per day. The total area to be disturbed by this project is less than one acre, which is well below the threshold for potentially significant impacts.

Furthermore, the proposed waste receiving building will be equipped with an on-demand misting system designed to suppress dust when dry loads are tipped onto the transfer floor. This system will also have the capability to disperse an odor-neutralizing additive into the mist, if excessive odors are detected.

3a). Would the project conflict with or obstruct implementation of the applicable air quality plan?

The Monterey Bay Air Resources District (MBARD) 2015 Air Quality Management Plan focuses on achieving compliance with the 8-hour California ozone standard. Key components of the plan include an emissions inventory, air quality trend analysis, and a mobile source emissions reduction program. Reducing nitrogen oxide (NO_x) emissions from mobile sources is the primary strategy for meeting the state 8-hour ozone standard. MBARD has successfully met both federal and state ozone standards for the past five years. The proposed project is expected to generate very low daily NO_x emissions, as illustrated in the emissions chart provided above. Therefore, the project would not conflict with or impede implementation of the Air Quality Management Plan and would result in a **less than significant impact**.

3b). Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

As seen by the above referenced data, the project emissions will not approach any of the air quality thresholds of significance as determined by the CalEEMod analysis. Additionally, the District enjoys attainment of all seven of the ambient air quality standards for both state and national standards. This project will have a **less than significant impact** on air quality standards.

3c). Would the project 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)?

The vehicle trips from the transfer station operation are projected to increase locally by approximately 721 combined residential and commercial vehicles per operating day. However, this increase will be partially offset as more local residents utilize the project site for waste disposal services, rather than driving to facilities in Salinas, Gonzales, or Marina. The project will provide a convenient local disposal option for waste materials in a part of Monterey County that currently lacks an accessible drop-off location for such waste. The site is near Prunedale, an unincorporated town with a population of over 17,000. While the area is served by curbside collection of garbage, recycling, and yard waste, it is a rural area with large parcels that generate more waste than can be handled by curbside totes. This region also faces challenges with illegal dumping, and the addition of a nearby, affordable disposal facility for North County and Salinas residents and businesses would help mitigate these issues.

Many residents in the area stockpile green waste and brush clearing materials, often burning them in the winter when permitted. Currently, if residents choose to self-haul these materials, they must transport them to transfer stations in Salinas, the landfill in Gonzales, or the Monterey Peninsula Landfill in Marina—each requiring at least an hour of round-trip travel, which is not convenient. The proposed project will reduce open burning, cut down on travel time, and decrease vehicle miles traveled, all of which will contribute to lowering greenhouse gas (GHG) emissions. Additionally, by directing materials to this facility, they will be diverted from landfills, preventing methane emissions, a potent greenhouse gas, from being generated during waste degradation. Furthermore, the region is not in non-attainment for any ambient air quality standards, whether state or federal. As such, the project will not contribute to a

cumulative increase in criteria pollutants in non-attainment areas nor violate existing air quality standards, thus having a **less than significant impact**.

3d). Would the project expose sensitive receptors to substantial pollutant concentrations?

As the chart above demonstrates, the project would not generate any substantial pollutant concentrations. The closest sensitive receptor is a landowner near the project site at approximately 900 feet, therefore having **no impact**.

3e). Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Odor impacts are influenced by various factors, including the source of the odors, wind direction and intensity, and the proximity of sensitive receptors. The materials at the transfer station will be stored indoors and regularly hauled offsite, which will help contain odors. Additionally, the site will implement an Operations Odor Impact Minimization Plan (OIMP), outlining procedures to address odor issues or complaints. The nearest sensitive receptor is located approximately 900 feet away, and the prevailing winds generally come from the west, blowing away from residential areas. During the time the site was an active landfill, there were no anecdotal reports of odor complaints. Therefore, the project is expected to have a **less than significant impact** regarding objectionable odors.

<p>4. BIOLOGICAL RESOURCES</p> <p>Would the project:</p>	<p>YES: Potentially Significant Impact</p>	<p>NO: Less Than Significant With Mitigation</p>	<p>NO: Less Than Significant Impact</p>	<p>NO: No Impact</p>
<p>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?</p>			<p>X</p>	
<p>b) Have a substantial adverse effect on any riparian, aquatic or wetland habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?</p>			<p>X</p>	
<p>c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p>			<p>X</p>	
<p>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?</p>				<p>X</p>
<p>e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p>			<p>X</p>	

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?				X
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Discussion and Conclusions

The project is located on an approximately 5-acre mostly paved portion of the 160-acre closed landfill property in an unincorporated portion of northern Monterey County, California located north of the city of Salinas. Much of the existing pavement was constructed as part of the landfill closure project in 2010. The project location is near the entrance to the facility and is not located in proximity to any biotic resources such as streams or wetlands. Since the landfill was closed using synthetic turf rather than soil, the area near the proposed transfer station project has not been identified as suitable habitat for critical biological resources. The stormwater from the closed landfill is conveyed to two detention basins where stormwater is allowed to settle and drop out sediment before discharging from the southernmost part of the site. The uppermost detention basin is typically dry from May through October, while the lower basin retains water most if not all of the year.

4a). Would the project 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?

The project site is located on a closed landfill that began operations in 1936 and has been highly disturbed until closure activities began in 2010. The project area is primarily situated on paved asphalt, while the surrounding closed landfill spans 72 acres, 66 of which are covered in synthetic turf that has no biological value. The remaining 6 acres have a cover system consisting of an impermeable geomembrane and 2 feet of cover soils designed to support vegetative growth, though it does not support shrubs or trees that could be considered habitat. There is no biotic habitat in the vicinity of the transfer station project, and no habitat creation or modification is planned as part of this project. Both the 2002 EIR (SCH – 2000021027 section 3.1.7) and the subsequent 2010 ISMD (SCH-2009011062 section 4.a., which are incorporated herein by reference, assessed the potential presence of sensitive or special-status species on the landfill site. A list of special-status species recognized by the California Department of Fish and Game, U.S. Fish and Wildlife Service, and the California Native Plant Society was compiled. Site surveys confirmed the absence of special-status plant or wildlife species, though certain bird species may potentially nest or forage near the site. The 2010 ISMD (SCH-2009011062) included a map (Figure IV-2) showing recorded occurrences of special-status species within a one-mile radius of the landfill site, with none of these occurrences falling within the project location. Therefore, the project will have a **less than significant impact** on any sensitive or special-status species.

4b). Would the project have a substantial adverse effect on any riparian, aquatic or wetland habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?

The site contains two stormwater sediment detention basins that manage stormwater prior to its discharge into receiving waters. The upper basin eventually drains into the lower basin, which is located approximately 2,000 feet to the south of the project area. The upper basin remains dry for most of the

year, while the lower basin stores stormwater discharge and releases it in an orderly manner to prevent flooding downstream. A siphon piping system is activated during non-storm periods to maintain adequate freeboard as required by the Regional Water Quality Control Board. The lower basin retains water year-round in most years and supports waterfowl and amphibians, primarily bullfrogs. As part of site closure activities, this control basin was improved, and stormwater basin activities were monitored by a certified biologist, who conducted pre-construction surveys between 2014 and 2017 to look for the California tiger salamander and California red-legged frog. No protected biological resources were found during these surveys, primarily due to the overabundance of bullfrogs which view these species as prey. The bullfrogs continue to be a dominant presence in the lower pond year-round. As noted in

The site is enrolled in the General Permit for Storm Water Discharges Associated with Industrial Activities and maintains an extensive Storm Water Pollution Prevention Plan. The site adheres to permit monitoring and reporting requirements and has maintained a Level 1 status since the permit's inception, with no Numeric Action Level exceedances. Site-specific Best Management Practices (BMPs) are strictly followed and will be updated to reflect the new activities associated with this project. All waste handling will take place under the cover of buildings to minimize the impact of inclement weather on stormwater discharge. In addition, regular sweeping, litter cleanup, and timely removal of waste and recycling materials are part of the BMPs. As a result, the project will have a **less than significant impact** on sensitive aquatic habitats.

4c). Would the project have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No federally protected wetlands are located within the project area. The project area is served by an existing man-made concrete and turf drainage system that directs stormwater to a sedimentation basin located 2,000 feet away. No changes are planned for this system, and the project will not increase runoff or alter the existing drainage and conveyance infrastructure in any way. There will be no direct removal, filling, or hydrological disruption of the system, and no impact on federally protected wetlands as defined by Section 404 of the Clean Water Act. However, solid waste and recycling collection and transportation activities could potentially contribute to stormwater contamination. The site is enrolled in the General Permit for Stormwater Discharges Associated with Industrial Activities, which mandates the implementation of best operational practices and regular stormwater monitoring to mitigate contamination risks. As a result, the project will have a **less than significant impact**.

4d). Would the project 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?

The project area consists of asphalt, concrete and synthetic turf surfaces and do not lend themselves to wildlife activities that would be found in areas that have vegetative cover or riparian corridors. For this reason, the project would not 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. The project site has perimeter fencing that is a minimum of three stranded barbed wire. The project will have **no impact**.

4e). Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

There are no anticipated modifications to any existing biological resources, there are no conflicts with local policies or ordinances protecting biological resources. It is anticipated that the project will require the removal of 6 existing trees. Two ash trees, one Monterey Cypress, one Palm Tree, and two Coast Live Oak trees. All the trees will be replaced with Coast Live Oak trees with the non-native trees replaced at a 1:1 ratio, and the Coast Live Oak and Monterey Cypress trees being replaced at a 2:1 ratio. The replacement trees will be planted in an appropriate location onsite either on the westernmost part of the property that is currently leased as an archery range, or at the southern end of the property near the stormwater detention basin per the Arborist Report prepared for this project and County requirements. The project will have **less that significant impact** on local policies or ordinances protecting biological resources.

4f). Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Project is not located within any habitat conservation plan, natural community conservation plan, or any other habitat conservation plan, so the project would have **no impact**.

<p>5. CULTURAL RESOURCES</p> <p>Would the project:</p>	<p>YES: Potentially Significant Impact</p>	<p>NO: Less Than Significant With Mitigation</p>	<p>NO: Less Than Significant Impact</p>	<p>NO: No Impact</p>
<p>a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?</p>			<p>X</p>	
<p>b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?</p>			<p>X</p>	
<p>c) Disturb any human remains, including those interred outside of formal cemeteries?</p>			<p>X</p>	

Discussion and Conclusions

5a). Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Consistent with the criteria set forth in California Code of Regulations, Title 14, Section 15064.5, a records search and site evaluation were conducted for the proposed project site to determine the presence of historical resources. The investigation concluded that no historical resources, as defined under § 15064.5(a), are present on the property. The site does not contain any structures, features, or objects eligible for listing in the California Register of Historical Resources, nor does it appear to be associated with significant historical events, persons, or possess distinctive characteristics of a type, period, or method of construction. As such, the project is not anticipated to

result in a significant impact to historical resources under CEQAAs noted in EIR SCH 2009011062, the site has been operating as a landfill since the mid 1930's and in that time there has been no evidence of historical resources found during the earthmoving, excavating, and landfill activities while the site was operational. Based on the prior use of the site as a landfill, and the fact that the current use is a closed landfill, there is not expected to be any substantial adverse change in the significance of a historical resource at the site, as such the project will have **Less than significant impact** on historic resources.

5b). Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

The proposed project site was evaluated for the presence of archaeological resources. Based on the findings of an archaeological survey and a review of existing records, no archaeological resources as defined under Section 15064.5 were identified within the project area. In addition, field reconnaissance survey revealed no traces of prehistoric cultural resources at the site EIR (SCH – 2000021027) and the subsequent ISMND (SCH-2009011062). There are no portions of the project site that have not been disturbed from the native condition at some point in the past 70 years due to landfill and road construction activities. Since there are no archaeological resources at the site, there will be no adverse changes to such a resource and the project will have a **less than significant impact** on archeological resources.

5c). Would the project disturb any human remains, including those interred outside of formal cemeteries?

The project location is on a highly disturbed site that has been used as a solid waste facility for almost 90 years. In the unlikely event there were any human remains discovered at the site, they would not be at a location that would be located by any of the project activities. In the unlikely event that remains found, the requirements of Health and Safety Code 7050.5 would be applicable. The project will have a **less than significant impact** disturbing human remains.

6. ENERGY Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X

Discussion and Conclusions

6a). Would the project result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or

operation?

Project construction will involve energy use primarily in the form of fuel consumption for standard construction equipment, delivery trucks, and worker vehicles. All equipment used will comply with applicable State and Federal fuel efficiency and emissions standards. Construction practices will follow conventional methods typical of similar infrastructure projects in the region, and no aspects of the project would require unique or energy-intensive construction techniques. As such, energy use during construction would not be considered wasteful or inefficient.

During operation, the facility will utilize heavy equipment and transfer vehicles consistent with standard industry practices for solid waste management. Energy consumption will also occur through employee and customer vehicle trips. All on-site operations will use electricity supplied by Pacific Gas and Electric (PG&E), a utility with a growing renewable energy portfolio. As of 2021, PG&E delivered 50 percent of its electricity from renewable sources such as solar, wind, geothermal, small hydroelectric, and bioenergy. PG&E met California's 2020 renewable energy targets ahead of schedule and is on track to achieve the 60 percent renewable mandate by 2030, in accordance with Senate Bill 100.

Because the facility serves an essential public function—providing solid waste and recycling services—its energy consumption is necessary and not excessive. Given the standard nature of construction and operational practices, compliance with applicable energy standards, and the facility's alignment with state energy goals, the project would not result in wasteful, inefficient, or unnecessary energy use.

The project would have a **less than significant impact** related to the consumption of energy resources.

6b). Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The project will not conflict with or obstruct the implementation of any state or local plans related to renewable energy or energy efficiency. The site will be served exclusively by electrical power, with no natural gas systems or devices proposed. All lighting, electrical systems, and equipment used in construction and operation will comply with the most current energy efficiency standards, including those set forth in the California Energy Code (Title 24, Part 6).

Electricity will be supplied by Pacific Gas and Electric (PG&E), whose energy portfolio includes a substantial and growing share of renewable resources. As of 2021, PG&E delivered approximately 50 percent of its electricity from renewable sources such as solar, wind, geothermal, small hydroelectric, and bioenergy. PG&E remains on track to meet California's SB 100 mandate of 60 percent renewable energy by 2030.

Because the project is consistent with applicable energy standards and will utilize a renewable energy supply, it does not conflict with any adopted plans or policies promoting energy efficiency or renewable energy development.

The project would result in **no impact** on state or local renewable energy or energy efficiency plans.

7. GEOLOGY AND SOILS Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Directly or indirectly cause 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.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
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			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or				X
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?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

Discussion and Conclusions

Previous environmental reviews have thoroughly evaluated the potential impacts of the project on site geology and soils. Key findings from these studies are summarized below and are incorporated by reference:

- **EIR - SCH 1999101050 (Permit Revision, Section 3.4):** This section comprehensively examined the site's geologic formations, proximity to seismic faults, soil types, liquefaction potential, and landfill design considerations for maximum probable seismic events. The analysis concluded that the project would result in **less than significant impacts**.
- **EIR - SCH 2000021027 (Regional Solid Waste Facilities, Section 3.1):** This report evaluated the geologic setting, subsurface formations, mineral resources, and geologic hazards associated with the site, along with applicable soil types, ordinances, and regulations. It also concluded that the project would have **less than significant impacts** on geology and soils.

- **EIR - SCH 209011062 (Closure Project, Section VI):** This study addressed the geologic context, fault locations, and soil classifications, similarly determining that the closure project would result in **less than significant impacts**.

7ai). Would the project directly or indirectly cause 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.

There are no known active faults underneath the project site. The nearest known fault (Zayante-Vergeles) is about one mile away, while the San Andreas Fault is about 6 miles away. While there have been three recent significant seismic events in 1906, 1926, and 1989, none of them affected the project site detrimentally. There are no known faults underneath the project location, and the project site has no features that make it susceptible to seismic impacts which would directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death, resulting in a **less than significant impact**.

7aii). Would the project cause directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic ground shaking?

The San Andreas Fault, located approximately 5.8 miles from the project site, is the most likely source of strong seismic ground shaking in the region. In the event of a major earthquake, seismic shaking could potentially result in ground movement or structural stress that might directly or indirectly affect the stability of landfill containment systems, paved surfaces, or on-site infrastructure. However, the landfill containment system and associated site structures have been specifically designed, engineered, and constructed to withstand the effects of a maximum probable seismic event. These engineering measures significantly reduce the likelihood of structural failure or environmental release during or after an earthquake.

The project itself does not involve activities—such as deep well injection, hydraulic fracturing, or large-scale subsurface excavation—that are known to induce or trigger seismic events. As such, the project is not expected to cause or contribute to seismic activity. Therefore, the potential for the project to result in or exacerbate substantial adverse effects due to seismic ground shaking is considered **less than significant**.

7aiii). Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

The landfill is primarily composed of compacted fill and engineered materials, and the project area is situated on paved surfaces above the engineered cap.

Geotechnical investigations and engineering design have considered site-specific seismic risks, including the potential for liquefaction. Due to the engineered nature of the landfill cap and containment system, the site has low potential for liquefaction-related ground failure. Additionally, no

new significant below-grade construction or excavation is proposed that would disturb native soils or increase susceptibility to ground failure.

The site includes a Household Hazardous Waste (HHW) collection and storage building. This structure is used for the short-term collection and storage of small quantities of hazardous materials from residential sources. The building has been designed and constructed in compliance with applicable seismic safety and hazardous materials storage standards, including secondary containment and spill prevention measures. The project does not involve structures or facilities that would house occupants or sensitive uses. Therefore, the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction, is considered **less than significant**.

7aiv). Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

The project is located on and adjacent to a closed landfill that was engineered, designed, and constructed in accordance with applicable state and federal regulations, including consideration of site-specific seismic conditions. As documented in the site 2010 Revised Final Closure Plan Rev.2 by Golder Associates (incorporated herein by reference), slope stability at the site has been evaluated multiple times—by GeoLogic Associates in 1993, Emcon Associates in 2004, and Golder Associates in 2009. These analyses were conducted to satisfy the requirements of Title 27 of the California Code of Regulations and were found to meet applicable stability criteria.

Given the engineered condition of the landfill, the relatively flat topography of the project area, and the absence of known landslide-prone features on or near the site, the potential for the project to cause or be affected by landslides is considered minimal. Therefore, the project would not directly or indirectly result in substantial adverse effects, including the risk of loss, injury, or death involving landslides. The impact related to landslides is considered **less than significant**.

7b) Would the project result in substantial soil erosion or the loss of topsoil?

The majority of the project is located on paved, impervious surfaces, eliminating the potential for soil erosion or loss of topsoil in the immediate project area. The only unpaved portions include a small parking area and the location of a water tank for the fire suppression system. Installation of the water tank will further reduce erosion potential by covering exposed native soil.

Soil erosion and loss of topsoil can be caused by natural factors, such as wind and flowing water, and human activity. Development of the project area would require typical site preparation activities such as grading and trenching which may result in the potential for short-term soil disturbance or erosion impacts. Construction would also involve the use of water which may cause further soil disturbance. Such impacts would be addressed through compliance with regulations set by the State Water Resources Control Board (SWRCB). Namely, the SWRCB requires sites larger than one (1) acre to comply with the General Permit for Discharges of Storm Water Associated with Construction Activity. The General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer (QSD). The SWPPP estimates the sediment risk associated with construction activities and includes best management practices (BMP) to control

erosion. BMPs specific to erosion control cover erosion or loss of topsoil. With these provisions in place, impacts to soil and topsoil by the Project would be considered **less than significant**.

7c). Would the project 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?

The project is located on a paved portion of the closed landfill that has been covered with asphalt for many years, with no evidence of significant settling or cracking. A subgrade foundation system for the proposed fabric buildings will be constructed in areas underlain by fill material. A geologic investigation was conducted for the project site, which included soil borings, a review of historical geotechnical data, and laboratory testing of soil, as documented in the Geotechnical Investigation of the Crazy Horse Canyon Landfill Entry Way Improvements by Pacific Crest Engineering (2025), which is incorporated herein by reference

The results of this investigation are being used to inform the foundation design and engineering to ensure that any potentially unstable areas are adequately addressed. Based on this site-specific geotechnical evaluation and the incorporation of appropriate engineering measures, the project is expected to have a **less than significant impact** related to on-site or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse.

7d). Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

The 2002 EIR (SCH – 2000021027) which is incorporated here by reference, examined the soil types on the subject property and determined that the dominant soil type is Arnold loamy sand which is derived from the Aromas Sand. This material and other on-site soils were used as cover and fill material. The geotechnical borings found clayey sand and silty sand in the area that will support the buildings. Neither of these soil types would be considered expansive and creating substantial risks to life or property. For these reasons the project have **no impact** on expansive soils.

7e). Would the project 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?

The project is located on a closed landfill; therefore, the use of septic tanks is not proposed, as introducing additional water to the waste mass is not recommended. Sanitation will be provided through portable facilities, which eliminates any concerns related to the soil's ability to support septic systems. Waste from the portable facilities will be disposed of at the Monterey One Regional Treatment Plant in Marina Ca., which has appropriate treatment systems and adequate capacity. As a result, the project will have **no impact** related to the suitability of soils for septic tank use.

7f). Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The project location was an active landfill for over 70 years and as such the entire site is highly

disturbed non disturbed native soils remaining at the site. There are no known paleontological resources at the site so there will be **no impact** on directly or indirectly destroying a unique paleontological resource or site or unique geologic feature.

8. GREENHOUSE GAS EMISSIONS Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse				X

Discussion and Conclusions

Gases that trap heat in the atmosphere are known as greenhouse gases (GHGs) because they absorb heat radiated from the Earth, much like the glass of a greenhouse. The accumulation of GHGs is considered a primary driver of global climate change. While definitions of climate change may vary between regulatory authorities and within the scientific community, it is generally understood as the long-term alteration of Earth’s climate due to both natural fluctuations and human activities that modify the composition of the atmosphere. Both natural processes and human actions contribute to GHG emissions.

8a). Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The project will generate temporary and limited greenhouse gas (GHG) emissions during construction, primarily from fuel combustion in construction equipment, worker commutes, and material delivery vehicles. These emissions will be short-term and cease upon completion of construction. During operation, GHG emissions will result from vehicle trips to and from the site, the operation of transfer station equipment, and electricity use.

The proposed transfer station is located in the rural northern portion of Monterey County, an area that currently lacks a local recycling and disposal facility. Currently to dispose of self-haul waste, recyclable commodities, and HHW the closest disposal facility for these residents is the Republic Services transfer station on Madison Lane in the Boronda community just outside of Salinas. To evaluate the potential change in vehicle miles traveled (VMT) under the proposed project, a comparison was conducted using three hypothetical users of the new transfer station versus the current disposal options. The three largest communities in the northern part of the Authority’s service area—Prunedale, Aromas, and Las Lomas—were selected as representative origins. The chart below compares the distances from these communities to both the existing (Madison Lane Transfer Station in Salinas (MLTS) and proposed disposal site (NCTS):

Source Location	Miles To NCTS	Miles To MLTS	Difference in VMT
Thomas Rd Las Lomas	9.5 Miles	16 Miles	-6.5 Miles
Lillian Ln Prunedale	4.8 Miles	10.3 Miles	-5.5 Miles
Viola Drive Aromas dr	7.9 Miles	17.9 Miles	-10.0 Miles

Using this example, if each of these residents used a solid waste facility three times a year, it would result in 66 fewer VMT's for these three representative residences. Reducing VMT not only improves local traffic efficiency and lowers transportation costs for users, but also contributes to the reduction of greenhouse gas (GHG) emissions, aligning with regional and state climate action goals.

The operation of a solid waste transfer station will result in greenhouse gas (GHG) emissions from on-site equipment (e.g., loaders, compactors), vehicle traffic (including customer and haul trucks), and energy use for lighting and facility operations. However, the transfer station will follow standard industry practices and utilize energy-efficient, CARB-compliant equipment to minimize emissions. While some operational GHG emissions are unavoidable, they are limited in scope and necessary to support regional waste management infrastructure. Importantly, the project is expected to result in a net reduction in GHG emissions by decreasing vehicle miles traveled (VMT) by local users, enhancing waste diversion efforts, and aligning with state and regional climate action goals.

All electricity used on-site will be provided by PG&E, which, as of 2021, supplied approximately 50 percent of its electricity from renewable sources. PG&E is on track to meet California's SB 100 target of 60 percent renewables by 2030. The project does not include the installation or operation of stationary combustion equipment, natural gas systems, or other high-emission sources.

The project is consistent with statewide efforts to reduce GHG emissions and would not result in a substantial increase in operational emissions compared to existing baseline conditions. It also does not exceed commonly used screening thresholds established by regional air districts for small-scale utility and public works facilities.

This project will help reduce open burning (which generates CO₂) by providing a local outlet for greenwaste disposal, illegal disposal (an identified problem in north County), decrease travel time and vehicle miles traveled for hauling materials. Moreover, bringing recyclable organic materials to the facility ensures that they will be recovered rather than sent to a landfill, where they would degrade and produce methane, a potent greenhouse gas. For these reasons, the project's GHG emissions are expected to have a **less than significant impact** on the environment.

8b). Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

The project is consistent with applicable state and regional plans aimed at reducing GHG emissions, including the California Air Resources Board's (CARB) Scoping Plan and SB 32, which calls for statewide GHG emissions to be reduced to 40 percent below 1990 levels by 2030. The project does not involve land use changes, high-emission facilities, or significant traffic generation that would conflict with regional Climate Action Plans or GHG reduction strategies.

In addition, the project supports environmental stewardship by enabling solid waste transfer and recycling, thereby supporting landfill diversion goals and reducing methane emissions from waste disposal. The project would result in **no impact** with respect to consistency with GHG reduction plans and policies.

9. HAZARDS AND HAZARDOUS MATERIALS Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
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?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
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?				X
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?				X
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?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
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?			X	

Discussion and Conclusions

9a). Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

During construction the project site will have hazardous liquid materials such as motor oil, diesel fuel, gasoline, and hydraulic fluid used by the on-site equipment. These are common substances at construction sites and the equipment operators will be versed in the safe handling and cleanup of these types of materials. During operations, the site will have a small (2000 gallon red and 500 gal clear) diesel

storage tank for fueling mobile equipment along with small amounts of lubricating fluids will be kept onsite for maintenance usage. There will be a Site Safety Plan as well as a Business Response Plan that will detail the proper use and safety of hazardous materials. All of these materials will be stored and utilized in accordance with all applicable regulations.

The proposed transfer station project includes the operation of a Household Hazardous Waste (HHW) collection facility. The purpose of this facility is to safely collect, store, and dispose of common household chemicals and finishes to prevent them from becoming commingled with the solid waste stream. The HHW facility is designed as a mitigation for illegal and unsafe disposal of hazardous wastes and SVSWA has operated HHW facilities for over 25 years without incident. SVSWA staff are trained in the proper reception, handling, and disposal of these materials. This project would have a **less than significant** hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and may help mitigate illegal dumping in the region that may contain hazardous materials.

9b). Would the project 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?

As mentioned above, all handling, use, transportation and disposal of hazardous materials and waste materials will be performed as required by all local, state and federal regulations. SVSWA has a lengthy track record of successfully managing these materials and will continue to ensure that hazardous materials will not 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 resulting in a **less than significant** impact.

9c). Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The project is not located within one-quarter mile of an existing or proposed school so the project would have **no impact** related to emitting hazardous or acutely hazardous materials.

9d). Would the project 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?

Government Code Section 65962.5 (Cortese List) identifies hazardous waste sites. This project is not identified on the list and is not a hazardous material site. and thus the project would have **no impact**.

9e). 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?

The project is not 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. As a result, the project would have **no impact** related to safety hazards for people residing or working in the project area.

9f). 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?

The project is not located within the vicinity of a private airstrip, and would have **no impact** causing a safety hazard for people residing or working in the project area?

9g). Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The project location is easily accessible from Crazy Horse Canyon Road, both from the north and south of the site. As part of the project improvements, the site will be made more accessible for vehicles by providing longer queuing lanes and enhancing traffic safety with the addition of merge lanes, center turn lanes, and merging lanes. The site will also include appropriate fire lanes to accommodate emergency vehicles. None of the proposed activities or uses will impair or physically interfere with the implementation of an adopted emergency response or evacuation plan. Therefore, the project will have **no impact** on any adopted emergency response or evacuation plans.

9h.) Would the project 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?

The Project is located on paved surfaces within a closed landfill spanning over 70 acres, which is covered by a non-flammable synthetic surface, resulting in a low risk of wildland fires. To the east, rangeland classified as a moderate fire hazard severity zone lies across Crazy Horse Canyon Road, which serves as a natural buffer and reduces fire risk. Areas to the north and west are designated as high fire hazard severity zones; however, the 70-acre non-combustible landfill provides a substantial buffer in those directions. The nearest combustible growth to the north is about 2000 feet away, and to the west about 1500 feet. Additionally, the additional limited traffic only adds a small additional exposure to potential wildland fires which would not constitute a significant adverse risk. Therefore, the Project would have a **less than significant impact** in terms of exposing people or structures to the risk of loss, injury, or death from wildland fires.

10. HYDROLOGY AND WATER QUALITY Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner which would:				
i. Result in a substantial erosion or siltation on-or offsite;			X	
ii. Substantially increase the rate of amount of surface runoff in a manner which would result in flooding on – or offsite;			X	
iii. 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; or				X
iv. Impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a ground water control plan or sustainable groundwater management plan?			X	

Discussion and Conclusions

10a). Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

The closed landfill is already subject to the General Permit for Storm Water Discharges Associated with Industrial Activities (Industrial General Permit or IGP) (Order 2014-0057-DWQ). Stormwater from the project site is conveyed to a detention basin located at the southernmost portion of the site, where the water settles before being discharged. The site has maintained an excellent compliance record and remains in “Level 1” status. The new project activities will be incorporated into the existing Storm Water Pollution Prevention Plan (SWPPP). The SWPPP includes Best Management Practices (BMPs) to prevent pollutants from site activities from affecting stormwater discharge. These BMPs include covering waste materials with shelters, regular housekeeping (such as sweeping and litter control), spill control, and using filter socks to filter runoff.

Under the IGP, the transfer station is classified under Standard Industrial Classification 5093, which requires additional sampling of stormwater discharge constituents. The added parameters include iron, lead, aluminum, zinc, and chemical oxygen demand, in addition to the existing requirements of pH, oil and grease, and total suspended solids. Stormwater discharge sample results will be compared to the Numeric Action Levels (NALs) to assess the effectiveness of the BMPs. If NALs are exceeded, the IGP mandates the implementation of additional BMPs to improve site operations until the NALs fall below the prescribed limits. By adhering to these measures, the project will have a **less than significant**

impact on waste discharge requirements, with mitigation measures ensuring compliance with best stormwater management practices and appropriate adjustments if monitoring exceedances occur.

The closed site adheres to the requirements of Waste Discharge Requirements R3-2013-0016 which dictate the closure activities and the monitoring and reporting requirements of the site. This project will not interfere with the provisions of these regulations.

10b). Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The project site does not contain a groundwater supply well, and much of the closed landfill is covered with either liner material or asphalt, making it largely impervious. A key design feature of closed landfills is to limit water infiltration in order to reduce the risk of groundwater contamination.

The facility will require a one-time water use of approximately 200,000 gallons to fill the on-site water storage tanks for fire suppression through an automatic sprinkler system in the buildings. In addition, the project will require ongoing operational water usage of approximately 7,000 gallons a week during the dry months which will result in an annual usage of approximately 300,000 gallons annually. The first year total water utilization is estimated at 500,000 gallons per year, and the subsequent years the estimate is 300,000 gallons per year. The impact on the source of the water depends on the source. There are three likely scenarios related to water sources, all which rely on groundwater. There is a private water system less than a mile away that is a potential source, there is a municipal hydrant 2.8 miles away, and the other potential source is the SVSWA supply at the Johnson Canyon Landfill. All three of the locations draw from different regional subbasin aquifers so the effects on each depend on which subbasin the water is drawn from based on the annual draw from the given subbasin aquifer. Analysis of the annual impact as a percentage of the consumption of the water from the three sources is as follows:

Water Source	Annual Draw	Project Annual Need	Project Draw %
Local Private Source – Langley Area Subbasin	583,000,000 gallons annual draw all sources	Yr. 1 500,000 gallons	0.08578%
		Yr 2 + 300,00 gallons	0.0514%
Municipal Hydrant – 180/400 ft Aquifer Subbasin	38,700,000,000 gallons annual draw all sources	Yr. 1 500,000 gallons	0.00132%
		Yr 2 + 300,00 gallons	0.00079%

Johnson Canyon Landfill – Eastside Aquifer Subbasin	26,950,000,000 gallons annual draw all sources	Yr. 1 500,000 gallons	0.00186%
		Yr 2 + 300,00 gallons	0.00111%

As demonstrated above, the amount of water used for the project compared to the amount of water drawn from the available groundwater resource is negligible. In fact, the amount of water used for the project on an annual basis is about equivalent to one single-family home of 5 occupants.

This project will result in a net increase of approximately one-third of an acre of impervious surface. This includes paving a small area of previously disturbed, unpaved ground near the entrance for employee parking; installation of the waste loadout area, which includes small unpaved sections; and the placement of water storage tanks for fire suppression on a flat area above the transfer station. Given that the site currently has approximately 71 acres of impervious surface, the additional paving will have a negligible effect on runoff. Existing site infrastructure is sufficient to accommodate this modest increase. Furthermore, the two on-site sedimentation basins, which allow for limited groundwater recharge, will remain unaltered.

As such, the project will not interfere with groundwater recharge or significantly impact groundwater supplies. Therefore, the project would have a **less than significant impact** on groundwater resources.

10c-i). Would the project result in a substantial erosion or siltation on-or offsite;

The project will involve limited disturbance to the limited unpaved areas on site, all of which are previously disturbed. These areas will be covered either concrete, asphalt, or a water storage tanks as described in Section 10b. As a result, the potential for erosion or siltation is minimal. Best management practices surrounding soil erosion and siltation are described in the site SWPPP as well. Therefore, the project would have a **less than significant impact** related to erosion or siltation.

10c-ii). Would the project substantially increase the rate of amount of surface runoff in a manner which would result in flooding on – or offsite;

Runoff calculations for the entire 79-acre site were conducted as part of the 2010 Final Closure Plan, Rev. 2 prepared by Golder Associates (incorporated herein by reference). The analysis utilized the TR-55 method to model three drainage subbasins, including the area encompassing the current project. The purpose of the study was to evaluate the capacity of on-site detention basins to manage peak stormwater flows.

The study concluded that the site’s existing drainage infrastructure—including conveyance systems and detention basins—is more than adequate to accommodate stormwater runoff during a 100-year, 24-hour storm event, with additional storage capacity available.

The current project will add approximately 0.23 acres of impervious surface to previously unpaved, disturbed areas. This increase represents just 0.0029% of the total drainage area. As such, the resulting increase in runoff would be negligible and would not significantly affect the performance of the existing stormwater management system. Therefore, the project would have a **less than significant impact** on

surface water runoff.

10c-iii). Would the project 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.

All drainage conveyance and storage systems were engineered and constructed during site closure activities in 2012–2013 and have remained in place since that time. As noted in Section 10c-ii, the project will not create or contribute runoff that exceeds the capacity of the existing drainage system. No additional drainage facilities are anticipated or required, as the current infrastructure is fully capable of managing the minor increase in runoff resulting from the limited additional hardscaping proposed by the project.

Potential sources of polluted runoff from site activities are addressed in Section 10a above.

Therefore, the project will have **no impact** on the existing drainage capacity of the site or surrounding area or provide substantial additional sources of polluted runoff.

10c-iv). Would the project impede or redirect flood flows?

The site is not located within a 100-year flood area and there are no flood flows in the project area and no structures or modifications because the project that will result in impeded or redirected flood flows, so the project will have **no impact**.

10d). Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

The project is not within a 100-year flood zone, is located well inland from the Pacific Ocean, and will not contribute additional storm or floodwaters in any fashion, or cause inundation by a seiche, tsunami, or mudflow. The project would have **no impact** on site flood hazard, tsunami, or seiche zones, nor risk release of pollutants due to project inundation.

10e). Would the project conflict with or obstruct implementation of a ground water control plan or sustainable groundwater management plan?

The project site is located within a subbasin of the Salinas Valley Groundwater Basin. In January 2022, the Salinas Valley Basin Groundwater Sustainability Agency approved the Groundwater Sustainability Plan (GSP) for the Langley Area Subbasin. According to the GSP, the plan "describes current groundwater conditions, develops a hydrogeologic conceptual model, establishes the water budget, outlines locally defined sustainable management criteria, and provides projects and management actions that can be used to reach sustainability by 2042."

A review of the GSP indicates that the project site is not located within any public or private water service areas, nor is it near any designated groundwater monitoring locations. Additionally, there is no domestic water well on the site. Water usage at the project location is minimal, with the primary demand being the

fire suppression system, which requires a one-time fill of 200,000 gallons—approximately equivalent to the annual water use of a single-family residence.

Therefore, the project would have a **less than significant impact** on water quality control measures and groundwater sustainability management efforts.

11. LAND USE / PLANNING Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Physically divide an established community.				X
b) Cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

Discussion and Conclusions

11a). Would the project physically divide an established community.

The project site has been utilized as a solid waste facility at the location for over 90 years and was established prior to most of the communities that have developed around it. The areas to the west and south of the project location are low density rural residences, and the areas to the north and east of the site are cattle grazing land. The project will have no **impact** on dividing an established community.

11b). Would the project cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The land use of the project site is governed by the North County Area Plan, which provides the General Plan goals and policies for this area of Monterey County and designates its General Plan Land Use categories. The project site, as well as the entire landfill area is zoned Public/Quasi public. The Project does not require a General Plan Amendment, rezoning approval, or change of land use. The project is compatible with and will not adversely affect surrounding uses, thus having **no impact**.

12. MINERAL RESOURCES Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: 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?				X

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?				X
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Discussion and Conclusions

12a). Would the project 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?

As noted in prior EIR SCH 2009011062, the notable mineral extraction areas in the northern Salinas Valley are dolomite at Natividad, limestone at Pico Blanco, and a few sand and gravel pits in various locations throughout the County. There are no known mineral resources of value to the region and state within the project area. The project would have **no impact** of known mineral resources of value.

12b). Implementation of the project would not result in the loss of availability of a known mineral resource as the project location is not a known mineral resource. Therefore the project would have **no impact** in the loss of a locally important mineral resources recovery site.

13. NOISE Would the project result in:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise level in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excess groundborne vibration or groundborne noise levels			X	
c) For a project located within the vicinity of a private airstrip or 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?				X

Discussion and Conclusions

13a). Would the project result in the generation of a substantial temporary or permanent increase in ambient noise level in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies

Background noise levels were collected for multiple analyses during the operation of the landfill in 1993, 1999, and 2000. Noise impacts were extensively studied in the closure Environmental Impact Report (EIR) (SCH 2009011062), which referenced construction activity impacts, the Permit Revision

EIR (SCH-1999101050), and the Regional Solid Waste Facilities EIR (SCH 2000021027). These reports include ambient noise levels from surrounding areas, including residential locations, as well as measured and predicted noise level modeling for the site and local traffic intersections. Each document concluded that the impacts from construction and active landfill operations were less than significant. Additionally, the traffic noise on Crazy Horse Canyon Road was identified as one of the primary noise sources in the area.

The County of Monterey’s noise control ordinance (10.60.010) for unincorporated areas prohibits the operation of equipment that exceeds 70 decibels (dBA) at a distance of 50 feet. This ordinance was updated in 2024 from the previous limit of 85 dBA at 50 feet. A review of the ordinance’s history indicates that the primary goal of the update was to reduce neighborhood disturbances from loud amplified music events. While the ordinance makes exceptions for aircraft, religious purposes, permitted outdoor gatherings, emergency vehicles, and commercial agricultural operations, it does not provide an exemption for construction or site operation activities, unless the operation occurs more than 2,500 feet from an occupied dwelling. The proposed project will generate noise from both construction and operation stages.

Construction of the project will involve activities such as soil excavation, foundation and retaining wall installation, fire suppression water tanks, pumps, hydrants, and the erection of tension fabric buildings. This work will require the use of heavy equipment, including graders, excavators, backhoes, compactors, bulldozers, and other earthmoving machinery. Noise levels for construction equipment at 50 feet are expected to range from the mid-70 dBA to the upper 80 dBA levels. The operation of this equipment will involve both low-power output periods and bursts of high-power output, meaning the noise levels will fluctuate. While the noise levels of construction equipment will exceed the County noise control ordinance of 70 dBA at 50 feet, they will be lower than the ambient traffic noise levels measured at various locations along Crazy Horse Canyon Road (see below). Additionally, construction activities will be limited to a duration of several months and restricted to operating hours from 8:00 am to 5:00 pm, with no evening or weekend construction activities. Due to the size of the site and location of the construction that the vast majority of the construction will take place more than 50 feet from the property line, and the construction taking place within the roadway area will be less than ambient levels.

Most of the sounds associated with the operation of the transfer station will be related to routine vehicle traffic, including commercial vehicles and loading equipment with backup alarms. The loader, a piece of heavy equipment used to clear the tipping floor area and load materials into transfer trucks, is equipped with a backup alarm to alert people nearby when the equipment is in reverse. The factory setting for this alarm is 112 dBA. To replicate site conditions, staff performed a sound study at the Crazy Horse Landfill on April 21 and 22, 2025, using a Risepro sound level meter to measure the noise generated by the loader backup alarm. The following results were obtained by measuring the decibel levels at various distance intervals:

Crazy Horse Project Location Wolo Mfg BA-500 Backup Alarm

Distance From Alarm Maximum Decibels

0 Feet	109.5
50 Feet East	68.3
50 Feet South	66.7

Crazy Horse Canyon Road Intersections Various Locations

Location	Maximum Decibels (dBA)
Crazy Horse Rd and Wild Horse Rd	75.1
Crazy Horse Rd and Salinas Bowman Entry	80.2
Crazy Horse Rd and Project Site Entrance	84.5
Crazy Horse Rd and Chapin Rd	86.0

The results show that the loudest equipment at the location is within the standards set by the County's sound ordinance based on the testing conducted. However, the addition of moving operational equipment and buildings may alter the acoustic dynamics in undetermined ways. The results also indicate that the primary source of elevated sound levels exceeding the County noise control ordinance's acceptable limits is vehicle road noise, particularly from tractor trailers associated with nearby aggregate and construction businesses, as evidenced by the sound readings on Crazy Horse Canyon Road.

The operational site is situated in a low spot on a benchland area, surrounded by an earthen berm, which is located below the landfill and above the nearest receptors, providing additional mitigation against offsite noise impacts. There are no schools, hospitals, or other large sensitive receptors within the project vicinity. Site workers will be provided with appropriate personal protective equipment (PPE) to mitigate any potential noise exposure, as required by occupational safety standards.

Considering the existing ambient road noise levels, the project will have a **less than significant** impact on noise levels in the area.

13b). Would the project result in the generation of excess groundborne vibration or groundborne noise levels

During construction there will be no blasting activities but there will be limited track vehicle utilization including excavators and small bulldozers. However, the distance from the nearest sensitive receptor is such that no vibrations will be felt by adjacent landowner. During operations, all equipment used at the site will be rolling stock and have wheels so there will not be the groundborne vibrations found with track style equipment. Finally, the adjacent roadways are already subject to existing groundbourne vibration from trucks and other wheeled vehicles and operations will be consistent with existing baselines. There will be a **less than significant impact** related to ground vibrations for the project both during construction and operations.

13c). For a project located within the vicinity of a private airstrip or 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?

There are no airports or private airstrips near the project thus the project will have **no impact**.

14. POPULATION / HOUSING Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Induce substantial unplanned 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)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Discussion and Conclusions

The project is located a rural area of North Monterey County that has dispersed low-density residential homes on large ranch style lots. The project will be located on a 160 acre parcel that is a closed landfill that cannot ever support any sort of residential development.

14a). Would the project induce substantial unplanned 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)?

The area already has existing services similar to that offered by the project – albeit a further distance away. As a result, the addition of a local service will not induce substantial unplanned population growth, as such growth would have already occurred if this were the case. Therefore the project will have a **less than significant** impact on unplanned population growth.

14b). Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

The proposed project would not affect population and existing housing to an extent greater than previous site operations, which would result in **no impact**.

14c). Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The project will not result in the demolition of any housing and does not include any activities and would cause displacement of people requiring the construction of replacement housing. Therefore, the project will have **no impact** on population or housing.

15. PUBLIC SERVICES 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 following public services:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Fire protection?			X	
b) Police protection?			X	
c) Schools?				X
d) Parks?				X
e) Other public facilities?				X

Discussion and Conclusions

Public services available to the project location include fire and police protection. Fire protection services are provided by the North County Fire Protection District, and police services are provided by the Monterey County Sheriff's Office. The project is in the North Monterey County School District.

15a). Would the project impact fire protection?

The North County Fire Protection District currently provides fire protection services to the site and has been consulted regarding the proposed improvements. The District provided substantial input on the project's fire protection requirements. The addition of water storage facilities and fire sprinkler systems will help mitigate potential impacts associated with fire incidents. Therefore, the project would have a **less than significant** impact on fire protection services.

15b). Would the project impact police protection?

The project location was an active landfill for many decades and even when closed continues to be within the jurisdiction of the Monterey County Sheriff. The project will have a **less than significant impact** on existing police services.

15c). Would the project impact schools?

The project will result in no increase in housing or population and therefore will result in **no impact** for schools.

15d). Would the project impact parks?

The project will result in no increase in housing or population and therefore will result in **no impact** for parks.

15e). Would the project impact other public facilities?

The proposed project will not cause a need for additional public services in addition to what is already in place and will have **no impact** on other public facilities but is actually providing additional public services.

16. RECREATION Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) 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?				X
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Discussion and Conclusions

16a-b). 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? Would the project Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The proposed project is on the site of a closed landfill and would have **no impact** on recreational services provided by the County of Monterey.

17. TRANSPORTATION Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X
b) Conflict or be inconstant with CEQA Guidelines 15064.3 subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?				X

Discussion and Conclusions

17a). Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Transportation analysis for this project was conducted by Hexagon Transportation Consultants, Inc. The conclusion was that there are no existing pedestrian paths, bicycle lanes or transit routes along Crazy Horse Canyon Road and nor are there any proposed by the County. (See the analysis in Attachment 1.) As a result the project would have **no impact**.

17b). Would the project conflict or be inconstant with CEQA Guidelines 15064.3 subdivision (b)?

Vehicle Miles Traveled (VMT) analysis pursuant to CEQA Guidelines section 1564.3(b) can be found in the attached Hexagon Transportation Consultants CEQA Transportation Analysis found in Attachment 1. The result of the analysis is that the project would result in **less than significant** VMT impact.

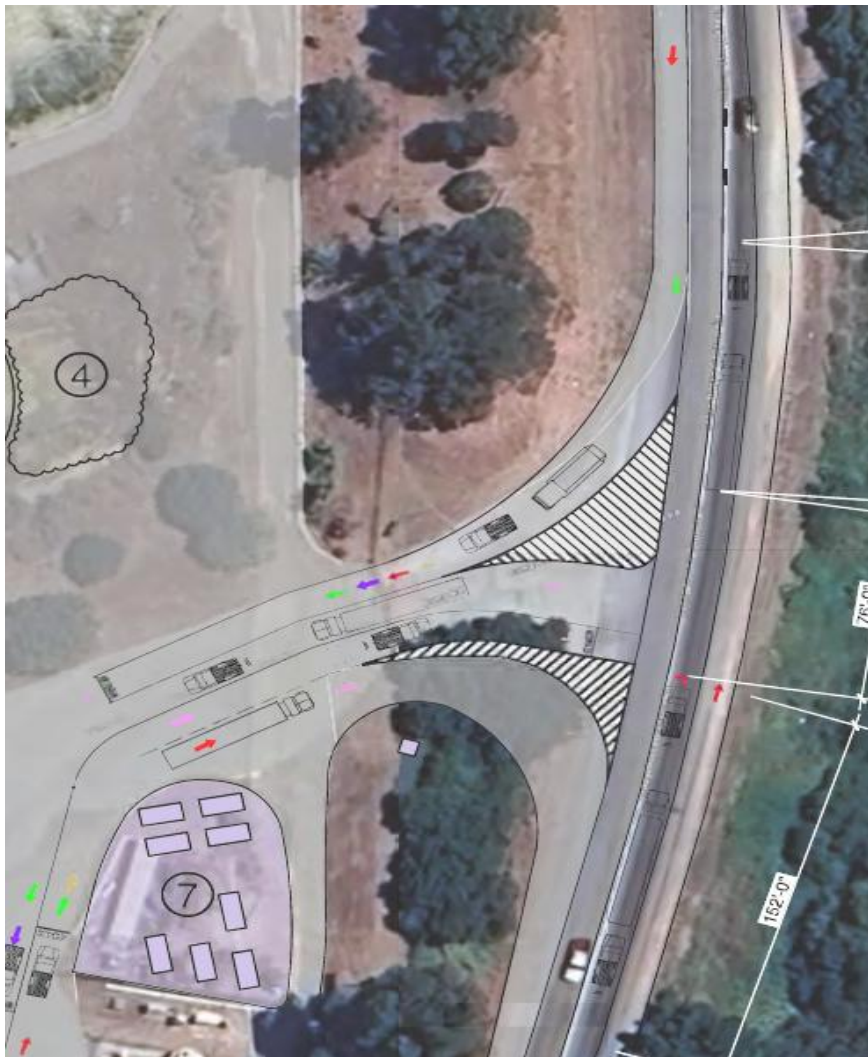
17c). Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The project location proposes to utilize the same entrance that the previously active site used for decades without any known issues or collisions. Despite the history of the entrance, the turn from the site onto northbound Crazy Horse Canyon Road involves merging into southbound traffic, which has a 55-MPH speed limit in the vicinity of the site entrance. This situation creates a potentially hazardous intersection, especially for commercial trucks and vehicles towing trailers.

To improve safety at this intersection, the project proposes adding dedicated entrance and exit lanes. At the request of the County of Monterey Housing and Community Development Department, the Authority contracted Hexagon Transportation Consultants, Inc. to perform an operational and safety analysis of several intersections in the project vicinity, including the project driveway.

The project proposes modifications to Crazy Horse Canyon Road, which include the installation of a northbound left-turn acceleration lane exiting the site and a left-turn channelization lane entering the site. Southbound improvements will include a right-turn channelization lane entering the site and an acceleration lane exiting the site (see figure below). The operational and safety analysis provides

recommendations to enhance intersection safety, resulting in a **less than significant impact**. The results of the study can be found in Attachment 2.



17d). Would the project result in inadequate emergency access?

Emergency vehicles will be able to access the site via the driveway on Crazy Horse Canyon Road without restrictions. The improvements to the entrance facilities will benefit the access for emergency vehicles due to safety improvements to the interaction and therefore will have **no impact**.

18. TRIBAL CULTURAL RESOURCES		YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
i)	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020,1(k), or				X
ii)	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.				X

Discussion and Conclusions

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe that is:

18i). Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020,1(k).

The project site has been used for similar uses since 1934 without any known adverse effects to Tribal Cultural Resources. The site is not listed on the California Register of Historical Resources as defined in Public Resources Code Section 5020,1(k). The site is also highly disturbed. Therefore, this project will have **no impact** on this item.

18ii). A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

The Amah Mutsun Tribal Band whose traditional range previously included the project area was sought for consultation for the project. They have been provided with the project description and contact information. However, there has been no reciprocal communications from the Tribal Band. Additionally, the site has no significance as a resource and the project will have **no impact** on this item.

19. UTILITIES AND SERVICE SYSTEMS Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) 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?			X	
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Discussion and Conclusions

19a). Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The site does not have access to municipal or private water services due to its location on a closed landfill, and due to the landfill location, there are no groundwater production wells on the site. There are no wastewater services at the site, and sanitary needs will be managed through portable facilities, and drinking water will be provided by bottled water service. A thorough analysis of the impacts to water facilities is located in section 10b.

The site also lacks natural gas service, and does not propose the addition of gas service. The site already has an extensive on-site stormwater collection, conveyance, and retention system in place. The project will not require an additional power or telecommunication improvements.

As a result, the project will have a **less than significant impact** regarding water and utility services.

19b). Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Water for the project will be sourced from multiple groundwater basins including those that support upwards of tens of billions of gallons of extraction annually across a broad range of uses, including agriculture, municipal, and industrial activities. The most recent Groundwater Sustainability Plan (GSP) outlines strategies to ensure water supplies exist to support ongoing demands, including during normal, dry, and multiple dry years. The project would have sufficient water supplies available to serve both its current and future demands, even under adverse hydrologic conditions. Therefore, the impact would be **less than significant**.

19c). Will the project 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?

The proposed project site is not served by city or septic sewer system due to the landfill location. The sanitary needs will be accomplished through portable facilities and the wastewater will be disposed of at the Monterey One Regional Treatment Plant in Marina Ca. by a portable toilet vendor. The plant has the capacity for 17,000,000 gallons of wastewater a day and the project will produce 350 gallons of wastewater a week, taking up 0.002941% of the plant capacity, which is very minimal. For reference, an average single-family home produces 400 gallons of wastewater per day. Potable water will be provided via a bottled water service. Non-potable water is delivered to the site by Authority staff or a local vendor by water truck. There will be **less than significant impact** to any wastewater treatment provider.

19d). Will the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

The project involves the development of a solid waste transfer station designed to serve residents of Northern Monterey County by providing a convenient and economical location for solid waste and recyclable material drop-off. Rather than exceeding the capacity of local infrastructure, the facility will enhance regional solid waste handling capacity and support attainment of state and local waste reduction goals. The facility will accept a wide range of recyclable materials, which will be transported to existing processing and disposal facilities currently utilized by the regional waste management system. As outlined in the project description:

- Solid waste, green waste, and wood waste will be transferred to the Johnson Canyon Landfill in Gonzales.
- Recyclables will be directed to appropriate destinations:
 - Metal and plastics to Castroville
 - Tires to Hollister
 - Mattresses and carpet to San Jose
 - Household hazardous waste (HHW) to Fremont

These materials will be transported using existing haul routes already in use by the Salinas Valley Solid Waste Authority and its service providers. The project will comply with all applicable state and local regulations, including waste diversion and recycling standards under CalRecycle including SB1383, AB 939. Therefore, the project will not generate solid waste in excess of system capacity nor impair local or regional waste reduction efforts. Additionally, the small amount of waste material generated by site

personnel will be managed along with the other site waste materials. The impact will be **less than significant**.

19e). Will the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The project will comply with all applicable federal, state, and local statutes and regulations governing solid waste management and diversion. This includes conformance with relevant provisions under CalRecycle, Monterey County ordinances, and applicable federal regulations related to the safe handling of special wastes such as HHW. The impact will be **less than significant**.

20. WILDFIRE If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

Discussion and Conclusions

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

20a). Substantially impair an adopted emergency response plan or emergency evacuation plan?

According to the Fire Hazard Severity Zone Viewer effective April 1, 2024, the project location is located in a mixture of moderate and high fire hazard severity zone. Additionally, there are no very high fire hazard severity zones located in the area with the closest one over 5 miles away. Therefore, the project will have **no impact** on wildfire.

20b). Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

According to the Fire Hazard Severity Zone Viewer effective April 1, 2024, the project location is located in a mixture of moderate and high fire hazard severity zone. The site topography and location do not otherwise exacerbate wildfire risks. The installation of 200,000 gallon capacity water tanks actually provide a source of emergency water and reduce the risk of fire (and associated pollutant concentrations) for the site and potentially the surrounding area. Additionally, there are no very high fire hazard severity zones located in the area with the closest one over 5 miles away. Therefore, the project will have **no impact** on wildfire.

20c). Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

According to the Fire Hazard Severity Zone Viewer effective April 1, 2024, the project location is located in a mixture of moderate and high fire hazard severity zone. Additionally, there are no very high fire hazard severity zones located in the area with the closest one over 5 miles away. Electric utilities are already available to the site, and no additional off-site power lines are required for the project. No gas lines are required for the project, and none are proposed. No additional off-site roadway improvements are required (other than those being built by the project) are required to accommodate the project. Finally, the installation of 200,000 gallon capacity water tanks actually provide a source of emergency water and reduce the risk of fire for the site and potentially the surrounding area. Therefore, the project will have **no impact** on wildfire.

20d). Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

According to the Fire Hazard Severity Zone Viewer effective April 1, 2024, the project location is located in a mixture of moderate and high fire hazard severity zone. Additionally, there are no very high fire hazard severity zones located in the area with the closest one over 5 miles away. The site already has on-site drainage and storage systems, and substantial portions are paved. Therefore, the project will not expose people or structures to significant risks, including downstream flooding, and the project have **no impact** on wildfire.

21. MANDATORY FINDINGS OF SIGNIFICANCE	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Does the project have the potential to substantially 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, substantially 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?			X	
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.)			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

Discussion and Conclusions

21a). Does the project have the potential to substantially 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, substantially 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?

Standard requirements that will be implemented through the permitting process (including best management practices for stormwater, waste handling, and site hygiene), as well as the very design of the project itself and current and historical use of the site, will ensure that the project does not substantially degrade the quality of the environment or have other environmentally detrimental effects. As a result, the project will have a **less than significant impact**.

21b). 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.)

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 cumulative impacts of transitioning a closed landfill site to a solid waste collection operation and a recycling facility are anticipated to have no cumulative significant impact but remain localized and minimum with mitigation. The project will actually provide numerous long-term community benefits such GHG generation through reduction in travel distances, litter and illegal dumping mitigation, waste reduction and recovery, and improved community convenience. Therefore, the project will have a **less than significant impact**.

21c). Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

As discussed in the preceding Initial Study, the proposed project will result in no impact or a less than significant impact . As such, the project is not to cause environmental effects that will have substantial adverse effects on human beings, directly or indirectly. This will result in a **less than significant impact**.

Attachment 1

CEQA Transportation Analysis

Hexagon Transportation Consultants, Inc.



Memorandum

Date: November 22, 2024

To: Brian Kennedy, Salinas Valley SWA

From: Ollie Zhou
Nivedha Baskarapandian

Subject: CEQA Transportation Analysis for the Proposed Crazy Horse Transfer Station Project in Monterey County, California

Hexagon Transportation Consultants, Inc. has completed a CEQA transportation analysis for the proposed Crazy Horse Transfer Station project in Monterey County, California. The project site is located on Crazy Horse Canyon Road about 1.6 miles south of US 101 (see Figure 1). The project site, although currently not in operation, has an active permit to process incoming waste up to 15 tons per day. The project proposes to reactivate the site and expand the site's Solid Waste Permit to a Large Volume Transfer station that would process more than 100 tons of waste per day (see Figure 2).

The transportation analysis includes trip generation estimates, a review of the site plan, and a qualitative discussion of required CEQA topics (vehicle miles traveled [VMT], consistency with bicycle, pedestrian, and transit plans, roadway hazards, and emergency vehicle access). The methodology, results, and conclusions are discussed below.

Project Trip Generation

Estimates of the trips to be added to the surrounding roadway network by the proposed transfer station were calculated using a project description provided by the Salinas Valley Solid Waste Authority (SVSWA). SVSWA provided data of the 2021 operations of its Sun Street transfer station which is provided as Attachment 1. The data provided includes estimated number of vehicles categorized into 1) self-haul vehicles by the public, and 2) franchise vehicles (Republic and Waste Management), and 3) off-site haul trucks moving the waste to landfills.

Self-haul and Franchise Trips

The data (as summarized in Table 1) showed that in the year 2021, there were 107,216 self-haul vehicles dumping 73,080 tons, for an average of 0.68 tons per self-haul vehicle. Expressed as a trip rate, the self-haul vehicle trip rate is calculated at 2.93 trips per ton ($2.93 = 107,216 \times 2 / 73,080$). Each vehicle must drive in and out of the facility, generating 2 trips, which is why the number of vehicles is multiplied by 2 to derive the trip count. There were 14,967 franchise vehicles in 2021 dumping 93,121 tons, for an average of 6.22 tons per franchise vehicle. Expressed as a trip rate, the franchise vehicle trip rate is calculated at 0.32 trips per ton ($0.32 = 14,967 \times 2 / 93,121$).

The proposed Crazy Horse transfer station is expected to process 200 tons of waste per day each for self-haul vehicles and franchise trucks. Therefore, as shown in Table 2, at a rate of 2.93 trips per ton for self-haul vehicles, the Crazy Horse facility is expected to generate 586 daily self-haul trips. At a rate of 0.32 trips per ton for franchise vehicles, the Crazy Horse facility is expected to generate 64 daily franchise trips.

**Table 1
Trip Rate Estimate**

Vehicle Type	Annual Count (2021)		Trip Rate Estimate	
	# of Vehicles	Waste (tons)	Equivalent # of Trips	Trip Rate (trips per ton of waste)
Self-haul	107,216	73,080	214,432	2.93
Franchise	14,967	93,121	29,934	0.32

Notes:
Data referenced vehicle and waste tonnage data collected at SVSWA's Sun Street facility in 2021.

Off-site Haul Trips

The proposed off-site haul trips were based on the estimates provided by SVSWA, referencing previous operations at the Sun Street facility. It was estimated that out of 260 operating days in a year for off-site haul operations, the Crazy Horse facility will generate 7,151 off-site haul trucks, which is equivalent to 14,302 trips (multiplied number of trucks by 2). Therefore, on a daily basis, the number of off-site haul trips is estimated at 55 trips (55 = 14,302 / 260).

Employee Trips

The Crazy Horse facility expects to have eight employees. Assuming each employee drives alone to go to work, the project would generate 16 employee trips per day (16 = 8 x 2).

Total Daily Trip Generation

As shown in Table 2, the Crazy Horse facility is expected to generate 586 daily self-haul trips, 64 daily franchise trips, 55 daily off-site haul trips, and 16 daily employee trips. In summary, the Crazy Horse facility is expected to generate 721 daily trips.

**Table 2
Project Trip Generation**

Land Use	Size	Units	Trip Rate ¹	Daily Trips
<u>Proposed</u>				
Self-Haul ¹	200	tons	2.93 trips per ton	586
Franchise ¹	200	tons	0.32 trips per ton	64
Site Haul ¹	55	trips	--	55
Employees ¹	8	staff	2 trips per employee	16
Total Vehicle Trips				721

Notes:
¹ Trip generation rates are based on data obtained from the Sun Street facility in 2021.

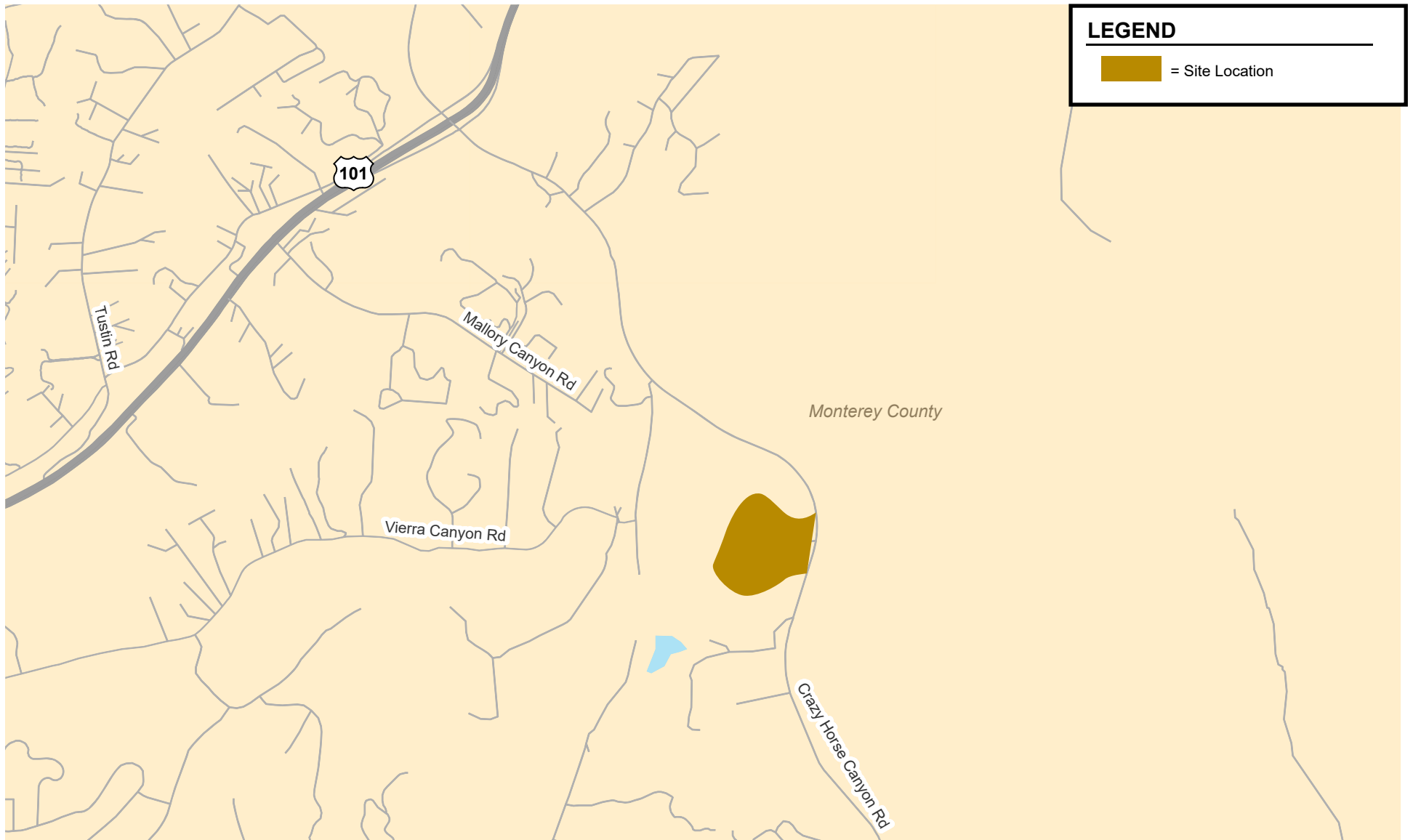


Figure 1
Project Site Location



Figure 2
Site Plan

Vehicle Miles Traveled Analysis

Pursuant to Senate Bill (SB) 743, the California Environmental Quality Act (CEQA) 2019 Update Guidelines Section 15064.3, subdivision (b) states that VMT will be the metric in analyzing transportation impacts for land use projects for CEQA purposes. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips with one end within the project.

VMT Impact Criteria

The County of Monterey, at the time of this report, has not yet adopted any analysis procedures, standards, or guidelines consistent with SB 743. In the absence of an adopted policy with impact thresholds, this assessment relies on guidelines published by the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018. The guidelines set forth procedures for determining project impacts on VMT based on the project description, characteristics, and location. The VMT methodology also includes screening criteria that are used to identify types, characteristics, and locations of projects that would not exceed the VMT thresholds of significance. If a project meets the screening criteria, it is then presumed that the project would result in a less than significant impact on VMT, and a detailed VMT analysis is not required.

Screening for VMT Analysis

Land use projects that meet at least one of the following screening criteria are presumed to have a less than significant impact on VMT and do not require CEQA transportation analysis:

1. Small Projects (generating 110 daily trips or less)
2. Retail uses of 50,000 square feet (s.f.) or less ("Local Serving Retail")
3. Local serving public projects such as fire stations, neighborhood parks, libraries, and community centers
4. 100% Affordable Housing projects
5. Transit Supportive Projects

OPR does not provide specific VMT analysis methodologies for transfer stations. However, as shown on the project trip generation table (Table 1), the site on a daily basis would serve mostly the general public. It is assumed that the public would generally prefer a transfer station closer to their home than a site further away. OPR describes a similar assumption in trip making characteristics for local serving retail land use and uses that assumption to outline a VMT screening criteria. As discussed above, local serving retail (defined as retail uses of 50,000 square feet or less), can be presumed to have a less than significant VMT impact.

For the purpose of this VMT evaluation, the trip estimates for the proposed transfer station were converted to trip estimates equivalent to local serving retail land use. Table 2 shows the conversion of the project daily trips to local serving retail. Based on the conversion process, the proposed transfer station operations would generate daily trips equivalent to 13,200 s.f. of retail space, which is under the 50,000 s.f. threshold. OPR presumes local serving retail projects would have a less than significant VMT impact. Thus, the proposed project would also have a less than significant VMT impact.

**Table 3
Project Daily Trip Conversion to Local Serving Retail**

Land Use	Size	Daily	
		Rate	Trips
Proposed Land Use			
Landfill			721
Equivalent Land Use			
Retail ¹	13,200 s.f.	54.45	721
<u>Notes:</u> s.f. = square feet			
¹ Average daily trip rate (in trips per 1,000 s.f.) is from the ITE Trip Generation online database for Strip Retail Plaza (<40k) (Land Use Code 822).			

Other CEQA Impact Topics

The project’s CEQA transportation impacts related to consistency with plans and policies addressing transit, roadway, bicycle and pedestrian facilities, roadway hazards, and emergency access are discussed below.

Consistency with Plans and Policies

There are no existing pedestrian paths, bicycle lanes, or transit routes along Crazy Horse Canyon Road. Monterey County does not propose any facilities along Crazy Horse Canyon Road. Due to the nature of its operations, the project would not generate any pedestrian, bicycle, or transit traffic.

Roadway Hazards

The project would have one driveway on Crazy Horse Canyon Road to access the site. The project driveway would be designed in accordance with County standards. The project would generate mostly passenger vehicles with some truck trips, and the surrounding roadway system is not adequately designed to accommodate these vehicles. The project proposes to modify the project driveway and Crazy Horse Canyon Road for about 650 feet to reduce the hazards generated by the proposed use.

Emergency Access

Emergency vehicles would be able to access the site via the project driveway on Crazy Horse Canyon Road. Emergency vehicles would be able to circulate the site similar to the larger trucks using the main project drive aisle.

Site Access and Circulation

The site access and on-site circulation evaluation is based on the site plan prepared by JRMA dated August 22, 2024 (see Figure 2). Site access was evaluated to determine the adequacy of the site’s driveways regarding the following: traffic volume, vehicle queues, geometric design, and stopping sight distance. On-site vehicular circulation and parking layout were reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Site Access

The site plans shows that vehicular access to the project would be provided by an existing driveway on Crazy Horse Canyon Road. The driveway would provide access to and from the transfer station.

The project proposes to and modify Crazy Horse Canyon Road north and south of the project's driveway. The project proposes to modify Crazy Horse Canyon Road by striping a 250 feet deceleration lane for inbound vehicles from the north, a 400 feet acceleration lane for outbound vehicles to the south and widening the roadway to allow for a dedicated left-turn lane and merge lane for inbound and outbound vehicles from the south and to the north respectively. For vehicles coming from and going to northbound Crazy Horse Canyon Road the driveway would be 45 feet wide, which is adequate for two-way traffic.

Sight Distance

Sight distance was checked for the project driveway. Sight distance recommendations vary depending on the roadway speeds. The posted speed limit on Crazy Horse Canyon Road is 45 mph. The Caltrans recommended stopping sight distance for the project driveway is 430 feet (based on a design speed of 50 mph). The project driveway has about 450 feet of sight distance looking left at Crazy Horse Canyon Road southbound traffic and over 500 feet of sight distance looking right at Crazy Horse Canyon northbound traffic. Hexagon recommends maintaining the existing low vegetation to the left of the driveway to maintain the sight distance looking to the left at southbound Crazy Horse Canyon Road.

On-Site Circulation

The site plan shows a series of drive aisles and paths for different users. Vehicles entering from southbound Crazy Horse Canyon Road are met with a stop sign at the end of the deceleration lane inside the property and would yield to vehicles entering from northbound Crazy Horse Canyon Road. The site is generally designed as a loop, with two inbound lanes and 1 outbound lane. The circulation for disposal of different waste types and employees are described below.

Hazardous and Electronic Waste

According to the site plan, building HHW and building 8 would serve as the destination points for hazardous and electronic waste respectively. Vehicles looking to dispose of hazardous and electronic waste would enter the project site, stay in the right-hand lane and turn right into the waste dumping facility. Exiting the site, vehicles would need to loop through the public recycling area to be able to turn around.

At this area, the inside inbound lane has a stop sign, and the inside outbound lane also has a stop sign. The site plan shows that the inbound and outbound lanes would need to negotiate over right-of-way in between the two stop signs. It is recommended that dedicated inbound and outbound lanes be clearly striped to avoid confusion.

Recycling

According to the site plan, building 5 would serve as the destination point for recycling by the public, Republic, and Waste Management. Vehicles looking to dispose of recycling would enter the project site, follow the drive aisle to building 5, dispose of recycling, then loop around the building. The inside lane would direct the traffic to exit the site, whereas the outside lane provides traffic the option to turn left (exit the site), or turn right (dump other types of waste). Both lanes have stop signs as they intersect the main internal roadway.

Public Tipping

According to the site plan, building 1 would serve as the destination point for general waste being dumped by the public. Public vehicles looking to dispose of general waste would enter the project site, follow the drive aisle through the site to the scale and get weighed, wait for space to open at the public tipping building, reverse into the building and dump the waste, go to the outbound scale and get weighed, then proceed to the exit by following the path. It should be noted that at the scale, attendants will help direct traffic to the appropriate self-haul waste unloading area.

Commercial Tipping

According to the site plan, building 2 would serve as the destination point for general waste being dumped by Republic and Waste Management. Commercial vehicles looking to dispose of general waste would enter the project site, follow the drive aisle through the site to the scale and get weighed, wait for space to open at the commercial tipping building, reverse into the building and dump the waste, go to the outbound scale and get weighed, then proceed to the exit by following the path. It should be noted that at the scale, attendants will help direct traffic to the appropriate commercial waste unloading area.

Yard Waste

According to the site plan, the disposal site located at the north end of the site (4) would serve as the destination point for yard waste being dumped by the public, Republic, and/or Waste Management. Any vehicle looking to dispose of yard waste would enter the project site, follow the drive aisle through the site to the scale and get weighed, dispose of the waste, go to the outbound scale and get weighed, then proceed to the exit by following the path. It should be noted that at the scale, attendants will help direct traffic to the appropriate yard waste unloading area.

Employees

Employee parking is provided in a surface parking lot at the southeast corner of the project site. These spots can be accessed via the project driveway and the main project drive aisle.

Attachment 2

Project Transportation Assessment
Hexagon Transportation Consultants, Inc.



Memorandum

Date: April 23, 2025
To: Brian Kennedy, Salinas Valley SWA
From: Ethan Heckman, Kai-Ling Kuo
Subject: Traffic Assessment for the Proposed Crazy Horse Transfer Station Project in Monterey County, California

Hexagon Transportation Consultants, Inc. has completed a traffic assessment for the proposed Crazy Horse Transfer Station project in Monterey County, California. The project site is located on Crazy Horse Canyon Road about 1.6 miles south of US 101 (see Figure 1). The project site, although currently not in operation, has an active permit to process incoming waste up to 15 tons per day. The project proposes to reactivate the site and expand the site's Solid Waste Permit to a Large Volume Transfer station that would process up to 200 tons of waste per day each for self-haul vehicles and franchise trucks. The transfer station would operate from 7 AM to 4 PM daily. The project would improve the access to the site at the project driveway by adding a northbound left-turn lane, a southbound right-turn lane, an outbound right-turn acceleration lane, and an outbound left-turn merge lane on Crazy Horse Canyon Road (see Figure 2).

The purpose of the traffic assessment is to evaluate the effect of the project traffic on traffic operations at the adjacent intersections and to identify any potential site access issues.

Study Intersection, Data Collection, and Analysis Scenarios

Because the transfer station would operate from 7 AM to 4 PM, it would generate vehicle trips during the AM peak commute period (7 to 9 AM). During the PM peak commute period (4 to 6 PM), it would only generate few trips by some of the employees. With a total of 8 employees for the site, the PM peak-hour trips would be minimal. Therefore, the study analyzes the project's traffic operations effect during the AM peak hour.

This study includes an analysis of weekday AM peak-hour traffic conditions at the following 9 intersections (see Figure 1):

1. Crazy Horse Canyon Road and US 101 Southbound Ramps
2. Crazy Horse Canyon Road and US 101 Northbound Ramps
3. Crazy Horse Canyon Road and San Juan Grade Road
4. Crazy Horse Canyon Road and Old Stage Road
5. San Juan Grade Road and Hebert Road
6. San Juan Grade Road and Rogge Road
7. San Juan Grade Road and Russell Road (signalized)
8. Natividad Road and Old Stage Road
9. Crazy Horse Canyon Road and Project driveway

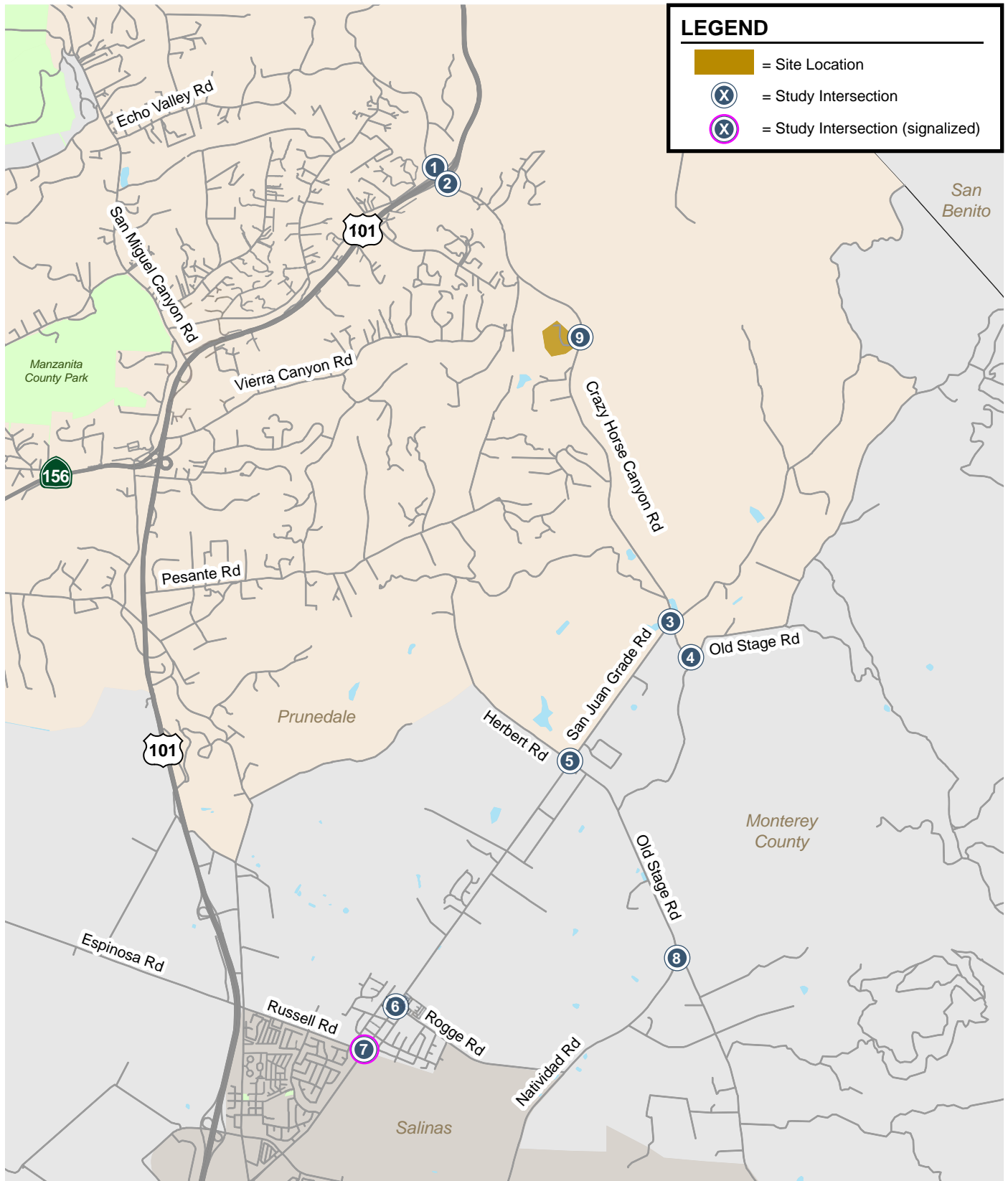


Figure 1
Project Site Location and Study Intersections



Figure 2
Site Plan

This traffic assessment includes an analysis of the scenarios listed below.

- **Existing Conditions.** Existing conditions are based on traffic counts collected on Tuesday, February 11, 2025. The counts are provided as Appendix A.
- **Existing Plus Project Conditions.** Existing plus project conditions were estimated by adding the additional traffic generated by the project to existing traffic volumes. Existing plus project conditions were evaluated relative to existing conditions in order to determine potential traffic operational issues that could occur as a result of the project.

Project Trip Estimates

Estimates of the peak-hour trips to be added to the surrounding roadway network by the proposed transfer station were calculated based on the daily trips estimated for the CEQA Transportation Analysis (Appendix B) and the time-of-day operations data provided by the Salinas Valley Solid Waste Authority (SVSWA) for the 2021 operations of its Sun Street transfer station (Appendix C). The data provided includes estimated number of vehicles categorized into 1) self-haul vehicles by the public, and 2) franchise vehicles (Republic and Waste Management), and 3) Site haul waste transfer trucks moving the waste to landfills.

Based on the time-of-day operations data for the Sun Street transfer station, the ratios of peak-hour to daily trips were derived for each vehicle category and used to calculate the AM peak-hour trips (see Table 1). The trip distribution patterns (see Figure 3) were derived based on the anticipated site operations provided by SVSWA (see Appendix C).

Peak-Hour Trip Generation

Based on the time-of-day operations data for the Sun Street transfer station, 8.5% of the daily inbound self-haul vehicles enter the site in the AM peak hour. Assuming the inbound vehicles exiting the site during the same peak hour, 17% of daily self-haul trips would occur in the AM peak hour. The operations data also shows that 43.2% of daily franchise trips and 43.2% of daily off-site haul trips would occur in the AM peak hour. Employees would work with shifts and would not enter and exit the site during the AM peak hour when the peak haul trips occur.

As shown in Table 1, the Crazy Horse facility is expected to generate 152 AM peak-hour trips. Given the larger vehicle sizes associated with the inbound and outbound hauling trucks/vehicles, Passenger Car Equivalent (PCE) factors are applied to account for the effect of the larger vehicles on the roadway operations. Based on the *Fontana Transportation Impact Analysis Guidelines, October 2020*, self-haul vehicles are analyzed with 2 PCE for 2-axle trucks, franchise garbage trucks are analyzed with 2.5 PCE for 3-axle trucks, and site haul waste transfer trucks are analyzed with 3 PCE for 4 and more axle trucks. With PCE, the Crazy Horse facility is expected to generate 342 AM peak-hour PCE trips.

**Table 1
Project Trip Generation**

Land Use	Size	Units	Daily Trips		AM Peak-Hour Trips				
			Rate ¹	Trips	Pk-Hr to Daily Ratio ¹	In	Out	Total	
Proposed									
Self-Haul ¹	200	tons	2.93 trips per ton	586	0.170	50	50	100	
Franchise ¹	200	tons	0.32 trips per ton	64	0.432	14	14	28	
Site Haul ¹	55	trips	--	55	0.432	12	12	24	
Employees ¹	8	staff	2 trips per employee	16	0	0	0	0	
Total Vehicle Trips				721		76	76	152	
Total Vehicle Trips with PCE²				1,513		171	171	342	
Notes:									
¹ Daily trip generation rates and Pk-Hr to Daily trip ratios are based on data obtained from the Sun Street facility in 2021.									
² Passenger Car Equivalent (PCE) is based on the Fontana Transportation Impact Analysis Guidelines, October 2020. Self-haul vehicles are analyzed with 2 PCE, franchise garbage trucks are analyzed with 2.5 PCE, and site haul waste transfer trucks are analyzed with 3 PCE.									

Trip Distribution and Assignment

The directional distribution of site-generated traffic (see Figure 3) was forecast based on the anticipated site operations, distribution of homes in the surrounding area, and relative locations of complementary land uses.

Self-haul vehicles would come from residences in the surrounding area. Waste Management is the franchisee that would come to the project site. The Waste Management trucks would primarily come from the residences north and immediately south and west of the site in the unincorporated County. Because the distribution of franchise trucks would also be based on the density of residences in the service area. It is assumed that the distribution pattern would be the same for self-haul vehicles and franchise garbage trucks.

It should be noted that Republic Services has the City of Salinas garbage franchise, and they will continue to use their transfer station at Madison Lane. Therefore, there would be no franchise trucks coming to the site from Salinas. Also, the unincorporated areas east and immediately south of Salinas would haul to Johnson Canyon Landfill directly.

For the site haul waste transfer trucks, most of the waste would be transferred to Johnson Canyon Landfill in Gonzales via US 101 to the south with some waste being transfer to Castroville via US 101 to the south, and some to San Jose and Hayward via US 101 to the north.

The site-generated traffic was assigned to the roadway network based on the trip generation and distribution patterns discussed above (see Figures 4 and 5).

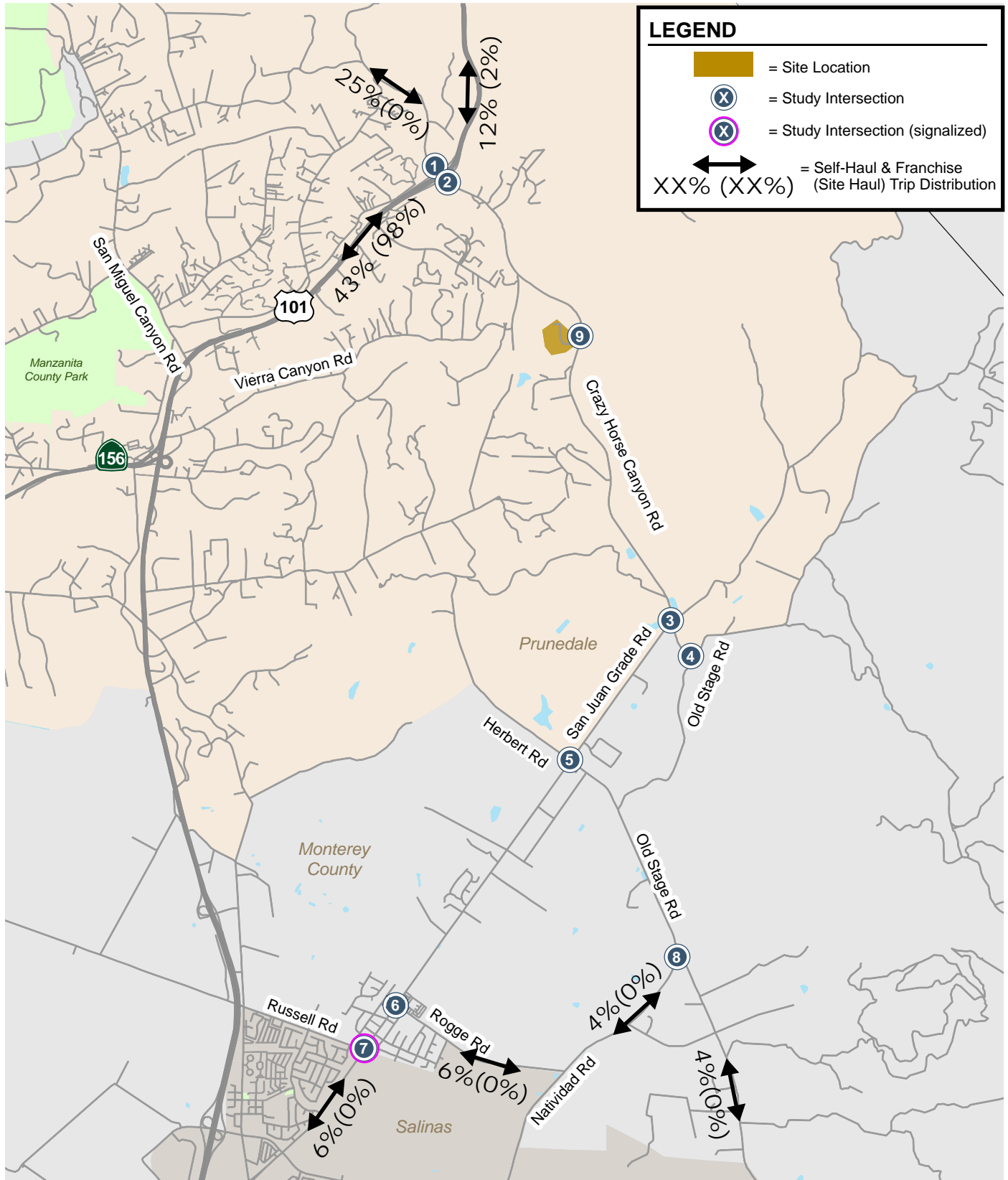


Figure 3
Project Trip Distribution

Crazy Horse Transfer Station (Monterey County) Traffic Assessment

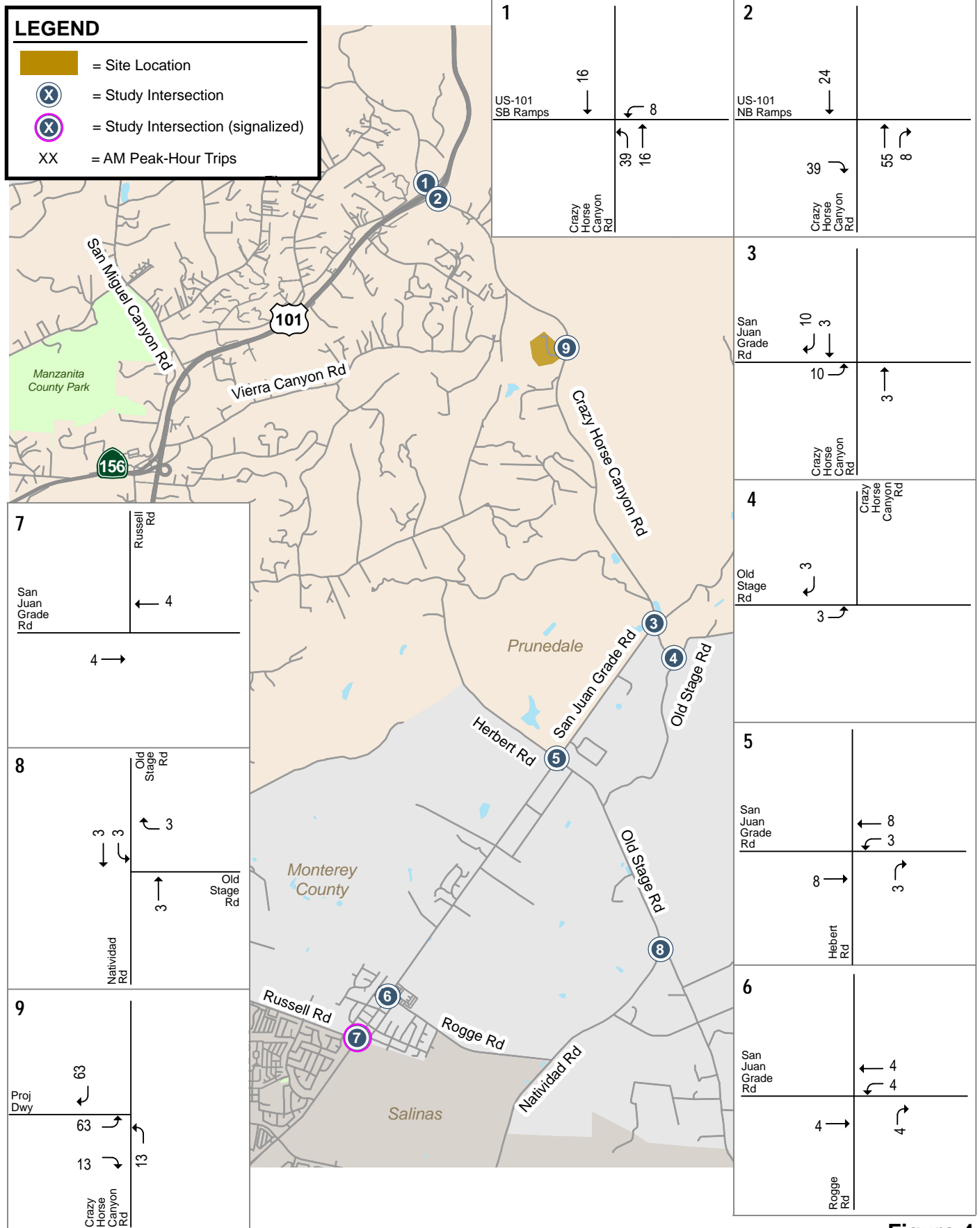


Figure 4
Project Trip Assignment without PCE

Crazy Horse Transfer Station (Monterey County) Traffic Assessment

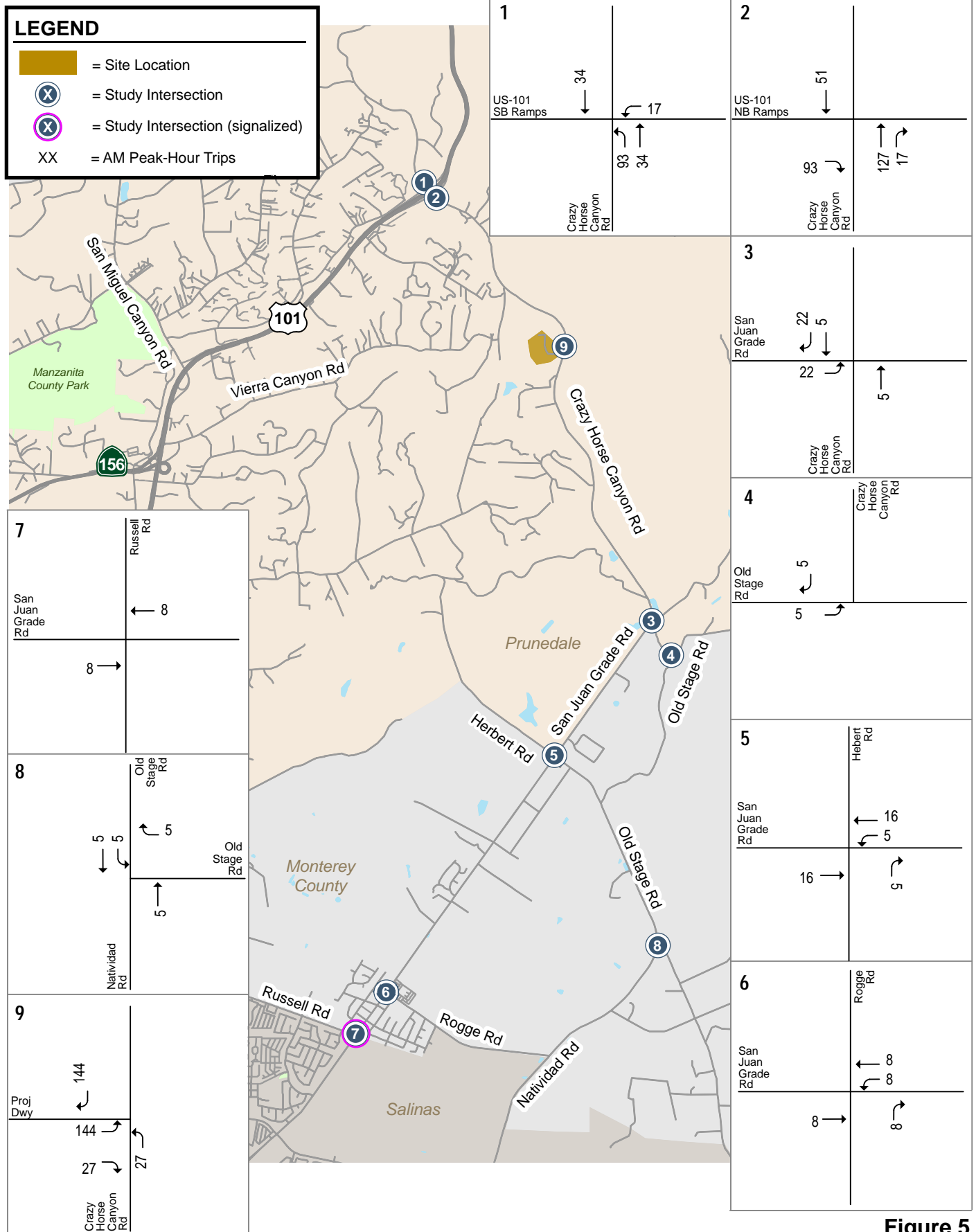


Figure 5
Project Trip Assignment with PCE

Intersection Operations Analysis Methodology

Traffic conditions at the study intersections were evaluated using level of service (LOS). This section presents the methods used to determine the traffic conditions at the study intersections and the potential adverse operational effects due to the project. It includes descriptions of the data requirements, the analysis methodologies, the applicable intersection level of service standards, and the criteria used to determine adverse effects on intersection operations.

Data Requirements

The data required for the analysis were obtained from new traffic counts, Google Earth, and field observations. The following data were collected from these sources:

- Intersection traffic volumes,
- Lane geometries, and
- Signal timing and phasing.

Level of Service Analysis Methodologies and Standards

Levels of service at the study intersections were analyzed for existing and existing plus project conditions with PCE project trips. Level of service (LOS) is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays.

The study intersections were evaluated based on the *Highway Capacity Manual* (HCM) 7th Edition methodology, using Synchro software.

The Monterey County and Caltrans level of service standards were used to evaluate the signalized and unsignalized study intersections using the HCM methodology described above. The study intersections at the US 101 interchanges are subject to the Caltrans standard while the remaining study intersections are subject to the County standard.

Monterey County Intersections

In the Monterey County General Plan, Policy C-1.1 states that “the acceptable level of service for County roads and intersections shall be Level of Service (LOS) D.” For the purpose of this analysis, an adverse effect was assumed to occur if either of the following occurs at a study intersection with the addition of project traffic:

1. An intersection operating at LOS D or better degrades to LOS E or LOS F with the addition of the project-generated traffic, or
2. An intersection operating at LOS E or LOS F has an increase in delay due to the addition of the project-generated traffic.

Caltrans Intersections

Per the Caltrans' *Guide for the Preparation of Traffic Studies* (December 2002), Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D, and if the existing facility is operating at less than the appropriate target LOS, the existing LOS should be maintained. For the purpose of this analysis, an adverse effect was assumed to occur if either of the following occurs at a study intersection with the addition of project traffic:

1. An intersection operating at LOS C or better degrades to LOS D or worse with the addition of the project-generated traffic, or

2. An intersection operating at LOS D or worse has an increase in delay due to the addition of the project-generated traffic

Level of Service Analysis

The level of service analysis for each scenario is presented below (see Table 2). The level of service calculations for each scenario are provided in Appendix D.

Table 2
Level of Service Summary

#	Intersection	LOS Standard	Control	Peak Hour	Count Date	Existing		Existing plus Project (PCE)	
						Delay ¹ (sec)	LOS	Delay ¹ (sec)	LOS
1	Crazy Horse Canyon Rd and US 101 SB Ramps	C	TWSC	AM	02/11/25	14.2	B	24.7	C
2	Crazy Horse Canyon Rd and US 101 NB Ramps	C	TWSC	AM	02/11/25	11.3	B	12.4	B
3	Crazy Horse Canyon Rd and San Juan Grade Rd	D	AWSC	AM	02/11/25	9.6	A	10.0	A
4	Crazy Horse Canyon Rd and Old Stage Rd	D	TWSC	AM	02/11/25	8.6	A	8.6	A
5	Hebert Rd and San Juan Grade Rd	D	TWSC	AM	02/11/25	10.8	B	11.1	B
6	Rogge Rd and San Juan Grade Rd	D	AWSC	AM	02/11/25	21.7	C	22.2	C
7	Russell Rd and San Juan Grade Rd	D	Signal	AM	02/11/25	19.9	B	20.4	C
8	Natividad Rd/Old Stage Rd and Old Stage Rd	D	TWSC	AM	02/11/25	10.5	B	10.6	B
9	Crazy Horse Canyon Rd and Project Driveway	D	TWSC	AM	02/11/25	-	-	13.6	B

Notes:
 AWSC = all-way stop control, TWSC = side-street stop control.
 1. Average delay (seconds per vehicle) for all approaches is reported for signalized and AWSC intersections. The approach with the highest (worst) delay (seconds per vehicle) is reported for TWSC intersections.

Existing Conditions

The existing lane configurations at the study intersections are shown in Figure 6. The existing peak-hour traffic volumes at the study intersections are shown in Figure 7.

The results of the existing conditions level of service analysis show that all study intersections operate at an acceptable LOS C or better.

Existing Plus Project Conditions

The intersection configuration under project conditions would be the same as existing conditions except at the project driveway intersection where the project proposes to modify Crazy Horse Canyon Road north and south of the project’s driveway. The project would modify and stripe Crazy Horse Canyon Road to provide a northbound left-turn lane, a southbound right-turn lane, an outbound right-turn acceleration lane, and an outbound left-turn merge lane (see Figure 2).

Project trips with PCE, as represented in the above project trip assignment, were added to existing traffic volumes to obtain existing plus project traffic volumes (see Figure 8).

The results of the level of service analysis under existing plus project conditions indicate that all study intersections would operate at an acceptable LOS C or better with the project traffic.

Crazy Horse Transfer Station (Monterey County) Traffic Assessment

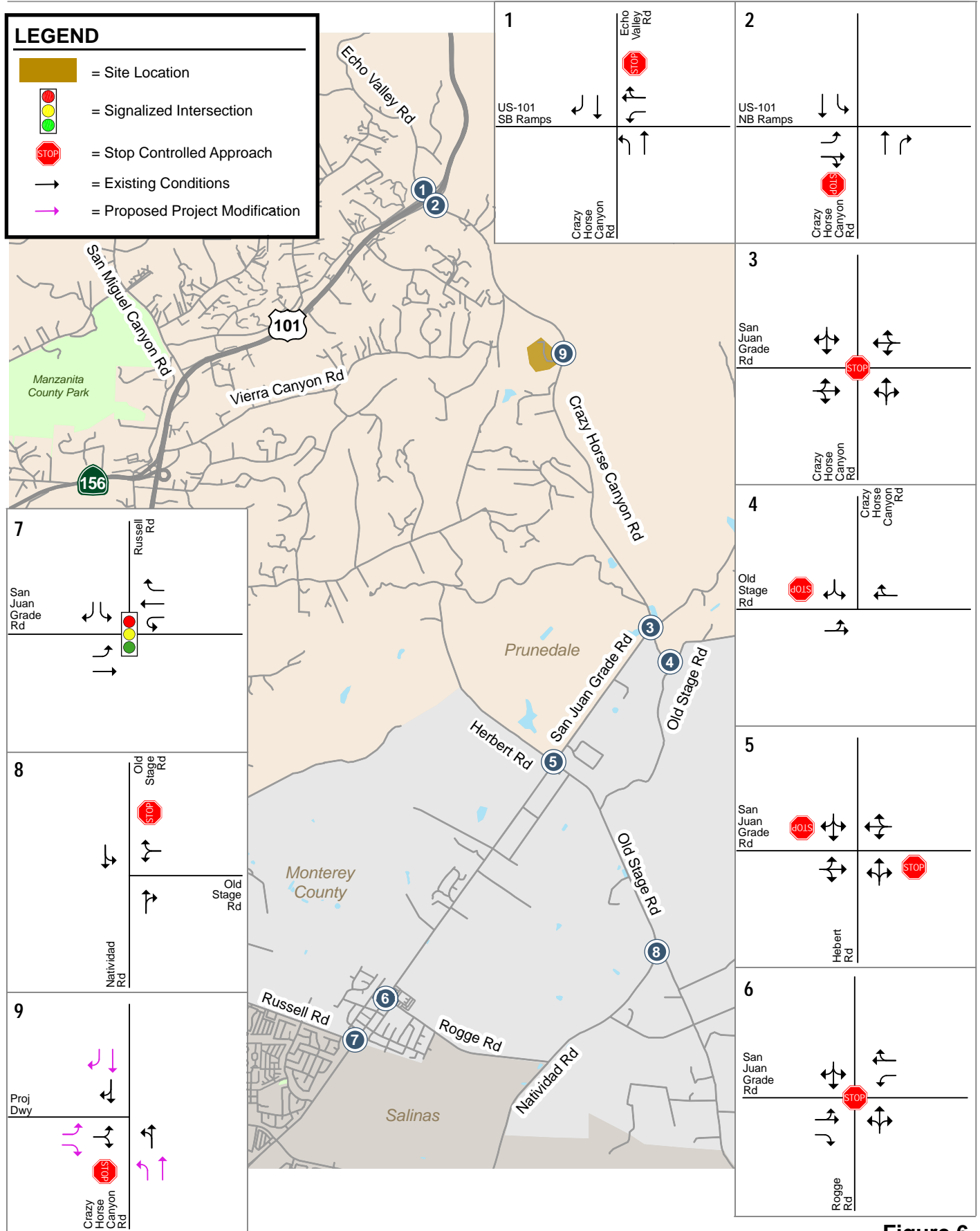


Figure 6
Existing Lane Configurations

Crazy Horse Transfer Station (Monterey County) Traffic Assessment

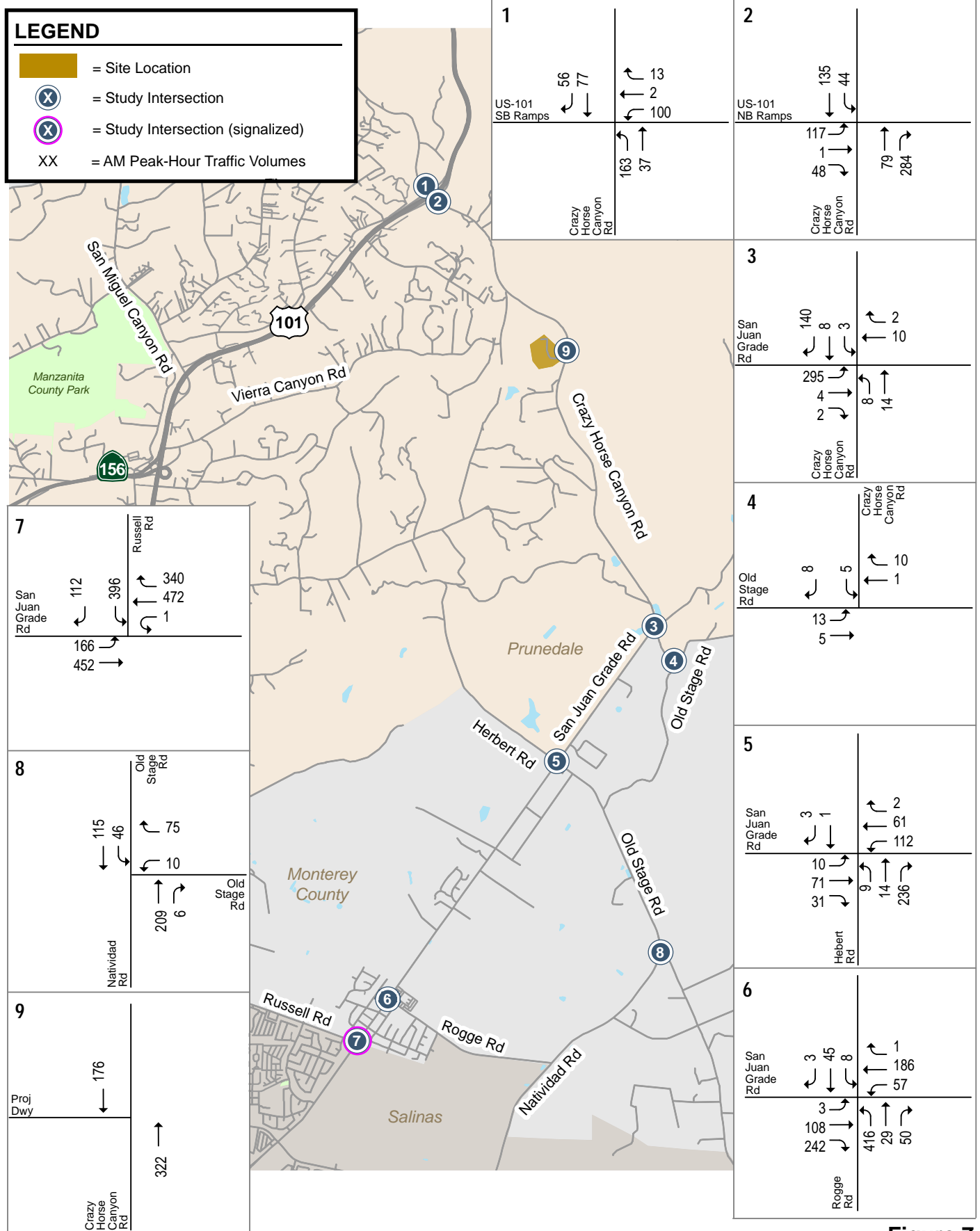


Figure 7
Existing Traffic Volumes

Crazy Horse Transfer Station (Monterey County) Traffic Assessment

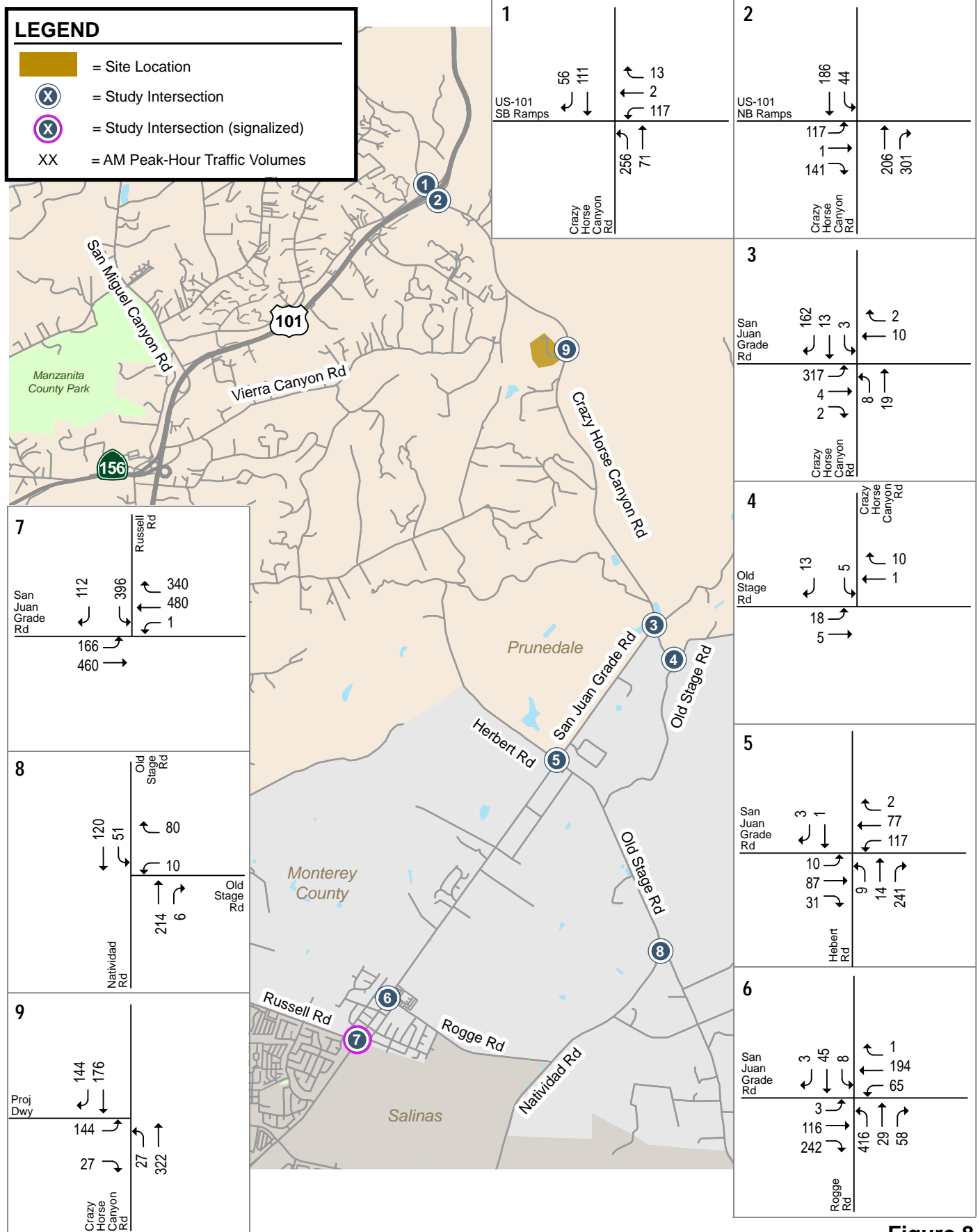


Figure 8
Existing Plus Project Traffic Volumes with PCE

Queuing Analysis

An evaluation of vehicle queuing was conducted using the Synchro software. The basis of the analysis is as follows: (1) the Synchro software is used to estimate the 95th percentile maximum number of queued vehicles; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the available storage capacity.

The results of the analysis are shown in Table 3 and provided in Appendix D. The analysis showed that the 95th percentile queue would not extend beyond the available storage space for the northbound left-turn movement on Crazy Horse Canyon Road at the US 101 southbound ramps, nor would it extend beyond available storage space for the northbound left-turn movement on Crazy Horse Canyon Road at the project driveway.

Table 3
Queuing Summary

Movement Peak Hour Period	Crazy Horse Canyon Rd and US 101 SB Ramps	Crazy Horse Canyon Rd and Project Driveway
	NBL	NBL
	AM	AM
Existing		
Volume (vphpl)	163	-
95th % . Queue (ft/ln) ¹	25	-
95th % . Queue (veh/ln) ¹	1	-
Storage (ft/ln)	100	-
Adequate (Y/N)	Y	-
Existing Plus Project PCE		
Volume (vphpl)	256	27
95th % . Queue (ft/ln) ¹	25	25
95th % . Queue (veh/ln) ¹	1	1
Storage (ft/ln)	100	152
Adequate (Y/N)	Y	Y
<p><u>Notes:</u> NBL = Northbound Left 1. Vehicle queues are from Synchro outputs and are rounded up to the next whole number. Assumes one vehicle equals 25 feet of queue.</p>		

Driveway Operations Analysis

The project proposes to modify Crazy Horse Canyon Road at the project driveway by striping a deceleration lane for inbound right-turn vehicles from the north, an acceleration lane for outbound right-turn vehicles to the south, a left-turn lane for inbound vehicles from the south, and a merge/acceleration lane for outbound left-turn vehicles to the north (see Figure 9). Site access was evaluated to determine the adequacy of the site’s driveway with regard to the traffic operations and geometric design.



Figure 9
Proposed Crazy Horse Canyon Road Lane Striping at Project Driveway

Sight distance at the project driveway was evaluated for the CEQA Transportation Analysis (Appendix B). The project driveway has about 450 feet of sight distance looking left at Crazy Horse Canyon Road southbound traffic and over 500 feet of sight distance looking right at Crazy Horse Canyon northbound traffic. The CEQA Transportation Analysis recommends maintaining the existing low vegetation to the left of the driveway to maintain the sight distance (500 feet) looking to the left at southbound Crazy Horse Canyon Road.

The intersection level of service and queue analyses show that the project driveway would operate adequately with no significant delays and vehicle queues for inbound and outbound vehicles.

Acceleration/Deceleration Lane Evaluation

Monterey County requested an operational and safety analysis for the northbound deceleration left-turn lane for inbound vehicles, southbound deceleration right-turn lane, right-turn acceleration lane for outbound vehicles, and median acceleration lane for outbound left-turn vehicles. The deceleration and acceleration lanes were examined based on the guidelines in Caltrans' *Highway Design Manual (HDM)* and AASHTO's *A Policy on Geometric Design of Highways and Streets (The Green Book)*, 7th Edition.

Left-Turn Channelization

The left-turn lane to the project site from northbound Crazy Horse Canyon Road is evaluated according to the HDM Section 405.2(2) for the length of deceleration lane and approach taper. The approach taper is necessary since northbound main line traffic needs to be shifted to the right laterally (12 feet) to provide space for the left-turn lane. The recommended approach taper length is calculated based on the design speed of the roadway. The approach taper is calculated to be 600 feet (50 mph x 12 feet). The proposed approach taper would be approximately 250 feet long, which is about 350 feet short of the Caltrans' guideline with the given assumptions. It is recommended that the project lengthen the approach taper to meet the guidelines in the Caltrans' HDM or redesign the roadway cross section so widening occurs on both sides of the road to accommodate the turn lane, thereby reducing the necessary length of the approach taper for northbound traffic.

For the length of deceleration lane, the HDM guidelines state that where partial deceleration is permitted in the through lanes, design speeds may be reduced 10 – 20 mph for a lower entry speed. With the design speed of 50 mph (based on the posted speed limit of 45 mph), up to 20 mph of deceleration in the through lane is assumed. Assuming an entry speed of 30 mph, based on HDM Table 405.2B, the deceleration lane length (storage length plus bay taper) should be at least 235 feet. The proposed deceleration lane would be approximately 242 feet long (152 feet plus the standard bay taper length of 90 feet), which meets the Caltrans' guideline.

Right-Turn Channelization

The right-turn lane to the project site from southbound Crazy Horse Canyon Road is evaluated according to the HDM Section 405.3(2) for the length of deceleration lane. The conditions and principles of left-turn lane deceleration also apply to right-turn deceleration. Therefore, based on the same assumptions used for the left-turn lane above, the right-turn deceleration lane length should be at least 235 feet. The proposed deceleration lane would be approximately 537 feet long (from beginning of the bay taper on southbound Crazy Horse Canyon Road to the stop bar of the inbound lane on-site), which meets the Caltrans' guideline.

Right-Turn Acceleration Lane

HDM Section 405.1(4) references AASHTO's *A Policy on Geometric Design of Highways and Streets (The Green Book)*, 7th Edition, for acceleration lanes for left or right turns from local cross

roads onto state highways. The length of the proposed right-turn acceleration lane for outbound vehicles and median acceleration lane for outbound left-turn vehicles are analyzed as ramp entrances based on Section 10.9.6.5.1 in the Green Book.

For right-turn acceleration lane for the outbound vehicles from the project driveway, the site plan shows an acceleration lane of approximately 140 feet. It is assumed that outbound vehicles would have a travel speed of 15 mph by the time they turn from the driveway to the acceleration lane. According to Table 10-4 in the Green Book, by interpolation, an acceleration lane length of 140 feet and an initial speed of 15 mph corresponds to a merge speed of approximately 23 mph. Therefore, some vehicles exiting the site may cause mainline traffic to slow down to accommodate the merging vehicles, depending on how big the gaps are in traffic on the mainline. However, because there is adequate sight distance at the project driveway with 450 feet of sight distance for southbound approaching vehicles, it is expected that the exiting vehicles would be able to find a sufficient gap in traffic to pull out and merge onto the mainline without causing operational issues on the mainline.

Left-Turn Acceleration Lane

For median acceleration lane for the outbound left-turn vehicles from the project driveway, the site plan shows an acceleration lane of approximately 140 feet. It is assumed that outbound vehicles pulling into the lane would have to stop to wait for a gap in the northbound traffic. According to Table 10-4 in the Green Book, an acceleration lane length of 140 feet from a stop condition corresponds to a merge speed of approximately 20 mph. Therefore, some vehicles turning left out of the site may cause mainline traffic to slow down to accommodate the merging vehicles, depending on how big the gaps are in traffic on the mainline. Because there is an adequate sight distance at the project driveway with 500 feet of sight distance for northbound approaching vehicles, it is expected that the exiting vehicles would be able to find a sufficient gap in traffic to pull out and merge onto the mainline without causing operational issues on the mainline.

Conclusions

The results of the traffic assessment for the Crazy Horse Transfer Station project are summarized below.

- The proposed Crazy Horse Transfer Station will generate an estimated 152 AM peak-hour trips, including self-haul, franchise and off-site haul trips (342 AM peak-hour passenger car equivalent trips).
- The level of service (LOS) analysis indicates that all study intersections are projected to maintain an acceptable LOS C or better during the AM peak period with the project trips.
- The queuing analysis found that projected traffic queues would not exceed available northbound left-turn storage space at the intersections of Crazy Horse Canyon Road and the US 101 southbound ramps or the project driveway.
- Acceleration and deceleration lane evaluation for the project driveway shows the following findings:
 - *Northbound Left-Turn Channelization:* It is recommended that the project lengthen the approach taper (600 feet) to meet the guidelines in the Caltrans' *Highway Design Manual* or redesign the roadway cross section so widening occurs on both sides of the road to accommodate the turn lane, thereby reducing the necessary length of the approach taper for northbound traffic.

The proposed deceleration lane length would meet the Caltrans' guideline.

- *Southbound Right-Turn Channelization:* The proposed deceleration lane length would meet the Caltrans' guideline.
- *Southbound Right-Turn Acceleration Lane:* Some vehicles exiting the site may cause mainline traffic to slow down to accommodate the merging vehicles, depending on how big the gaps are in traffic on the mainline. However, because there is adequate sight distance at the project driveway with 450 feet of sight distance for southbound approaching vehicles, it is expected that the exiting vehicles would be able to find a sufficient gap in traffic to pull out and merge onto the mainline without causing operational issues on the mainline.
- *Northbound Left-Turn Acceleration Lane:* Some vehicles turning left out of the site may cause mainline traffic to slow down to accommodate the merging vehicles, depending on how big the gaps are in traffic on the mainline. Because there is an adequate sight distance at the project driveway with 500 feet of sight distance for northbound approaching vehicles, it is expected that the exiting vehicles would be able to find a sufficient gap in traffic to pull out and merge onto the mainline without causing operational issues on the mainline.

Appendix A

Traffic Counts

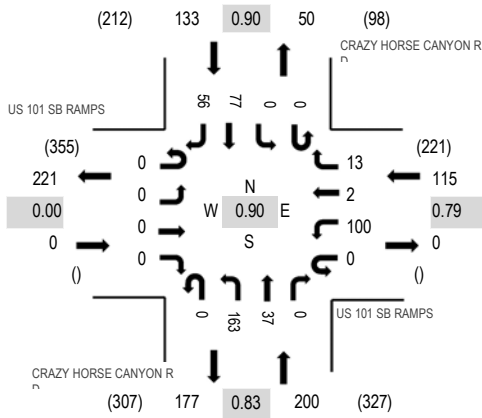
Location: 1 CRAZY HORSE CANYON RD & US 101 SB RAMPS AM

Date: Tuesday, February 11, 2025

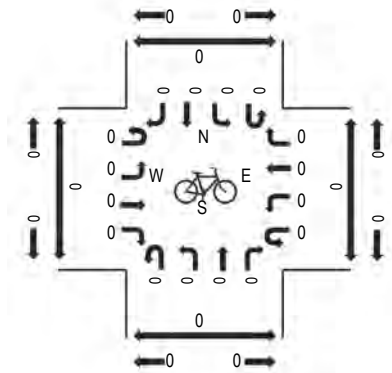
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

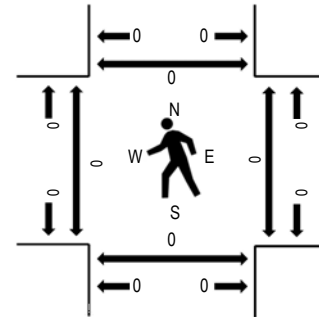
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US 101 SB RAMPS Eastbound				US 101 SB RAMPS Westbound				CRAZY HORSE CANYON RD Northbound				CRAZY HORSE CANYON RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	7:00 AM	0	0	0	0	0	26	0	2	0	32	6	0	0	0	12			5	83	434	0
7:15 AM	0	0	0	0	0	23	0	4	0	40	8	0	0	0	20	10	105	448	0	0	0	0
7:30 AM	0	0	0	0	0	27	0	2	0	52	8	0	0	0	18	18	125	447	0	0	0	0
7:45 AM	0	0	0	0	0	31	0	3	0	39	11	0	0	0	22	15	121	387	0	0	0	0
8:00 AM	0	0	0	0	0	19	2	4	0	32	10	0	0	0	17	13	97	326	0	0	0	0
8:15 AM	0	0	0	0	0	34	2	5	0	26	15	0	0	0	8	14	104		0	0	0	0
8:30 AM	0	0	0	0	0	18	0	2	0	17	7	0	0	0	10	11	65		0	0	0	0
8:45 AM	0	0	0	0	0	13	0	4	0	17	7	0	0	0	9	10	60		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	0	6
Lights	0	0	0	0	0	99	2	13	0	151	37	0	0	0	71	56	429
Mediums	0	0	0	0	0	1	0	0	0	11	0	0	0	0	1	0	13
Total	0	0	0	0	0	100	2	13	0	163	37	0	0	0	77	56	448

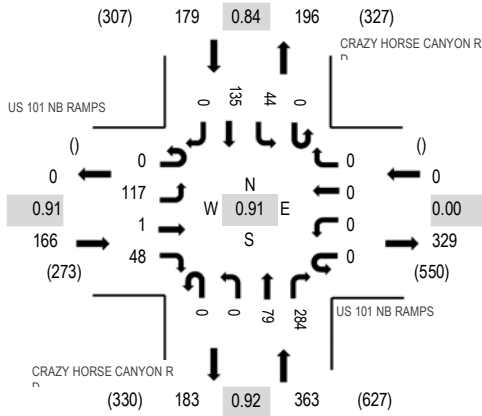
Location: 2 CRAZY HORSE CANYON RD & US 101 NB RAMPS AM

Date: Tuesday, February 11, 2025

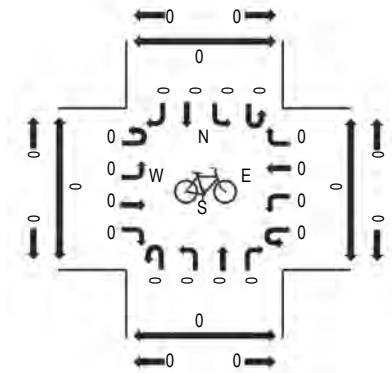
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

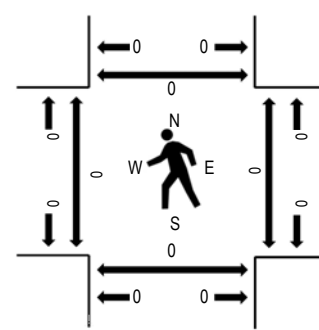
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US 101 NB RAMPS Eastbound				US 101 NB RAMPS Westbound				CRAZY HORSE CANYON RD Northbound				CRAZY HORSE CANYON RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	7:00 AM	0	17	0	8	0	0	0	0	0	0	21	67	0	10	28			0	151	708	0
7:15 AM	0	35	1	9	0	0	0	0	0	0	14	72	0	12	31	0	174	697	0	0	0	0
7:30 AM	0	35	0	15	0	0	0	0	0	0	24	75	0	12	33	0	194	659	0	0	0	0
7:45 AM	0	30	0	16	0	0	0	0	0	0	20	70	0	10	43	0	189	574	0	0	0	0
8:00 AM	0	19	0	21	0	0	0	0	0	0	23	41	0	11	25	0	140	499	0	0	0	0
8:15 AM	0	17	0	4	0	0	0	0	0	0	24	49	0	7	35	0	136		0	0	0	0
8:30 AM	0	14	0	13	0	0	0	0	0	0	10	44	0	4	24	0	109		0	0	0	0
8:45 AM	0	10	1	8	0	0	0	0	0	0	14	59	0	5	17	0	114		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	5	0	0	4	0	9
Lights	0	110	1	45	0	0	0	0	0	0	76	279	0	44	129	0	684
Mediums	0	7	0	3	0	0	0	0	0	0	3	0	0	0	2	0	15
Total	0	117	1	48	0	0	0	0	0	0	79	284	0	44	135	0	708

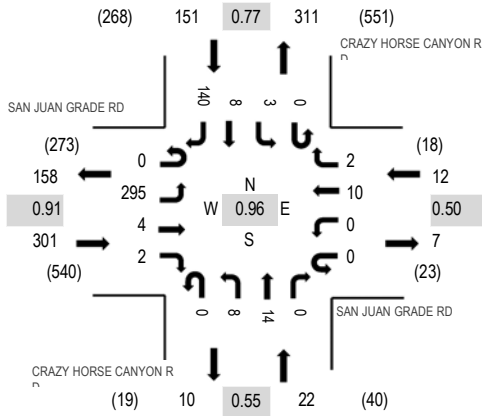
Location: 3 CRAZY HORSE CANYON RD & SAN JUAN GRADE RD AM

Date: Tuesday, February 11, 2025

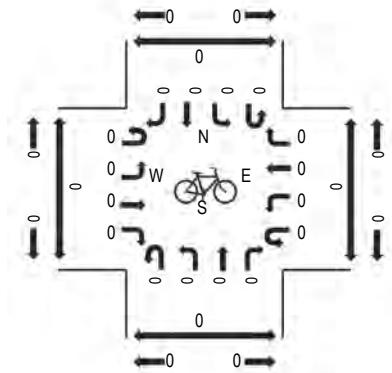
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:15 AM - 07:30 AM

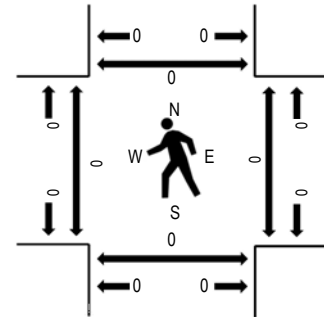
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SAN JUAN GRADE RD Eastbound				SAN JUAN GRADE RD Westbound				CRAZY HORSE CANYON RD Northbound				CRAZY HORSE CANYON RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
	7:00 AM	0	81	1	1	0	0	3	0	0	1	2	0	0	0	1			2	31	123	486	0
7:15 AM	0	74	2	0	0	0	4	2	0	1	4	0	0	0	1	38	126	462	0	0	0	0	
7:30 AM	0	79	1	0	0	0	0	0	0	3	5	0	0	0	0	0	28	116	446	0	0	0	0
7:45 AM	0	61	0	1	0	0	3	0	0	3	3	0	0	2	5	43	121	424	0	0	0	0	
8:00 AM	0	59	1	0	0	0	1	0	0	1	1	0	0	1	2	33	99	380	0	0	0	0	
8:15 AM	0	65	2	1	0	1	2	0	0	1	3	0	0	1	2	32	110		0	0	0	0	
8:30 AM	0	51	0	1	0	0	2	0	0	3	6	1	0	3	1	26	94		0	0	0	0	
8:45 AM	0	55	4	0	0	0	0	0	0	0	0	2	0	1	1	14	77		0	0	0	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
Lights	0	291	4	2	0	0	10	2	0	8	14	0	0	3	8	139	481
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	295	4	2	0	0	10	2	0	8	14	0	0	3	8	140	486

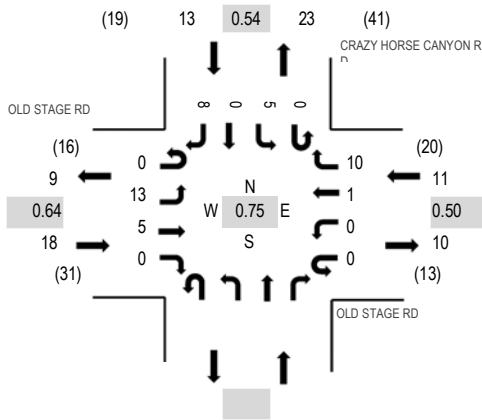
Location: 4 CRAZY HORSE CANYON RD & OLD STAGE RD AM

Date: Tuesday, February 11, 2025

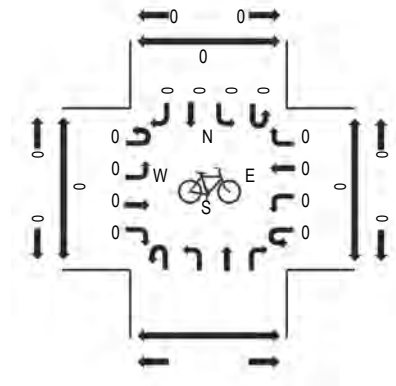
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

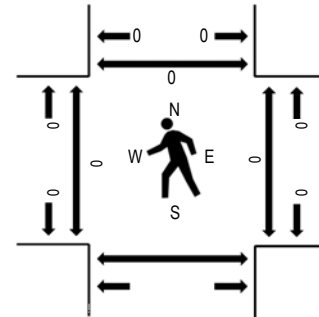
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OLD STAGE RD Eastbound				OLD STAGE RD Westbound				CRAZY HORSE CANYON RD Northbound				CRAZY HORSE CANYON RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	7:00 AM	0	2	1	0	0	0	1	0					1	1	0			1	7	37	0
7:15 AM	0	4	0	0	0	0	0	1					0	0	0	1	6	36	0	0	0	
7:30 AM	0	3	1	0	0	0	1	5					0	0	0	0	10	39	0	0	0	
7:45 AM	0	3	1	0	0	0	0	4					0	2	0	4	14	42	0	0	0	
8:00 AM	0	2	1	0	0	0	0	1					0	0	0	2	6	33	0	0	0	
8:15 AM	0	2	2	0	0	0	0	1					0	3	0	1	9		0	0	0	
8:30 AM	0	6	1	0	0	0	1	4					0	0	0	1	13		0	0	0	
8:45 AM	0	2	0	0	0	0	1	0					0	0	0	2	5		0	0	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right					
Articulated Trucks	0	0	0	0	0	0	0	0					0	0	0	0	0				
Lights	0	13	5	0	0	0	1	10					0	5	0	8	42				
Mediums	0	0	0	0	0	0	0	0					0	0	0	0	0				
Total	0	13	5	0	0	0	1	10					0	5	0	8	42				

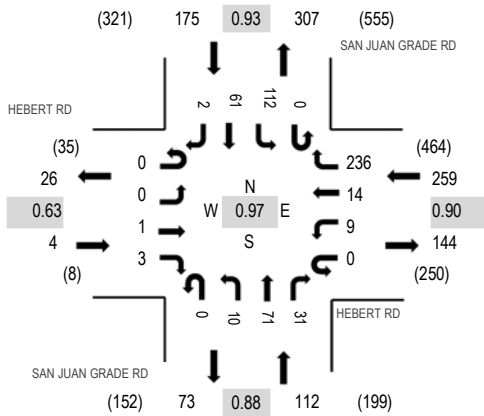
Location: 5 SAN JUAN GRADE RD & HEBERT RD AM

Date: Tuesday, February 11, 2025

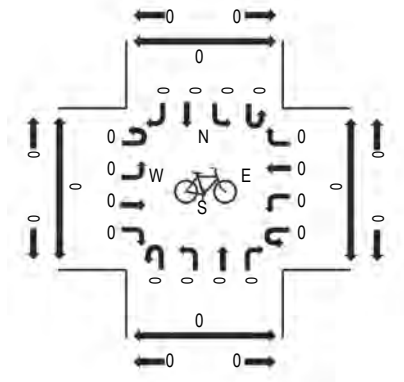
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

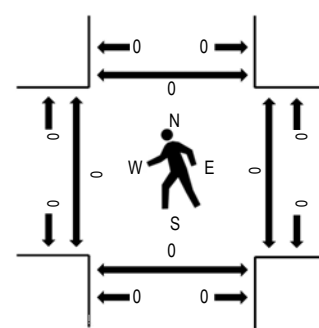
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HEBERT RD Eastbound				HEBERT RD Westbound				SAN JUAN GRADE RD Northbound				SAN JUAN GRADE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	0	6	66	0	4	20	8	0	22	10	0	136	550	0	0	0	0
7:15 AM	0	0	0	0	0	1	8	62	0	2	15	6	0	25	15	1	135	547	0	0	0	0
7:30 AM	0	0	1	1	0	3	0	58	0	1	18	8	0	35	17	0	142	536	0	0	0	0
7:45 AM	0	0	0	2	0	5	0	50	0	3	18	9	0	30	19	1	137	499	0	0	0	0
8:00 AM	0	0	0	1	0	4	2	47	0	1	16	9	0	29	23	1	133	442	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	61	0	2	10	7	0	20	22	1	124		0	0	0	0
8:30 AM	0	0	1	1	0	3	0	44	1	1	16	5	0	18	15	0	105		0	0	0	0
8:45 AM	0	1	0	0	0	3	0	40	0	1	13	5	0	12	5	0	80		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	4	0	1	0	0	0	3	0	0	8
Lights	0	0	1	3	0	9	14	232	0	9	71	29	0	108	60	2	538
Mediums	0	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	4
Total	0	0	1	3	0	9	14	236	0	10	71	31	0	112	61	2	550

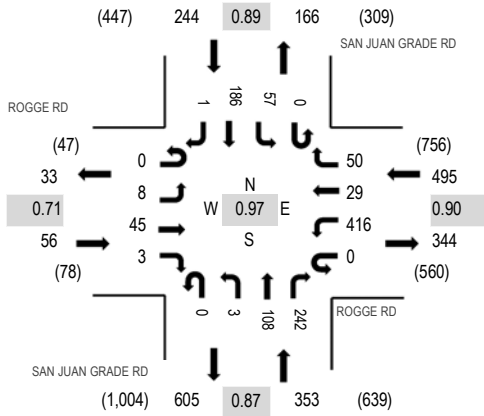
Location: 6 SAN JUAN GRADE RD & ROGGE RD AM

Date: Tuesday, February 11, 2025

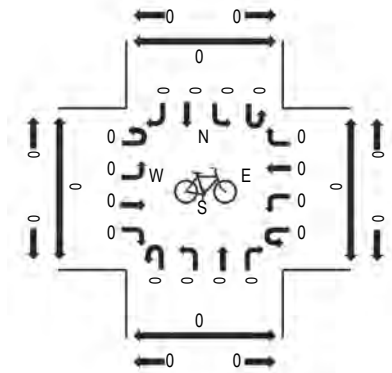
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

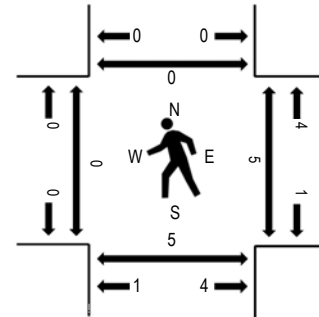
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROGGE RD Eastbound				ROGGE RD Westbound				SAN JUAN GRADE RD Northbound				SAN JUAN GRADE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	2	4	0	0	29	0	5	0	0	31	29	0	2	31	1	134	856	0	0	0	0
7:15 AM	0	1	2	1	0	35	0	8	0	0	22	45	0	4	50	0	168	1,010	0	0	2	0
7:30 AM	0	0	4	3	0	63	2	11	0	0	30	75	0	17	62	0	267	1,137	0	0	4	0
7:45 AM	0	1	19	0	0	81	2	15	0	0	25	66	0	20	58	0	287	1,148	0	1	0	0
8:00 AM	0	4	11	3	0	118	11	12	0	0	24	44	0	16	45	0	288	1,064	0	1	3	0
8:15 AM	0	3	9	0	0	96	7	15	0	3	26	73	0	15	47	1	295		0	0	2	0
8:30 AM	0	0	6	0	0	121	9	8	0	0	33	59	0	6	36	0	278		0	3	0	0
8:45 AM	0	1	2	2	0	92	10	6	0	1	26	27	0	5	31	0	203		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3
Lights	0	8	45	3	0	406	29	50	0	3	105	228	0	57	184	1	1,119
Mediums	0	0	0	0	0	10	0	0	0	0	1	14	0	0	1	0	26
Total	0	8	45	3	0	416	29	50	0	3	108	242	0	57	186	1	1,148



(303) 216-2439
www.alltrafficdata.net

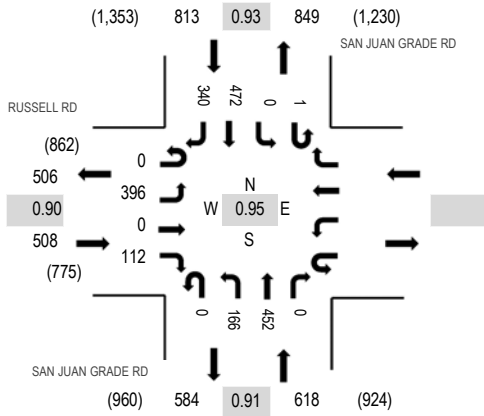
Location: 7 SAN JUAN GRADE RD & RUSSELL RD AM

Date: Tuesday, February 11, 2025

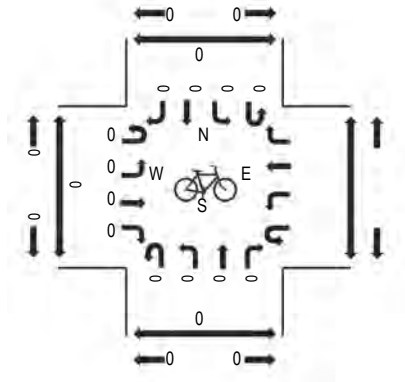
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:00 AM - 08:15 AM

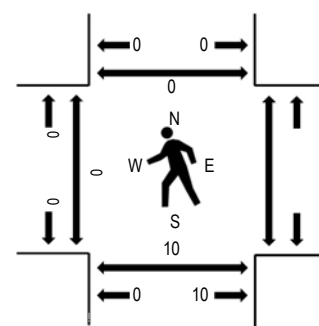
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	RUSSELL RD Eastbound				Westbound				SAN JUAN GRADE RD Northbound				SAN JUAN GRADE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	30	0	6					0	32	35	0	0	0	36	44	183	1,304	0	1	0	
7:15 AM	0	39	0	26					0	14	47	0	0	0	55	61	242	1,633	0	0	0	
7:30 AM	0	82	0	36					0	43	68	0	0	0	104	59	392	1,885	0	0	0	
7:45 AM	0	105	0	39					0	57	105	0	1	0	101	79	487	1,939	0	4	0	
8:00 AM	0	92	0	33					0	59	110	0	0	0	133	85	512	1,748	0	3	0	
8:15 AM	0	115	0	18					0	30	118	0	0	0	119	94	494		0	2	0	
8:30 AM	0	84	0	22					0	20	119	0	0	0	119	82	446		0	1	0	
8:45 AM	0	33	0	15					0	20	47	0	0	0	98	83	296		0	0	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	1	0	0	0	0	1	2
Lights	0	385	0	110					0	163	443	0	1	0	463	335	1,900
Mediums	0	11	0	2					0	3	8	0	0	0	9	4	37
Total	0	396	0	112					0	166	452	0	1	0	472	340	1,939



(303) 216-2439
www.alltrafficdata.net

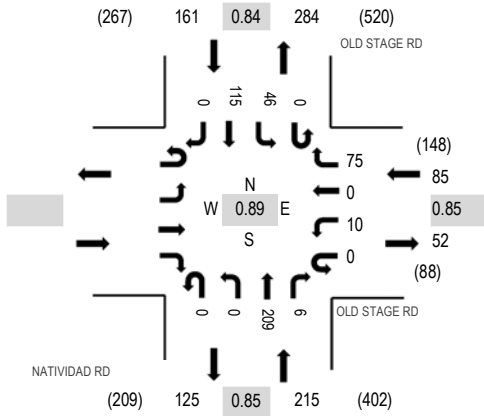
Location: 8 NATIVIDAD RD & OLD STAGE RD AM

Date: Tuesday, February 11, 2025

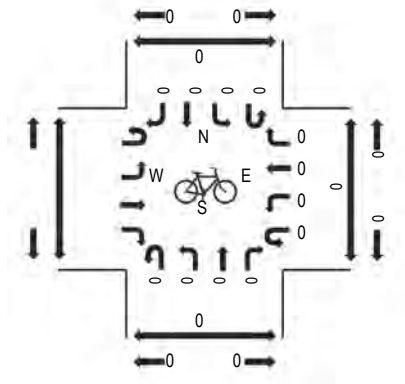
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

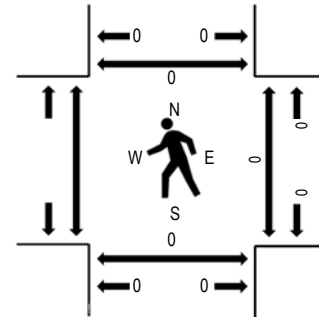
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	Eastbound				Westbound				Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM					0	4	0	12	0	0	61	1	0	10	14	0	102	459	0	0	0	
7:15 AM					0	3	0	22	0	0	63	1	0	6	25	0	120	461	0	0	0	
7:30 AM					0	2	0	21	0	0	68	2	0	10	27	0	130	434	0	0	0	
7:45 AM					0	3	0	18	0	0	39	2	0	18	27	0	107	396	0	0	0	
8:00 AM					0	2	0	14	0	0	39	1	0	12	36	0	104	358	0	0	0	
8:15 AM					0	1	0	16	0	0	51	0	0	5	20	0	93		0	0	0	
8:30 AM					0	3	0	13	0	0	38	1	0	11	26	0	92		0	0	0	
8:45 AM					0	2	0	12	0	0	33	2	0	6	14	0	69		0	0	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	1	0	0	0	1	0	2
Lights					0	8	0	75	0	0	208	6	0	45	114	0	456
Mediums					0	2	0	0	0	0	0	0	0	1	0	0	3
Total					0	10	0	75	0	0	209	6	0	46	115	0	461

Appendix B
CEQA Transportation Analysis



Memorandum

Date: November 22, 2024

To: Brian Kennedy, Salinas Valley SWA

From: Ollie Zhou
Nivedha Baskarapandian

Subject: CEQA Transportation Analysis for the Proposed Crazy Horse Transfer Station Project in Monterey County, California

Hexagon Transportation Consultants, Inc. has completed a CEQA transportation analysis for the proposed Crazy Horse Transfer Station project in Monterey County, California. The project site is located on Crazy Horse Canyon Road about 1.6 miles south of US 101 (see Figure 1). The project site, although currently not in operation, has an active permit to process incoming waste up to 15 tons per day. The project proposes to reactivate the site and expand the site's Solid Waste Permit to a Large Volume Transfer station that would process more than 100 tons of waste per day (see Figure 2).

The transportation analysis includes trip generation estimates, a review of the site plan, and a qualitative discussion of required CEQA topics (vehicle miles traveled [VMT], consistency with bicycle, pedestrian, and transit plans, roadway hazards, and emergency vehicle access). The methodology, results, and conclusions are discussed below.

Project Trip Generation

Estimates of the trips to be added to the surrounding roadway network by the proposed transfer station were calculated using a project description provided by the Salinas Valley Solid Waste Authority (SVSWA). SVSWA provided data of the 2021 operations of its Sun Street transfer station which is provided as Attachment 1. The data provided includes estimated number of vehicles categorized into 1) self-haul vehicles by the public, and 2) franchise vehicles (Republic and Waste Management), and 3) off-site haul trucks moving the waste to landfills.

Self-haul and Franchise Trips

The data (as summarized in Table 1) showed that in the year 2021, there were 107,216 self-haul vehicles dumping 73,080 tons, for an average of 0.68 tons per self-haul vehicle. Expressed as a trip rate, the self-haul vehicle trip rate is calculated at 2.93 trips per ton ($2.93 = 107,216 \times 2 / 73,080$). Each vehicle must drive in and out of the facility, generating 2 trips, which is why the number of vehicles is multiplied by 2 to derive the trip count. There were 14,967 franchise vehicles in 2021 dumping 93,121 tons, for an average of 6.22 tons per franchise vehicle. Expressed as a trip rate, the franchise vehicle trip rate is calculated at 0.32 trips per ton ($0.32 = 14,967 \times 2 / 93,121$).

The proposed Crazy Horse transfer station is expected to process 200 tons of waste per day each for self-haul vehicles and franchise trucks. Therefore, as shown in Table 2, at a rate of 2.93 trips per ton for self-haul vehicles, the Crazy Horse facility is expected to generate 586 daily self-haul trips. At a rate of 0.32 trips per ton for franchise vehicles, the Crazy Horse facility is expected to generate 64 daily franchise trips.

**Table 1
Trip Rate Estimate**

Vehicle Type	Annual Count (2021)		Trip Rate Estimate	
	# of Vehicles	Waste (tons)	Equivalent # of Trips	Trip Rate (trips per ton of waste)
Self-haul	107,216	73,080	214,432	2.93
Franchise	14,967	93,121	29,934	0.32

Notes:
Data referenced vehicle and waste tonnage data collected at SVSWA's Sun Street facility in 2021.

Off-site Haul Trips

The proposed off-site haul trips were based on the estimates provided by SVSWA, referencing previous operations at the Sun Street facility. It was estimated that out of 260 operating days in a year for off-site haul operations, the Crazy Horse facility will generate 7,151 off-site haul trucks, which is equivalent to 14,302 trips (multiplied number of trucks by 2). Therefore, on a daily basis, the number of off-site haul trips is estimated at 55 trips (55 = 14,302 / 260).

Employee Trips

The Crazy Horse facility expects to have eight employees. Assuming each employee drives alone to go to work, the project would generate 16 employee trips per day (16 = 8 x 2).

Total Daily Trip Generation

As shown in Table 2, the Crazy Horse facility is expected to generate 586 daily self-haul trips, 64 daily franchise trips, 55 daily off-site haul trips, and 16 daily employee trips. In summary, the Crazy Horse facility is expected to generate 721 daily trips.

**Table 2
Project Trip Generation**

Land Use	Size	Units	Trip Rate ¹	Daily Trips
<u>Proposed</u>				
Self-Haul ¹	200	tons	2.93 trips per ton	586
Franchise ¹	200	tons	0.32 trips per ton	64
Site Haul ¹	55	trips	--	55
Employees ¹	8	staff	2 trips per employee	16
Total Vehicle Trips				721

Notes:
¹ Trip generation rates are based on data obtained from the Sun Street facility in 2021.

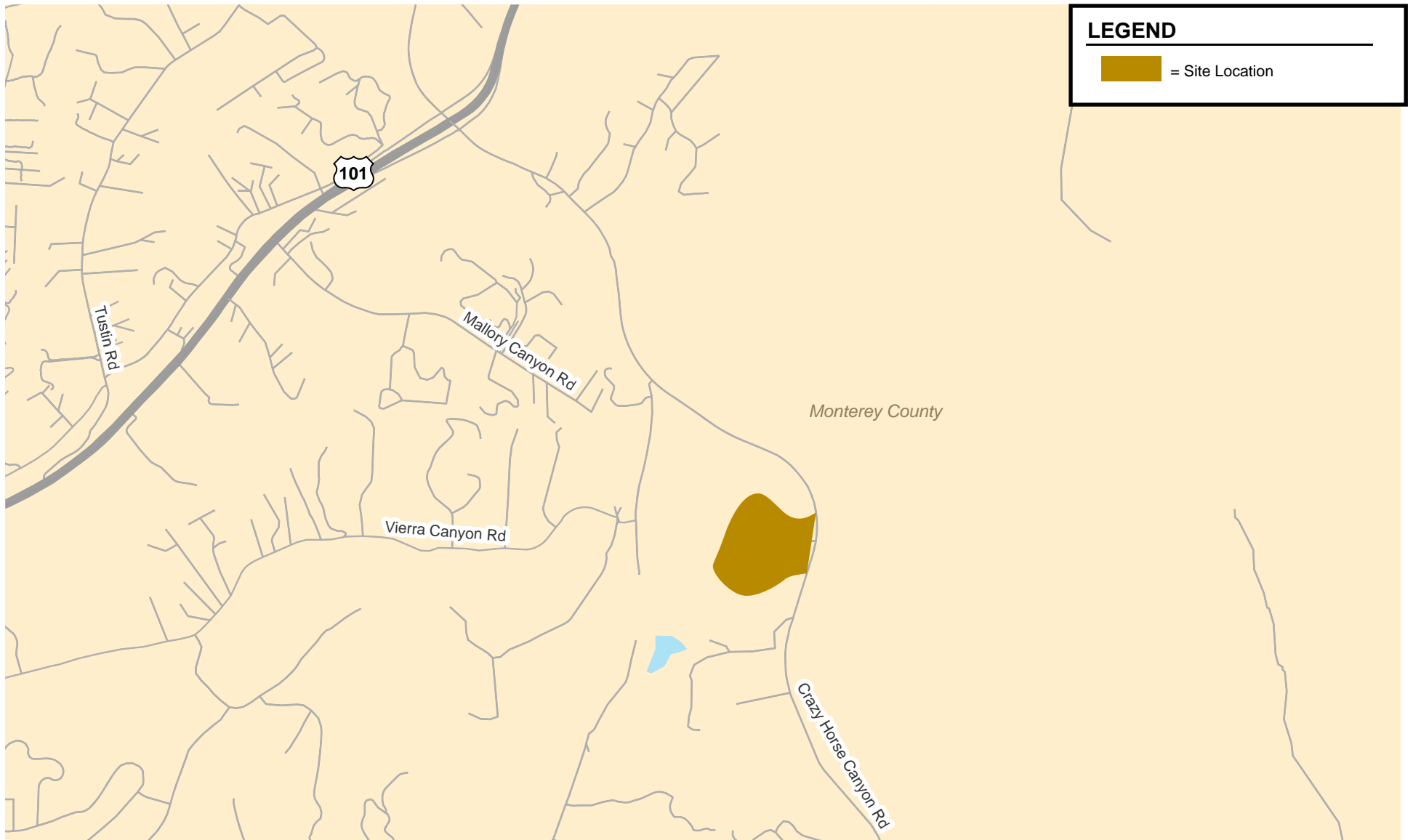


Figure 1
Project Site Location



Figure 2
Site Plan

Vehicle Miles Traveled Analysis

Pursuant to Senate Bill (SB) 743, the California Environmental Quality Act (CEQA) 2019 Update Guidelines Section 15064.3, subdivision (b) states that VMT will be the metric in analyzing transportation impacts for land use projects for CEQA purposes. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips with one end within the project.

VMT Impact Criteria

The County of Monterey, at the time of this report, has not yet adopted any analysis procedures, standards, or guidelines consistent with SB 743. In the absence of an adopted policy with impact thresholds, this assessment relies on guidelines published by the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018. The guidelines set forth procedures for determining project impacts on VMT based on the project description, characteristics, and location. The VMT methodology also includes screening criteria that are used to identify types, characteristics, and locations of projects that would not exceed the VMT thresholds of significance. If a project meets the screening criteria, it is then presumed that the project would result in a less than significant impact on VMT, and a detailed VMT analysis is not required.

Screening for VMT Analysis

Land use projects that meet at least one of the following screening criteria are presumed to have a less than significant impact on VMT and do not require CEQA transportation analysis:

1. Small Projects (generating 110 daily trips or less)
2. Retail uses of 50,000 square feet (s.f.) or less ("Local Serving Retail")
3. Local serving public projects such as fire stations, neighborhood parks, libraries, and community centers
4. 100% Affordable Housing projects
5. Transit Supportive Projects

OPR does not provide specific VMT analysis methodologies for transfer stations. However, as shown on the project trip generation table (Table 1), the site on a daily basis would serve mostly the general public. It is assumed that the public would generally prefer a transfer station closer to their home than a site further away. OPR describes a similar assumption in trip making characteristics for local serving retail land use and uses that assumption to outline a VMT screening criteria. As discussed above, local serving retail (defined as retail uses of 50,000 square feet or less), can be presumed to have a less than significant VMT impact.

For the purpose of this VMT evaluation, the trip estimates for the proposed transfer station were converted to trip estimates equivalent to local serving retail land use. Table 2 shows the conversion of the project daily trips to local serving retail. Based on the conversion process, the proposed transfer station operations would generate daily trips equivalent to 13,200 s.f. of retail space, which is under the 50,000 s.f. threshold. OPR presumes local serving retail projects would have a less than significant VMT impact. Thus, the proposed project would also have a less than significant VMT impact.

**Table 3
Project Daily Trip Conversion to Local Serving Retail**

Land Use	Size	Daily	
		Rate	Trips
Proposed Land Use			
Landfill			721
Equivalent Land Use			
Retail ¹	13,200 s.f.	54.45	721
<u>Notes:</u> s.f. = square feet			
¹ Average daily trip rate (in trips per 1,000 s.f.) is from the ITE Trip Generation online database for Strip Retail Plaza (<40k) (Land Use Code 822).			

Other CEQA Impact Topics

The project’s CEQA transportation impacts related to consistency with plans and policies addressing transit, roadway, bicycle and pedestrian facilities, roadway hazards, and emergency access are discussed below.

Consistency with Plans and Policies

There are no existing pedestrian paths, bicycle lanes, or transit routes along Crazy Horse Canyon Road. Monterey County does not propose any facilities along Crazy Horse Canyon Road. Due to the nature of its operations, the project would not generate any pedestrian, bicycle, or transit traffic.

Roadway Hazards

The project would have one driveway on Crazy Horse Canyon Road to access the site. The project driveway would be designed in accordance with County standards. The project would generate mostly passenger vehicles with some truck trips, and the surrounding roadway system is not adequately designed to accommodate these vehicles. The project proposes to modify the project driveway and Crazy Horse Canyon Road for about 650 feet to reduce the hazards generated by the proposed use.

Emergency Access

Emergency vehicles would be able to access the site via the project driveway on Crazy Horse Canyon Road. Emergency vehicles would be able to circulate the site similar to the larger trucks using the main project drive aisle.

Site Access and Circulation

The site access and on-site circulation evaluation is based on the site plan prepared by JRMA dated August 22, 2024 (see Figure 2). Site access was evaluated to determine the adequacy of the site’s driveways regarding the following: traffic volume, vehicle queues, geometric design, and stopping sight distance. On-site vehicular circulation and parking layout were reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Site Access

The site plans shows that vehicular access to the project would be provided by an existing driveway on Crazy Horse Canyon Road. The driveway would provide access to and from the transfer station.

The project proposes to and modify Crazy Horse Canyon Road north and south of the project's driveway. The project proposes to modify Crazy Horse Canyon Road by striping a 250 feet deceleration lane for inbound vehicles from the north, a 400 feet acceleration lane for outbound vehicles to the south and widening the roadway to allow for a dedicated left-turn lane and merge lane for inbound and outbound vehicles from the south and to the north respectively. For vehicles coming from and going to northbound Crazy Horse Canyon Road the driveway would be 45 feet wide, which is adequate for two-way traffic.

Sight Distance

Sight distance was checked for the project driveway. Sight distance recommendations vary depending on the roadway speeds. The posted speed limit on Crazy Horse Canyon Road is 45 mph. The Caltrans recommended stopping sight distance for the project driveway is 430 feet (based on a design speed of 50 mph). The project driveway has about 450 feet of sight distance looking left at Crazy Horse Canyon Road southbound traffic and over 500 feet of sight distance looking right at Crazy Horse Canyon northbound traffic. Hexagon recommends maintaining the existing low vegetation to the left of the driveway to maintain the sight distance looking to the left at southbound Crazy Horse Canyon Road.

On-Site Circulation

The site plan shows a series of drive aisles and paths for different users. Vehicles entering from southbound Crazy Horse Canyon Road are met with a stop sign at the end of the deceleration lane inside the property and would yield to vehicles entering from northbound Crazy Horse Canyon Road. The site is generally designed as a loop, with two inbound lanes and 1 outbound lane. The circulation for disposal of different waste types and employees are described below.

Hazardous and Electronic Waste

According to the site plan, building HHW and building 8 would serve as the destination points for hazardous and electronic waste respectively. Vehicles looking to dispose of hazardous and electronic waste would enter the project site, stay in the right-hand lane and turn right into the waste dumping facility. Exiting the site, vehicles would need to loop through the public recycling area to be able to turn around.

At this area, the inside inbound lane has a stop sign, and the inside outbound lane also has a stop sign. The site plan shows that the inbound and outbound lanes would need to negotiate over right-of-way in between the two stop signs. It is recommended that dedicated inbound and outbound lanes be clearly striped to avoid confusion.

Recycling

According to the site plan, building 5 would serve as the destination point for recycling by the public, Republic, and Waste Management. Vehicles looking to dispose of recycling would enter the project site, follow the drive aisle to building 5, dispose of recycling, then loop around the building. The inside lane would direct the traffic to exit the site, whereas the outside lane provides traffic the option to turn left (exit the site), or turn right (dump other types of waste). Both lanes have stop signs as they intersect the main internal roadway.

Public Tipping

According to the site plan, building 1 would serve as the destination point for general waste being dumped by the public. Public vehicles looking to dispose of general waste would enter the project site, follow the drive aisle through the site to the scale and get weighed, wait for space to open at the public tipping building, reverse into the building and dump the waste, go to the outbound scale and get weighed, then proceed to the exit by following the path. It should be noted that at the scale, attendants will help direct traffic to the appropriate self-haul waste unloading area.

Commercial Tipping

According to the site plan, building 2 would serve as the destination point for general waste being dumped by Republic and Waste Management. Commercial vehicles looking to dispose of general waste would enter the project site, follow the drive aisle through the site to the scale and get weighed, wait for space to open at the commercial tipping building, reverse into the building and dump the waste, go to the outbound scale and get weighed, then proceed to the exit by following the path. It should be noted that at the scale, attendants will help direct traffic to the appropriate commercial waste unloading area.

Yard Waste

According to the site plan, the disposal site located at the north end of the site (4) would serve as the destination point for yard waste being dumped by the public, Republic, and/or Waste Management. Any vehicle looking to dispose of yard waste would enter the project site, follow the drive aisle through the site to the scale and get weighed, dispose of the waste, go to the outbound scale and get weighed, then proceed to the exit by following the path. It should be noted that at the scale, attendants will help direct traffic to the appropriate yard waste unloading area.

Employees

Employee parking is provided in a surface parking lot at the southeast corner of the project site. These spots can be accessed via the project driveway and the main project drive aisle.

Appendix C
SVSWA Operations Data

Sun Street Annual Trips by Hour - Self Haul

SiteCode	SS									
BillCompany	(Multiple Items)									
Count of NetTN	Column Labels									
Row Labels	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	Grand Total
SH I										
100 - Solid Waste	4,180	6,471	7,128	8,060	8,563	8,555	8,822	9,020	8,853	76,311
102 - Mixed Recycling			1							2
107 - Salvaged Metal	1	1	1		1	1	2		1	8
109 - Carpet	47	36	38	24	29	26	22	24	30	295
113 - Solid Waste - Cannabis	3	10	16	11	9	7	14	15	19	113
115 - Community Clean Up Solid Waste		1	1		3		1			6
121 - Construction & Demolition	418	591	565	626	650	614	645	625	747	5,980
310 - Altered Tires	74	36	109	100	112	81	32	79	97	760
330 - Outbound Mattresses	16	26	12	9	13	9	2	5	3	97
400 - Clean Lumber	106	218	333	316	376	373	345	354	336	2,995
402 - Wood Stumps (3 feet and over in diameter)	1	4	4	2	4	6	4		7	33
409 - Green Waste - Rendered Cannabis	3	7	13	7	8	7	6	5	1	60
410 - Green (Yard) Waste	1,861	1,505	1,261	1,269	1,498	1,526	1,909	2,172	1,957	16,420
412 - SS Organics	1									1
419 - Community Clean Up Green Waste							1			1
420 - Recyclable Metal	3	6	5	5	4		6	3		34
425 - Community Cleanup Mattresses						1				1
427 - Community Cleanup E-Waste							1			2
430 - Recyclable Cardboard	4	14	13	14	15	9	5	20	15	115
440 - Recyclable Plastic	3	1	2	8	3		1		1	20
460 - Recyclable Paper			1	1	2	1		2		7
999 - Not Specified	86	255	387	493	566	551	523	528	559	4,430
I Total	6,807	9,182	9,890	10,945	11,856	11,767	12,341	12,852	12,626	107,691
	0.063	0.085								

AM pk-hr to daily trip ratio

Sun Street Annual Trips by Hour - Franchise

SiteCode

1/4 of REPUBLIC SERVICES OF SALINAS

Count of NetTN

Column Labels

Row Labels

7 AM 8 AM 9 AM 10 AM 11 AM 12 PM 1 PM 2 PM 3 PM Grand Total

FR I

105 - Franchise Solid Waste	486	400	386	312	258	216	112	44	17	2,236
121 - Construction & Demolition	8	6	5	3	2	0	1	-	0	25
321 - Christmas Trees	-	-	-	0	-	-	-	-	-	0
399 - Community Clean Up Clean Lumber	-	-	-	-	0	0	-	0	-	1
400 - Clean Lumber	13	12	11	4	5	2	-	1	0	48
412 - SS Organics	3	21	17	3	2	1	1	1	-	47
420 - Recyclable Metal	-	-	-	-	0	0	1	1	-	2
430 - Recyclable Cardboard	-	-	-	-	-	0	0	0	-	1
440 - Recyclable Plastic	-	-	-	-	-	1	-	0	-	1
999 - Not Specified	-	-	0	0	-	0	-	-	-	1
I Total	509	438	419	323	267	221	115	46	18	2,361

0.216

AM pk-hr to daily trip ratio

Sun Street Annual Trips by Hour - Off-Site Haul

SiteCode SS
 BillCompany (Multiple Items)

Count of NetTN Row Labels	Column Labels									Grand Total
	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	
SH O										
111 - Transfer Solid Waste	1,094	679	744	714	553	602	478	172	11	5,048
126 - Transfer Construction & Demolition	123	32	37	55	43	55	35	12		396
231 - Transfer Concrete	4	3	1	2		4	1	1		16
280 - Outbound CRT	2	4	6	4	6	2	7	8	5	46
316 - Outbound Carpet	1	1		2	3	1				8
317 - Outbound Amnesty Tires			1		1	1	1	1	1	7
320 - Outbound Tires	2				1	1	1	2		7
329 - Outbound Clothing			7	4	2	6	3		2	24
330 - Outbound Mattresses	18	30	8	7	2	4	2	1		75
405 - Outbound Wood Waste		1								1
406 - Transfer Wood Waste	22	9	5	14	4	8	8	3		74
416 - Transfer Green	224	62	39	77	40	57	66	45	7	629
500 - Outbound Metal	12	40	45	42	50	43	40	38	23	346
510 - Outbound Cardboard	16	47	37	18	23	23	30	46	73	339
530 - Outbound Plastic	3	4	3	3	1	1	5	4	8	38
O Total	1,521	912	933	942	729	808	677	333	130	7,054

0.216

AM pk-hr to daily trip ratio

Appendix D
Level of Service Calculations

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶	↷		↶	↷			↷	↶
Traffic Vol, veh/h	0	0	0	100	2	13	163	37	0	0	77	56
Future Vol, veh/h	0	0	0	100	2	13	163	37	0	0	77	56
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	75	-	-	100	-	-	-	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	111	2	14	181	41	0	0	86	62

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	489	551	41	148	0	-	0
Stage 1	403	403	-	-	-	-	-
Stage 2	86	148	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	538	442	1030	1434	-	0	0
Stage 1	675	600	-	-	-	0	0
Stage 2	938	775	-	-	-	0	0
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	470	0	1030	1434	-	-	-
Mov Cap-2 Maneuver	470	0	-	-	-	-	-
Stage 1	589	0	-	-	-	-	-
Stage 2	938	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.17	6.42	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	1434	-	470	1030	-
HCM Lane V/C Ratio	0.126	-	0.236	0.016	-
HCM Ctrl Dly (s/v)	7.9	-	15	8.6	-
HCM Lane LOS	A	-	C	A	-
HCM 95th %tile Q(veh)	0.4	-	0.9	0	-

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗						↑	↖	↗	↑	
Traffic Vol, veh/h	117	1	48	0	0	0	0	79	284	44	135	0
Future Vol, veh/h	117	1	48	0	0	0	0	79	284	44	135	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	50	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	129	1	53	0	0	0	0	87	312	48	148	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	332	644	148	-	0	0	399	0	0
Stage 1	245	245	-	-	-	-	-	-	-
Stage 2	87	399	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	663	391	898	0	-	-	1160	-	0
Stage 1	796	703	-	0	-	-	-	-	0
Stage 2	937	602	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	635	0	898	-	-	-	1160	-	-
Mov Cap-2 Maneuver	635	0	-	-	-	-	-	-	-
Stage 1	796	0	-	-	-	-	-	-	-
Stage 2	898	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.26	0	2.03
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	635	898	1160	-
HCM Lane V/C Ratio	-	-	0.202	0.06	0.042	-
HCM Ctrl Dly (s/v)	-	-	12.1	9.3	8.2	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.2	0.1	-

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	295	4	2	0	10	2	8	14	0	3	8	140
Future Vol, veh/h	295	4	2	0	10	2	8	14	0	3	8	140
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	307	4	2	0	10	2	8	15	0	3	8	146
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.5	7.7	8.2	8.2
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	36%	98%	0%	2%
Vol Thru, %	64%	1%	83%	5%
Vol Right, %	0%	1%	17%	93%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	301	12	151
LT Vol	8	295	0	3
Through Vol	14	4	10	8
RT Vol	0	2	2	140
Lane Flow Rate	23	314	13	157
Geometry Grp	1	1	1	1
Degree of Util (X)	0.032	0.397	0.016	0.183
Departure Headway (Hd)	4.967	4.559	4.586	4.192
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	720	793	779	856
Service Time	2.999	2.559	2.621	2.215
HCM Lane V/C Ratio	0.032	0.396	0.017	0.183
HCM Control Delay, s/veh	8.2	10.5	7.7	8.2
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.1	1.9	0	0.7

Intersection						
Int Delay, s/veh	4.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	13	5	1	10	5	8
Future Vol, veh/h	13	5	1	10	5	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	7	1	13	7	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	15	0	-	0	49
Stage 1	-	-	-	-	8
Stage 2	-	-	-	-	41
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1603	-	-	-	960
Stage 1	-	-	-	-	1015
Stage 2	-	-	-	-	981
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1603	-	-	-	949
Mov Cap-2 Maneuver	-	-	-	-	949
Stage 1	-	-	-	-	1004
Stage 2	-	-	-	-	981

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	5.25	0	8.58
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1300	-	-	-	1022
HCM Lane V/C Ratio	0.011	-	-	-	0.017
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection												
Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	3	9	14	236	10	71	31	112	61	2
Future Vol, veh/h	0	1	3	9	14	236	10	71	31	112	61	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	97	92	97	92	97	97	97	97	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	3	9	15	243	11	73	32	115	63	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	397	422	64	405	407	89	65	0	0	105	0	0
Stage 1	295	295	-	111	111	-	-	-	-	-	-	-
Stage 2	103	127	-	294	296	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	563	523	1000	556	533	969	1537	-	-	1486	-	-
Stage 1	713	669	-	894	804	-	-	-	-	-	-	-
Stage 2	903	791	-	714	668	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	373	477	1000	505	487	969	1537	-	-	1486	-	-
Mov Cap-2 Maneuver	373	477	-	505	487	-	-	-	-	-	-	-
Stage 1	656	615	-	887	798	-	-	-	-	-	-	-
Stage 2	659	785	-	653	614	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.61		10.77		0.69		4.88	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	159	-	-	785	890	1144	-	-
HCM Lane V/C Ratio	0.007	-	-	0.006	0.301	0.078	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	9.6	10.8	7.6	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1.3	0.3	-	-

Intersection	
Intersection Delay, s/veh	21.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕	↕	↕	↕	
Traffic Vol, veh/h	8	45	3	416	29	50	3	108	242	57	186	1
Future Vol, veh/h	8	45	3	416	29	50	3	108	242	57	186	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	46	3	429	30	52	3	111	249	59	192	1
Number of Lanes	0	1	0	1	1	0	0	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay, s/veh	11.8	32.9	13.2	13.6
HCM LOS	B	D	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	3%	0%	14%	100%	0%	100%	0%
Vol Thru, %	97%	0%	80%	0%	37%	0%	99%
Vol Right, %	0%	100%	5%	0%	63%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	111	242	56	416	79	57	187
LT Vol	3	0	8	416	0	57	0
Through Vol	108	0	45	0	29	0	186
RT Vol	0	242	3	0	50	0	1
Lane Flow Rate	114	249	58	429	81	59	193
Geometry Grp	5	5	4b	5	5	5	5
Degree of Util (X)	0.224	0.438	0.123	0.844	0.139	0.126	0.384
Departure Headway (Hd)	7.049	6.319	7.639	7.087	6.13	7.693	7.176
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	509	569	469	515	589	467	501
Service Time	4.789	4.058	5.689	4.787	3.83	5.435	4.918
HCM Lane V/C Ratio	0.224	0.438	0.124	0.833	0.138	0.126	0.385
HCM Control Delay, s/veh	11.8	13.9	11.8	37.3	9.8	11.5	14.3
HCM Lane LOS	B	B	B	E	A	B	B
HCM 95th-tile Q	0.9	2.2	0.4	8.7	0.5	0.4	1.8

HCM 7th Signalized Intersection Summary
 Crazy Horse Transfer Station

Existing AM
 7: San Juan Grade Road & Russell Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	396	0	112	0	0	0	166	452	0	1	472	340
Future Volume (veh/h)	396	0	112	0	0	0	166	452	0	1	472	340
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No					No		No			
Adj Sat Flow, veh/h/ln	1870	0	1870				1870	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	417	0	118				175	476	0	1	497	358
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2				2	2	0	2	2	2
Cap, veh/h	476	0	615				215	1047	0	2	823	1121
Arrive On Green	0.27	0.00	0.27				0.12	0.56	0.00	0.00	0.44	0.44
Sat Flow, veh/h	1781	0	1585				1781	1870	0	1781	1870	1585
Grp Volume(v), veh/h	417	0	118				175	476	0	1	497	358
Grp Sat Flow(s),veh/h/ln	1781	0	1585				1781	1870	0	1781	1870	1585
Q Serve(g_s), s	17.6	0.0	3.9				7.5	11.8	0.0	0.0	15.9	6.7
Cycle Q Clear(g_c), s	17.6	0.0	3.9				7.5	11.8	0.0	0.0	15.9	6.7
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	476	0	615				215	1047	0	2	823	1121
V/C Ratio(X)	0.88	0.00	0.19				0.81	0.45	0.00	0.41	0.60	0.32
Avail Cap(c_a), veh/h	691	0	807				329	1047	0	113	823	1121
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	0.0	15.9				33.7	10.2	0.0	39.2	16.8	4.3
Incr Delay (d2), s/veh	8.8	0.0	0.2				8.8	1.4	0.0	83.6	1.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	1.4				3.6	4.6	0.0	0.1	6.5	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.3	0.0	16.1				42.4	11.6	0.0	122.8	18.0	4.5
LnGrp LOS	D		B				D	B		F	B	A
Approach Vol, veh/h		535						651			856	
Approach Delay, s/veh		31.9						19.9			12.5	
Approach LOS		C						B			B	
Timer - Assigned Phs	1	2		5	6		8					
Phs Duration (G+Y+Rc), s	4.6	48.5		14.0	39.1		25.5					
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5		4.5					
Max Green Setting (Gmax), s	44.0	44.0		14.5	34.5		30.5					
Max Q Clear Time (g_c+1/2g), s	13.8	13.8		9.5	17.9		19.6					
Green Ext Time (p_c), s	0.0	3.1		0.2	4.1		1.4					
Intersection Summary												
HCM 7th Control Delay, s/veh			19.9									
HCM 7th LOS			B									

Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	10	75	209	6	46	115
Future Vol, veh/h	10	75	209	6	46	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	84	235	7	52	129

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	471	238	0	0	242
Stage 1	238	-	-	-	-
Stage 2	233	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	551	801	-	-	1325
Stage 1	801	-	-	-	-
Stage 2	806	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	528	801	-	-	1325
Mov Cap-2 Maneuver	528	-	-	-	-
Stage 1	801	-	-	-	-
Stage 2	772	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.46	0	2.24
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	755	514
HCM Lane V/C Ratio	-	-	0.127	0.039
HCM Ctrl Dly (s/v)	-	-	10.5	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Intersection												
Int Delay, s/veh	8.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶	↷		↶	↷			↷	↶
Traffic Vol, veh/h	0	0	0	117	2	13	256	71	0	0	111	56
Future Vol, veh/h	0	0	0	117	2	13	256	71	0	0	111	56
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	75	-	-	100	-	-	-	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	130	2	14	284	79	0	0	123	62

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	771	833	79	186	0	-	0
Stage 1	648	648	-	-	-	-	-
Stage 2	123	186	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	368	304	982	1389	-	0	0
Stage 1	521	466	-	-	-	0	0
Stage 2	902	746	-	-	-	0	0
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	293	0	982	1389	-	-	-
Mov Cap-2 Maneuver	293	0	-	-	-	-	-
Stage 1	414	0	-	-	-	-	-
Stage 2	902	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	24.7	6.46	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	1389	-	293	982	-
HCM Lane V/C Ratio	0.205	-	0.444	0.017	-
HCM Ctrl Dly (s/v)	8.3	-	26.7	8.7	-
HCM Lane LOS	A	-	D	A	-
HCM 95th %tile Q(veh)	0.8	-	2.2	0.1	-

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗						↑	↖	↗	↑	
Traffic Vol, veh/h	117	1	141	0	0	0	0	206	301	44	186	0
Future Vol, veh/h	117	1	141	0	0	0	0	206	301	44	186	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	50	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	129	1	155	0	0	0	0	226	331	48	204	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	527	858	204	-	0	0	557	0	0
Stage 1	301	301	-	-	-	-	-	-	-
Stage 2	226	557	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	511	294	836	0	-	-	1014	-	0
Stage 1	751	665	-	0	-	-	-	-	0
Stage 2	811	512	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	487	0	836	-	-	-	1014	-	-
Mov Cap-2 Maneuver	487	0	-	-	-	-	-	-	-
Stage 1	751	0	-	-	-	-	-	-	-
Stage 2	773	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.43	0	1.67
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	487	836	1014	-
HCM Lane V/C Ratio	-	-	0.264	0.187	0.048	-
HCM Ctrl Dly (s/v)	-	-	15	10.3	8.7	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0.7	0.2	-

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	317	4	2	0	10	2	8	19	0	3	13	162
Future Vol, veh/h	317	4	2	0	10	2	8	19	0	3	13	162
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	330	4	2	0	10	2	8	20	0	3	14	169
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	11.1	7.8	8.3	8.5
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	98%	0%	2%
Vol Thru, %	70%	1%	83%	7%
Vol Right, %	0%	1%	17%	91%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	323	12	178
LT Vol	8	317	0	3
Through Vol	19	4	10	13
RT Vol	0	2	2	162
Lane Flow Rate	28	336	13	185
Geometry Grp	1	1	1	1
Degree of Util (X)	0.04	0.431	0.016	0.22
Departure Headway (Hd)	5.059	4.616	4.705	4.277
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	707	781	758	840
Service Time	3.093	2.646	2.748	2.3
HCM Lane V/C Ratio	0.04	0.43	0.017	0.22
HCM Control Delay, s/veh	8.3	11.1	7.8	8.5
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.1	2.2	0	0.8

Intersection						
Int Delay, s/veh	5.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	18	5	1	10	5	13
Future Vol, veh/h	18	5	1	10	5	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	7	1	13	7	17

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	15	0	-	0	63
Stage 1	-	-	-	-	8
Stage 2	-	-	-	-	55
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1603	-	-	-	943
Stage 1	-	-	-	-	1015
Stage 2	-	-	-	-	968
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1603	-	-	-	929
Mov Cap-2 Maneuver	-	-	-	-	929
Stage 1	-	-	-	-	1000
Stage 2	-	-	-	-	968

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	5.7	0	8.58
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1409	-	-	-	1029
HCM Lane V/C Ratio	0.015	-	-	-	0.023
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	3	9	14	241	10	87	31	117	77	2
Future Vol, veh/h	0	1	3	9	14	241	10	87	31	117	77	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	97	92	97	92	97	97	97	97	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	3	9	15	248	11	90	32	121	79	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	441	465	80	449	450	106	82	0	0	122	0	0
Stage 1	322	322	-	127	127	-	-	-	-	-	-	-
Stage 2	119	143	-	321	323	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	527	495	980	521	504	949	1516	-	-	1466	-	-
Stage 1	690	651	-	876	791	-	-	-	-	-	-	-
Stage 2	885	778	-	691	650	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	342	449	980	469	457	949	1516	-	-	1466	-	-
Mov Cap-2 Maneuver	342	449	-	469	457	-	-	-	-	-	-	-
Stage 1	631	595	-	870	785	-	-	-	-	-	-	-
Stage 2	636	772	-	628	594	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.79		11.05		0.61		4.58	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	140	-	-	756	867	1068	-	-
HCM Lane V/C Ratio	0.007	-	-	0.006	0.315	0.082	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	9.8	11.1	7.7	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1.4	0.3	-	-

Intersection	
Intersection Delay, s/veh	22.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕	↕	↕	↕	
Traffic Vol, veh/h	8	45	3	416	29	58	3	116	242	65	194	1
Future Vol, veh/h	8	45	3	416	29	58	3	116	242	65	194	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	46	3	429	30	60	3	120	249	67	200	1
Number of Lanes	0	1	0	1	1	0	0	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay, s/veh	11.9	33.9	13.4	14.1
HCM LOS	B	D	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	3%	0%	14%	100%	0%	100%	0%
Vol Thru, %	97%	0%	80%	0%	33%	0%	99%
Vol Right, %	0%	100%	5%	0%	67%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	119	242	56	416	87	65	195
LT Vol	3	0	8	416	0	65	0
Through Vol	116	0	45	0	29	0	194
RT Vol	0	242	3	0	58	0	1
Lane Flow Rate	123	249	58	429	90	67	201
Geometry Grp	5	5	4b	5	5	5	5
Degree of Util (X)	0.243	0.443	0.124	0.854	0.154	0.144	0.404
Departure Headway (Hd)	7.117	6.387	7.753	7.169	6.187	7.745	7.228
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	504	564	462	510	583	463	499
Service Time	4.86	4.129	5.81	4.869	3.887	5.49	4.973
HCM Lane V/C Ratio	0.244	0.441	0.126	0.841	0.154	0.145	0.403
HCM Control Delay, s/veh	12.1	14.1	11.9	38.9	10	11.8	14.8
HCM Lane LOS	B	B	B	E	A	B	B
HCM 95th-tile Q	0.9	2.3	0.4	8.9	0.5	0.5	1.9

HCM 7th Signalized Intersection Summary
 Crazy Horse Transfer Station

Existing+Proj_PCE AM
 7: San Juan Grade Road & Russell Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶		↷				↶	↷		↶	↷	↷
Traffic Volume (veh/h)	396	0	112	0	0	0	166	460	0	1	480	340
Future Volume (veh/h)	396	0	112	0	0	0	166	460	0	1	480	340
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1870	0	1870				1870	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	417	0	118				175	484	0	1	505	358
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2				2	2	0	2	2	2
Cap, veh/h	474	0	613				215	1054	0	2	831	1126
Arrive On Green	0.27	0.00	0.27				0.12	0.56	0.00	0.00	0.44	0.44
Sat Flow, veh/h	1781	0	1585				1781	1870	0	1781	1870	1585
Grp Volume(v), veh/h	417	0	118				175	484	0	1	505	358
Grp Sat Flow(s),veh/h/ln	1781	0	1585				1781	1870	0	1781	1870	1585
Q Serve(g_s), s	17.9	0.0	3.9				7.6	12.2	0.0	0.0	16.4	6.7
Cycle Q Clear(g_c), s	17.9	0.0	3.9				7.6	12.2	0.0	0.0	16.4	6.7
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	474	0	613				215	1054	0	2	831	1126
V/C Ratio(X)	0.88	0.00	0.19				0.81	0.46	0.00	0.41	0.61	0.32
Avail Cap(c_a), veh/h	658	0	777				324	1054	0	112	832	1126
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	0.0	16.2				34.2	10.3	0.0	39.8	16.9	4.3
Incr Delay (d2), s/veh	10.0	0.0	0.2				9.3	1.4	0.0	83.6	1.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	0.0	1.4				3.7	4.7	0.0	0.1	6.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.1	0.0	16.4				43.5	11.7	0.0	123.4	18.2	4.5
LnGrp LOS	D		B				D	B		F	B	A
Approach Vol, veh/h	535						659			864		
Approach Delay, s/veh	33.3						20.1			12.6		
Approach LOS	C						C			B		
Timer - Assigned Phs	1	2		5	6		8					
Phs Duration (G+Y+Rc), s	4.6	49.5		14.1	40.0		25.7					
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5		4.5					
Max Green Setting (Gmax), s	45.0	45.0		14.5	35.5		29.5					
Max Q Clear Time (g_c+1/2), s	14.2	14.2		9.6	18.4		19.9					
Green Ext Time (p_c), s	0.0	3.2		0.2	4.2		1.3					
Intersection Summary												
HCM 7th Control Delay, s/veh	20.4											
HCM 7th LOS	C											

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T			T
Traffic Vol, veh/h	10	80	214	6	51	120
Future Vol, veh/h	10	80	214	6	51	120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	90	240	7	57	135

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	493	244	0	0	247
Stage 1	244	-	-	-	-
Stage 2	249	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	535	795	-	-	1319
Stage 1	797	-	-	-	-
Stage 2	792	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	510	795	-	-	1319
Mov Cap-2 Maneuver	510	-	-	-	-
Stage 1	797	-	-	-	-
Stage 2	755	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.56	0	2.34
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	749	537
HCM Lane V/C Ratio	-	-	0.135	0.043
HCM Ctrl Dly (s/v)	-	-	10.6	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	144	27	27	322	176	144
Future Vol, veh/h	144	27	27	322	176	144
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	0	150	-	-	250
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	157	29	29	350	191	157

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	600	191	191	0	-	0
Stage 1	191	-	-	-	-	-
Stage 2	409	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	464	850	1382	-	-	-
Stage 1	841	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	454	850	1382	-	-	-
Mov Cap-2 Maneuver	539	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	671	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.6	0.59	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1382	-	539	850	-	-
HCM Lane V/C Ratio	0.021	-	0.29	0.035	-	-
HCM Ctrl Dly (s/v)	7.7	-	14.4	9.4	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	0.1	-	-

Attachment 3

CalEEMod Data

Crazy Horse Transfer Summary Report

Table of Contents

1. Basic Project Information
 - 1.1. Basic Project Information
 - 1.2. Land Use Types
 - 1.3. User-Selected Emission Reduction Measures by Emissions Sector
2. Emissions Summary
 - 2.1. Construction Emissions Compared Against Thresholds
 - 2.4. Operations Emissions Compared Against Thresholds
6. Climate Risk Detailed Report
 - 6.2. Initial Climate Risk Scores
 - 6.3. Adjusted Climate Risk Scores
7. Health and Equity Details
 - 7.3. Overall Health & Equity Scores
 - 7.5. Evaluation Scorecard

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Crazy Horse Transfer
Construction Start Date	6/1/2025
Operational Year	2026
Lead Agency	Salinas Valley Solid Waste Authority
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.60
Precipitation (days)	39.2
Location	36.80324117544366, -121.61930654403733
County	Monterey
City	Unincorporated
Air District	Monterey Bay ARD
Air Basin	North Central Coast
TAZ	3233
EDFZ	6
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Government Office Building	35.0	1000sqft	0.80	35,000	0.00	0.00	—	Transfer Station

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-3	Use Local Construction Contractors
Construction	C-4*	Use Local and Sustainable Building Materials
Construction	C-5	Use Advanced Engine Tiers
Construction	C-13	Use Low-VOC Paints for Construction
Energy	E-7*	Require Higher Efficacy Public Street and Area Lighting

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.08	0.07	0.33	2.13	< 0.005	0.01	1.08	1.09	0.01	0.11	0.12	—	317	317	0.01	0.02	0.58	324
Mit.	0.08	0.07	1.18	2.11	< 0.005	0.01	0.80	0.81	0.01	0.08	0.09	—	304	304	0.01	0.02	0.50	305
% Reduced	3%	3%	-261%	1%	—	—	26%	26%	—	26%	25%	—	4%	4%	—	—	14%	6%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.04	1.03	1.05	6.08	0.01	0.02	0.14	0.15	0.02	0.03	0.05	—	982	982	0.04	0.03	0.02	991
Mit.	1.04	1.03	1.31	5.97	0.01	0.02	0.11	0.12	0.02	0.03	0.04	—	955	955	0.04	0.03	0.02	963
% Reduced	—	> -0.5%	-25%	2%	—	—	21%	18%	—	20%	13%	—	3%	3%	—	—	16%	3%

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.46	1.41	1.34	8.33	0.01	0.02	0.01	0.03	0.02	< 0.005	0.02	17.5	744	761	1.83	0.03	0.06	816
Mit.	1.46	1.41	1.34	8.33	0.01	0.02	0.01	0.03	0.02	< 0.005	0.02	17.5	744	761	1.83	0.03	0.06	816
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.17	1.14	1.38	7.88	0.01	0.01	0.01	0.03	0.01	< 0.005	0.02	17.5	739	756	1.85	0.03	< 0.005	813
Mit.	1.17	1.14	1.38	7.88	0.01	0.01	0.01	0.03	0.01	< 0.005	0.02	17.5	739	756	1.85	0.03	< 0.005	813
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.02	1.81	3.37	22.2	0.05	0.05	4.20	4.25	0.05	1.07	1.11	17.5	5,391	5,409	1.95	0.22	8.30	5,530
Mit.	2.02	1.81	3.37	22.2	0.05	0.05	4.20	4.25	0.05	1.07	1.11	17.5	5,391	5,409	1.95	0.22	8.30	5,530
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.37	0.33	0.62	4.05	0.01	0.01	0.77	0.78	0.01	0.19	0.20	2.90	893	895	0.32	0.04	1.37	916
Mit.	0.37	0.33	0.62	4.05	0.01	0.01	0.77	0.78	0.01	0.19	0.20	2.90	893	895	0.32	0.04	1.37	916
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

6. Climate Risk Detailed Report

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	2	5	1
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	2	5	1
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

7. Health and Equity Details

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	45.0
Healthy Places Index Score for Project Location (b)	58.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

Attachment 4

Comments and Responses to Comments

Comment 1 and Response 1

From: [Michael Hamaguchi](#)
To: [Brian Kennedy](#)
Subject: RE: SVSWA Notice of Intent to Adopt a Negative Declaration & Draft Initial Study
Date: Tuesday, August 12, 2025 10:24:53 AM
Attachments: [image001.png](#)

[EXTERNAL]

Thanks for explaining that. You are on it.

When and if they decide on the fire-pump specs they can refer to MBARD's engine permitting page: <https://mbard.specialdistrict.org/engines>

Let me know if you need any support with that.

Mike Hamaguchi
Air Quality Inspector
[MBARD](#)
24580 Silver Cloud Court
Monterey, CA 93940
Office: 831-647-9411; Direct: 831-718-8020; Mobile: 831-718-7107

From: Brian Kennedy <briank@svswa.org>
Sent: Tuesday, August 12, 2025 10:18 AM
To: Michael Hamaguchi <mhamaguchi@mbard.org>
Subject: RE: SVSWA Notice of Intent to Adopt a Negative Declaration & Draft Initial Study

CAUTION: This email is from outside the District. Do NOT click LINKS or open ATTACHMENTS unless you are sure it is safe.

Michael-

Yes, I am familiar - I actually wrote the Initial Study. There will be no separation equipment at this site such as screener. All the material will be transloaded to Johnson Canyon for disposal/processing with the exception of recyclables which will be sent to the same locations that accept it for us now. There will likely be a diesel fire pump for the fire suppression water storage system. I presume that would need an air permit. We currently have a backup generator at that site and it is permitted.

Brian

From: Michael Hamaguchi <mhamaguchi@mbard.org>

Sent: Tuesday, August 12, 2025 10:01 AM

To: Brian Kennedy <briank@svswa.org>

Subject: FW: SVSWA Notice of Intent to Adopt a Negative Declaration & Draft Initial Study

[EXTERNAL]

Hi Brian,

Are you familiar with this project over at Crazy Horse? I'm wondering if any of the separation and processing equipment would need air permits (I'm thinking of diesel powered screeners and such)? Or, if any back-up generators or diesel fire pumps would be installed.

Thanks,

Mike Hamaguchi

Air Quality Inspector

[MBARD](#)

24580 Silver Cloud Court

Monterey, CA 93940

Office: 831-647-9411; Direct: 831-718-8020; Mobile: 831-718-7107

From: Erika Trujillo <erikat@svswa.org>

Sent: Wednesday, August 6, 2025 1:14 PM

Subject: SVSWA Notice of Intent to Adopt a Negative Declaration & Draft Initial Study

CAUTION: This email is from outside the District. Do NOT click LINKS or open ATTACHMENTS unless you are sure it is safe.

Good afternoon,

For your information, attached you will find the Notice of Intent to Adopt a Negative Declaration pursuant to the California Environmental Quality Act and the Draft Initial Study for the project.

Project Titled: North County Recycling and Transfer Station.

PUBLIC REVIEW PERIOD: August 9, 2025, to September 9, 2025

Project Applicant / Lead Agency: Salinas Valley Solid Waste Authority

Erika J. Trujillo | Clerk of the Board

Salinas Valley Solid Waste Authority

126 Sun Street, Salinas, CA 93901

Tel. 831-775-3012 | Fax 831-755-1322 | www.svswa.org



Comment 2 and Response 2

From: [Brian Kennedy](#)
To: [Honorato, Hya](#)
Subject: RE: SVSWA Initial Study
Date: Monday, August 18, 2025 9:46:00 AM
Attachments: [image001.png](#)

Hya-

It was submitted to the State Clearinghouse on August 8.

Brian

From: Honorato, Hya <HonoratoH@countyofmonterey.gov>
Sent: Monday, August 18, 2025 9:45 AM
To: Brian Kennedy <briank@svswa.org>
Subject: SVSWA Initial Study

[EXTERNAL]

Hi Brian,

We have received the Monterey County Clearinghouse NOI for the Initial Study/ND. Are you planning to submit the IS/ND to the State Clearinghouse as well? OR has that already been done?

Thank you,



Hya Honorato (*She/Her*)

Assistant Planner

Housing and Community Development

1441 Schilling Place, 2nd Floor, Salinas CA 93901

Direct: (831)755-5173 | F: (831)757-9516

HonoratoH@countyofmonterey.gov

www.countyofmonterey.gov

Effective immediately, discretionary planning permits will be managed by two teams. The Development Review team will process applications from initial submittal to deeming it complete. All submittals and resubmittals shall be sent to PlanningPermits@CountyofMonterey.gov, with your assigned planner cc'd. Once deemed complete, the Consistency Review team will prepare the application for consideration by the appropriate authority. Temporarily restructuring Current Planning is intended to better manage its demanding workload and address staffing

shortages. HCD recognizes that it will take time to adjust to this new structure, and your patience is appreciated. Please contact 831-755-5025 if you have any questions.



Comment Letter 3

24580 Silver Cloud Court
Monterey, CA 93940

PHONE: (831) 647-9411 • FAX: (831) 647-8501

August 27, 2025

Salinas Valley Solid Waste Authority
Attn: Brian Kennedy
126 Sun Street
Salinas, CA 93901
Submitted via email: briank@svswa.org

Re: MBARD Draft Initial Study Comments: North County Recycling and Transfer Station

Dear Mr. Kennedy,

Thank you for providing the Monterey Bay Air Resources District (MBARD) with the opportunity to comment on the draft Initial Study for the North County Recycling and Transfer Station project. MBARD has reviewed the draft Initial Study and has the following comments:

Demolition and Renovation Notification [Comment 3.1](#)

MBARD requests that proper procedures be followed when renovation activities are conducted on the 3,000 ft² service shop. This includes notification, surveying, removal, and disposal of regulated asbestos containing materials (RACM) as well as adherence to the renovation and demolition procedures per MBARD Rule 424.

Electric Charging Infrastructure [Comment 3.2](#)

MBARD supports incorporating electric vehicle infrastructure goals in the project plan. To achieve further emission reduction of criteria pollutants and greenhouse gases, MBARD suggests including publicly available dual port Level 2 & DC fast-charge charging stations throughout the project area.

Construction Equipment [Comment 3.3](#)

To further reduce construction emissions, MBARD recommends using cleaner than required equipment that conforms to the California Air Resources Board's (CARB) Tier 3 or Tier 4 emission standards. MBARD further recommends that whenever feasible, construction equipment use alternative fuels such as compressed natural gas (CNG), propane, electricity, or biodiesel. This would have the added benefit of reducing diesel exhaust emissions and odors.

VMT Evaluation [Comment 3.4](#)

MBARD recommends further evaluation of VMT to assess impact significance. This can include comparing a per capita baseline VMT with the change in VMT induced by the project. Baseline VMT can be established by utilizing the Association of Monterey Bay Area Governments' (AMBAG) Regional Transit Demand Model.

MBARD appreciates the opportunity to comment on the draft Initial Study for the North County Recycling and Transfer Station project. Please let me know if you have any questions. I may be reached at (831) 718-8030 or eballaron@mbard.org.

Regards,



Edward Ballaron
Air Quality Planner I

cc: Richard A. Stedman, Air Pollution Control Officer
David Frisbey, Planning and Air Monitoring Manager
Shawn Boyle, Planning and Air Monitoring Supervisor

Response To Comment Letter No. 3

Monterey Bay Air Resources District

Comment 3.1

The Authority acknowledges MBARD's comment regarding renovation activities at the 3,000-square-foot service shop. Any renovation or demolition work will comply with all applicable federal, state, and local regulations regarding asbestos, including MBARD Rule 424. Required procedures such as notification, surveying, removal, and disposal of any regulated asbestos-containing materials (RACM) will be followed by appropriately licensed contractors. This comment is noted for the record and will be made available to the decision-makers for their review and consideration.

Comment 3.2

The Authority appreciates MBARD's support for incorporating electric vehicle (EV) infrastructure into the project plan and acknowledges the potential for further reduction of criteria pollutants and greenhouse gases. While CEQA analysis determined that project emissions would be less than significant without additional measures, the Authority will consider MBARD's recommendation during final design and evaluate opportunities to incorporate publicly available dual-port Level 2 and DC fast-charge stations where feasible. This comment is noted for the record and will be made available to the decision-makers for their review and consideration.

Comment 3.3

The Authority acknowledges MBARD's recommended best practices. While they are not required to reduce impacts to less than significant levels under CEQA, the Authority will encourage its contractors to incorporate newer Tier 3/Tier 4 compliant equipment and consider feasible alternative fuels (e.g., CNG, propane, electricity, or biodiesel) where practical during construction. This comment is noted for the record and will be made available to the decision-makers for their review and consideration.

Comment 3.4

Thank you for your comment regarding the use of the AMBAG Regional Travel Demand Model (RTDM) for Vehicle Miles Traveled (VMT) analysis. The Authority has carefully considered CEQA Guidelines Section 15064.3 and the OPR Technical Advisory (2018), which recognizes that lead agencies have discretion to select the most appropriate methodology for evaluating VMT, provided it is supported by substantial evidence.

For this project, the Authority applied OPR's recommended screening criteria for small-scale projects, including project type, location, and expected trip generation. Based on these factors, the project is anticipated to generate below-threshold VMT impacts, and therefore a full RTDM analysis was not warranted.

While the AMBAG RTDM is an available regional tool, the project's characteristics do not necessitate a regional modeling effort to reach a reasoned conclusion under CEQA. The Authority's analysis provides substantial evidence that the project would not result in significant transportation impacts. Nonetheless, the Authority appreciates MBARD's input and will continue to coordinate with AMBAG and MBARD staff in future projects where use of the RTDM may be appropriate. This comment is noted for the record and will be made available to the decision-makers for their review and consideration.

Comment Letter 4

To: Erika Trujillo, Clerk of the SVSWA Board of Directors
From: Nina Taylor, North County Resident

I oppose the re-opening of the Crazy Horse Landfill Site for any sorting or transfer of garbage. By simply changing the name to North County Recycling and Transfer Station does not make 400 tons of solid waste more acceptable. I have lived in a residential community next to the Crazy Horse Landfill for forty years. Our HOA is of approximately the same size as the 125 acre dump. Many of our residents spent many years and dollars fighting the expansion of the landfill, and rejoiced in its final closure ten years ago. It is still on the list of Superfund sites and continues to be monitored. Our wells are still required to be monitored. Our property value has gone down due to the Landfill's location. Restrictions on our landuse continue as a result of the toxic waste buried there.

I object to restoring waste disposal services to North Monterey County to accept 400 tons of solid waste at a closed landfill that is still on the Superfund site. We fought long and hard for that landfill to be closed. Any use of the land for importing municipal waste will attract seagulls overhead, produce constant noise of earth movers and diesel dump trucks 7 days a week, and cause toxic odors in the heat as well as toxic runoff into our groundwater whenever it rains. There must be other parcels of land further away from residential communities where this Transfer Station can be built. Certainly, the reuse of a Superfund Site for a transfer station does not make any sense so soon after its closure, while over 50 wells are still being monitored.

I vote against the adoption of this negative declaration. I find it deplorable that the Salinas Valley Solid Waste Authority Board of Directors is considering the Negative Declaration without more publicity and public input. Furthermore, the meeting on September 18th should not be held in Gonzales, but in North County.

Response to Comment 4 – Nina Taylor, North County Resident

The commenter opposes the proposed project due to its location at the closed Crazy Horse Landfill, citing concerns about its Superfund status, ongoing groundwater monitoring, property values, noise, odors, truck traffic, runoff, and process transparency. The commenter also suggests alternative locations and requests that Board meetings be held in North County.

Response:

The proposed North County Recycling and Transfer Station project would not involve reopening or expanding the landfill or placing new waste into the landfill, so there will be no constant operational noise from earth movers. The project is limited to the construction and operation of a solid waste transfer and recycling facility on a portion of the closed site. The landfill remains closed under regulatory oversight, and ongoing monitoring of groundwater and wells will continue in compliance with State and Federal requirements. These monitoring requirements are separate from, and not affected by, the proposed project. The site is currently undergoing the delisting process from the National Priorities List (Superfund).

The Initial Study/Negative Declaration (IS/ND) evaluates potential environmental impacts of the project, including noise, traffic, air quality, odors, and water quality. The analysis concluded that, with implementation of required design features and standard conditions, project impacts would be less than significant. Specifically:

- **Noise and traffic:** The Traffic Assessment evaluated vehicle trips and roadway conditions, including intersections at U.S. 101, and found that traffic would operate at acceptable levels of service. Noise levels from truck trips would be within thresholds established by County standards.
- **Odors/Vectors:** The project would not involve landfilling or open dumping of waste. Waste materials would be handled within enclosed or controlled areas consistent with transfer station best practices to minimize odors and control vectors such as seagulls.
- **Stormwater and runoff:** The project must comply with Monterey County and State stormwater regulations, the Statewide Construction General Permit, and applicable waste discharge requirements, ensuring that runoff is properly managed and does not adversely affect groundwater or surface water quality.

Regarding alternative locations, CEQA does not require evaluation of alternatives for a Negative Declaration unless necessary to avoid or substantially lessen a significant effect. Because the IS/ND determined that the proposed project would not result in significant impacts, consideration of alternative sites is not required.

With respect to public input and meeting location, the Salinas Valley Solid Waste Authority Board of Directors provides legally required notice and opportunities for public comment on CEQA documents and Board actions. Meeting locations are determined by the Board, and all members of the public may participate either in person or remotely.

Comment Letter 5

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation

CALTRANS DISTRICT 5
50 HIGUERA STREET | SAN LUIS OBISPO, CA 93401-5415
(805) 549-3101 | FAX (805) 549-3329 TTY 711
www.dot.ca.gov



September 9, 2025

SCH #2025080381
MON/101/98.339

Brian Kennedy
Salinas Valley Solid Waste Authority
126 Sun Street
Salinas, CA 93901

Re: North County Recycling and Transfer Station- Negative Declaration (NEG)

Dear Mr. Kennedy:

The California Department of Transportation (Caltrans) appreciates the opportunity to review the NEG for the North County Recycling and Transfer Station, which proposes restoring waste disposal services to North Monterey County by developing a new recycling and transfer station at the closed Crazy Horse landfill. Caltrans supports local development that is consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. We accomplish this by working with local jurisdictions to achieve a shared vision of how the transportation system should and can accommodate interregional and local travel and development. Caltrans offers the following comments in response to the NEG:

1. Caltrans appreciates the early coordination on the project during the Traffic Assessment Scope of Work (SOW) and for allowing Caltrans to make comments on the SOW.
2. Caltrans requests analyzing the merge/diverge and basic freeway segment operations on Hwy 101 at the Crazy Horse Canyon Rd/Echo Valley Rd interchange utilizing Highway Capacity Manual 7th Edition (HCM7) methodologies as mentioned in our March 26, 2025, letter.

Thank you for the opportunity to review and comment on the proposed project. If you have any questions or need further clarification on the items discussed above, please contact me at (805) 835-6543 or email Jacob.m.Hernandez@dot.ca.gov.

Response to Comment 5 – CalTrans

The project was evaluated under CEQA Guidelines Section 15064.3(b) using VMT as the metric. Trip generation was based on operational data from SVSWA's Sun Street Transfer Station. The project is analogous to local-serving retail uses and generates trips equivalent to 13,200 square feet of retail, which is below OPR's 50,000 square-foot screening threshold. Therefore, the project is presumed to have a less-than-significant VMT impact. The project would not conflict with adopted transportation plans, would maintain emergency access, and includes roadway design features to ensure safe site access and circulation. The resulting result is a less than significant impact.

With respect to the request that the traffic analysis evaluate merge/diverge and basic freeway segment operations on U.S. 101 at the Crazy Horse Canyon Road/Echo Valley Road interchange using Highway Capacity Manual, 7th Edition (HCM7) methodologies, we would like to provide the following clarification:

- The project's Traffic Assessment (Hexagon Transportation Consultants, April 23, 2025) did in fact use the HCM7 methodology in evaluating level of service (LOS) at study intersections, including the U.S. 101 northbound and southbound ramp intersections with Crazy Horse Canyon Road.
- However, the prior analysis did not specifically include freeway mainline, merge, diverge, or basic freeway segment analyses on U.S. 101.

In response to Caltrans' request, the Salinas Valley Solid Waste Authority will coordinate with Hexagon Transportation Consultants to prepare the additional freeway operations analysis using HCM7 methodologies at the Crazy Horse Canyon Road/Echo Valley Road interchange. This supplemental analysis will be provided to Caltrans as soon as it is available.

Comment Letter 6

MONTEREY COUNTY HOUSING AND COMMUNITY DEVELOPMENT



HOUSING | PLANNING | BUILDING | ENGINEERING | ENVIRONMENTAL SERVICES
1441 Schilling Place South, 2nd Floor (831)755-5025
Salinas, California 93901-4527 www.co.monterey.ca.us

September 9, 2025

SENT VIA EMAIL ONLY

Erika J. Trujillo, Clerk of the Board
Salinas Valley Solid Waste Authority
126 Sun Street
Salinas, CA 93901

comment@svswa.org

Subject: North County Recycling and Transfer Station – Initial Study/Negative Declaration (IS/ND)

Dear Ms. Trujillo,

Monterey County Housing and Community Development (HCD) is grateful for the opportunity to provide comments on the IS/ND prepared by Salinas Valley Solid Waste Authority (SVSWA) for the North County Recycling and Transfer Station located at the closed Crazy Horse Landfill at 350 Crazy Horse canyon Road in the North County unincorporated area of Monterey County. The County of Monterey understands the project to entail operation to transfer up to 400 tons per day of municipal solid waste, recyclables, and organic materials, which will be processed and shipped offsite to recycling markets or to the Johnson Canyon Landfill ion Gonzales. Comments on the document are as follows:

- The project is within the North County Area Plan. Pursuant to Section 15063(d)(5) of the CEQA Guidelines, this IS/ND shall include analysis of consistency with the relevant provisions of the North County Area Plan (NCAP), 2010 General Plan policies and of the ordinances of the Monterey County Code (MCC). [Comment 6.1](#)
- Chapter 1.d of the IS/ND – MCC Title 21 section 21.40.060.H requires that for any new development that includes exterior lighting, all exterior lighting shall be consistent with the Design Guidelines for Exterior Lighting adopted by the Board of Supervisors pursuant to Section 21.63.020. [Comment 6.2](#)
- Chapter 2.a of the IS/ND – The property is dual zoned as Public/Quasi-Public (PQP) and Rural Density Residential, 5.1 acres per unit; however, the proposed recycling and transfer station is located solely within the PQP zoning district, is consistent with the Land Use Designation, and will have no impact to farmland. [Comment 6.3](#)
- Chapter 4.c of the IS/ND – Pursuant to MCC Title 21 section 21.64.260, an additional permit is required for the removal of native trees that are six inches or greater in diameter when measured at breast height. Tree removal must be conducted in accordance with the Migratory Bird Treaty Act. [Comment 6.4](#)
- Please see the attached additional comments from the Environmental Health Bureau and HCD-Engineering Services.

Thank you again for the opportunity provided County of Monterey HCD to comment on the IS/ND prepared by SVSWA. Please feel free to contact me with any questions at 831-755-5173 or email Honoratoh@countyofmonterey.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Hya Honorato', with a stylized flourish at the end.

Hya Honorato, Assistant Planner
County of Monterey - Housing and Community Development

cc: County of Monterey HCD File No. PLN240286



COUNTY OF MONTEREY HEALTH DEPARTMENT

Elsa Jimenez, Director of Health

Administration
Behavioral Health

Clinic Services
Emergency Medical Services
Environmental Health/Animal Services

Public Health
Public Administrator/Public Guardian

Date: 09/02/2025

To: Hya Honorato

From: Connor Cappi
Environmental Health Review
(831) 755-4556

Subject: REF250033: Salinas Valley Solid Waste Authority

Description of Work:

[Request for comments regarding the Initial Study for the North County Recycling & Transfer Station \(closed Crazy Horse Landfill site\) including a 25,200 square foot tension fabric building for drop-off and loading of waste materials and an 8,700 square foot building for recycling drop-off.](#)

Land Use/Wastewater: Comment 6.5

Draft Initial Study states that due to the site's remote location and proximity to the landfill that the site lacks domestic water and sewer connections. Site uses portable toilets and handwashing stations.

Per Monterey County Code 15.20.040 - Flush Toilets Required: When the EHB has determined that installation of flush toilets with a connection to an approved sanitary sewer system or OWTS is not feasible, flush toilets shall not be required. In that case, unless otherwise determined by the Director to be detrimental to the Environment or Public Health, the following alternatives to flush toilets may be used under the circumstances described below:

1. Haul away system:

- a. For remote public restrooms (e.g. remote trailheads) maintained by a public agency, where there is no existing infrastructure to supply water, and it would be prohibitive to construct flush toilets; or
- b. On a privately owned, existing lot of record where recycled water irrigation is in place and existing potable water infrastructure is not available within one thousand feet (1,000'); or
- c. On a privately owned, existing lot of record, when a qualified professional has determined, with concurrence from the EHB and the Monterey County Building Official, that severe constraints have left no viable area to accommodate an adequate OWTS to serve an existing, legally established building with plumbing, and when all options for subsurface dispersal, including alternative dispersal systems, have been exhausted.

2. Privies or chemical toilets:

a. For construction sites pursuant to Health and Safety Code Section 5416, as may be amended from time to time; or

b. For a mobile workplace (i.e. work crews that move from one worksite to another worksite) when the EHB has determined that a portable toilet is necessary to remain with the mobile work crews to protect the health and safety of the employees and/or the public pursuant to California Code of Regulations, Title 8, Sections 3360-3376, as may be amended from time to time; or

c. For sites where food crop growing and harvesting is occurring pursuant to Health and Safety Code Sections 113310-113360 and California Code of Regulations, Title 8, Section 3457, as may be amended from time to time;
Or

d. For publicly owned and operated facilities, such as buildings, parks, beaches, and recreation areas; or

e. For workplaces to provide an adequate number of toilets and handwashing facilities for temporary employees, privies or chemical toilets may be used for up to thirty (30) days per calendar year; or

f. For activities involving the assemblage of people, including but not limited to circuses, carnivals, festivals, picnics, barbecues, or races, privies or chemical toilets may be used for up to thirty (30) days per calendar year. The following requirements shall also apply to such activities:

i. If food will be available for consumption or sale, the following standards apply:

1. Hand washing facilities with soap, water, and paper towels shall be provided at a ratio of one hand washing facility per ten chemical toilets.

2. Chemical toilets shall be pumped at least once per day, or more often if necessary.

ii. If food will not be available for consumption or sale, chemical toilets shall be pumped as often as necessary to maintain them in a clean, sanitary and serviceable condition.

Hazardous Materials Management Services [Comment 6.6](#)

Hazardous Materials Business Plan: The facility is anticipated to store hazardous materials in excess of threshold quantities that require registration with the California Environmental Protection Agency's California Environmental Reporting System (CERS) and an up-to-date Hazardous Materials Business Plan that meets the standards found in the California Code of

Regulations, Title 19, Division 2, Chapter 4 (Hazardous Material Release Reporting, Inventory, and Response Plans) and the California Health and Safety Code, Division 20, Chapter 6.95 (Hazardous Material Release Response Plans and Inventory), and the Monterey County Code Chapter 10.65. Prior to issuance of construction permit, the owner/applicant shall submit a completed Business Plan – Memorandum of Understanding (form available from EHB) that specifies the facility will be registered with CERS and that a Hazardous Materials Business Plan must be on file prior to bringing hazardous materials on site and/or commencement of operations.

- The Hazmat Program must be notified within 30 days of operation for an initial facility inspection.
- The applicant shall comply with all requirements outlined in Title 22 California Code of Regulations (CCR) Division 4.5 for Permanent Household Hazardous Waste Facilities and all requirements in California Health and Safety Code (CHSC) Chapter 6.95 for Hazardous Materials Business Plan reporting in the California Environmental Reporting System Database.

MONTEREY COUNTY

HOUSING AND COMMUNITY DEVELOPMENT



HOUSING, PLANNING, BUILDING, ENGINEERING, ENVIRONMENTAL SERVICES

1441 Schilling Place, South 2nd Floor
Salinas, California 93901-4527

(831)755-5025
www.co.monterey.ca.us

MEMORANDUM

Date: August 26, 2025

To: Erika J. Trujillo, Clerk of the Board
Salinas Valley Solid Waste Authority
126 Sun Street,
Salinas, CA 93901

From: Bora Akkaya, HCD-Engineering Services

Subject: **Draft Initial Study for the SVSWA North County Recycling & Transfer Station project (REF250033)**

Dear Mrs. Trujillo,

The Monterey County Housing and Community Development (HCD) Engineering Services and Public Works Facilities and Parks (PWF) are submitting comments in response to the Salinas Valley Solid Waste Authority's Draft Initial Study for the North County Recycling & Transfer Station Project (REF250033):

We offer the following comments and recommendations in response to your Draft Initial Study:

- The traffic Study provided by Hexagon Transportation, dated April 23, references a posted speed limit of 45 mph. The posted speed is 55 mph; therefore, the traffic study should be revised accordingly. **Comment 6.7**

Thank you for considering our comments. Should you have any further questions, please call (831) 755-8424 or email akkayab@countyofmonterey.gov

Sincerely,

Bora Akkaya

Bora Akkaya
Assistant Engineer, HCD-Engineering Services

cc: Armando Fernandez, Senior Civil Engineer, HCD-Engineering Services

Response to Comments Letter No. 6

Monterey County HCD

Comment 6.1

The IS/ND acknowledges the project's location within the North County Area Plan and evaluates consistency with applicable 2010 General Plan policies and Monterey County Code provisions, as required under CEQA Guidelines Section 15063(d)(5). Clarifying text for Section 11b) is found below:

The project reuses the closed Crazy Horse Landfill site for a new transfer station and recycling facility. It avoids conversion of farmland or sensitive habitat and is designed to minimize traffic, noise, and visual impacts (NC-1.1, NC-3.1). Roadway improvements along Crazy Horse Canyon Road provide safe access consistent with circulation policies (NC-2.1). The project does not rely on groundwater and incorporates stormwater BMPs in accordance with public service and conservation policies (NC-5.1, NC-3.3). Because the project supports reuse of a previously developed site, maintains scenic and natural resource protections, and provides safe access and services without conflicting with agriculture or water supply policies, it is consistent with the North County Area Plan. Providing clarification or amplification in response to comments does not constitute an amendment to the Initial Study under CEQA Guidelines §15073.5, as no new significant impacts or mitigation are identified.

Comment 6.2

SVSWA concurs that all new exterior lighting associated with the project must comply with Monterey County Code Title 21, Section 21.40.060.H, and the Design Guidelines for Exterior Lighting adopted under Section 21.63.020. This requirement will be incorporated as a condition of project approval.

Comment 6.3

The IS/ND correctly notes that while the property is dual-zoned Public/Quasi-Public (PQP) and Rural Density Residential, the project is located entirely within the PQP portion of the site. Therefore, it is consistent with the land use designation and does not affect agricultural or farmland resources.

Comment 6.4

SVSWA acknowledges that removal of native trees six inches or greater in diameter requires compliance with MCC Title 21, Section 21.64.260, and will ensure that any required tree removal is permitted accordingly. In addition, all tree removal activities will comply with the Migratory Bird Treaty Act and applicable seasonal avoidance measures.

Comment 6.5

The IS/ND acknowledges that the project site does not have domestic water or sewer connections and currently utilizes portable toilets and handwashing stations. As noted in your comment, Monterey County Code (MCC) Section 15.20.040 specifies the conditions under which alternatives to flush toilets may be used. The project will comply with this provision and with all applicable standards for portable toilet facilities, including required pumping and maintenance schedules, as determined in coordination with EHB. Final sanitary facility requirements will be incorporated into project conditions of approval to ensure consistency with MCC Section 15.20.040 and protection of public health.

Comment 6.6

SVSWA acknowledges that project operations are anticipated to involve storage of hazardous materials above reporting thresholds. Prior to issuance of a construction permit, the applicant will submit a completed Business Plan – Memorandum of Understanding form to EHB, confirming that the facility will be registered with the California Environmental Reporting System (CERS) and that a Hazardous Materials Business Plan will be on file before hazardous materials are brought onsite or operations commence. We will notify the Hazmat Program within 30 days of commencing operations to schedule an initial facility inspection. Comply with all requirements of Title 22 CCR, Division 4.5 (Permanent Household Hazardous Waste Facilities), CHSC Chapter 6.95 (Hazardous Materials Business Plan requirements), and MCC Chapter 10.65. These commitments will be included as part of the project's conditions of approval and operational procedures to ensure full compliance with County, State, and federal requirements.

Comment 6.7

Comment acknowledged. The CEQA Transportation Analysis for the project is included in Attachment 1, which conducted a VMT analysis and concluded that the project would result in a less-than-significant impact. The Traffic Assessment included as Attachment 2 was prepared at the request of HCD for the planning permit application and was provided to offer additional detail on traffic conditions. The Traffic Study will be revised to reflect the correct posted speed limit of 55 mph along Crazy Horse Canyon Road and will be submitted with the permitting documents as requested.

Brian Kennedy
September 9, 2025
Page 2

Sincerely,

A handwritten signature in black ink that reads "Jacob Hernandez". The signature is written in a cursive, flowing style.

Jacob Hernandez
Associate Transportation Planner
District 5 Local Development Review Coordinator

North County Recycling and Transfer Station

CEQA Initial Study Summary

Salinas Valley Solid Waste Authority
Board of Directors
9-18-2025



Published 9/11/2025

1

Purpose of CEQA / Initial Study

- Identify potential environmental impacts of projects
- Inform decision-makers and the public
- Determine appropriate CEQA document: ND, MND, or EIR



2

Previous CEQA at Crazy Horse

- 1991 – Landfill Expansion – Full EIR
- 1999 – Permit Revision – IS/MND
- 2001 – Permit Revision – Full EIR
- 2002 – Regional Solid Waste Study – Full EIR
- 2005 – Permit Revision – Full EIR
- 2010 – Closure – IS/MND
- 2019 – Organics Processing - IS/ND



3

Project Overview

- Location: Closed Crazy Horse Landfill, Monterey County
- Facility: ~5 acres on 160-acre site
- Proposed: Large Volume Transfer/Processing Facility (>100 tons/day)
- Operations: 400 tons/day of MSW, recyclables, and organics



4

Facility Operations & Services

- Receiving, separation, processing, and transfer of materials
- Buildings: Main drop-off (25,200 sf), Recycling drop-off (8,700 sf)
- Household Hazardous Waste (HHW) facility on-site
- Open 7 days/week, serving North Monterey County and Salinas



5

Environmental Topics Analyzed

- Aesthetics, Agriculture/Forestry, Air Quality, Biological Resources
- Cultural Resources, Energy, Geology/Soils, Greenhouse Gas
- Hazards/Hazardous Materials, Hydrology/Water Quality, Land Use
- Noise, Population/Housing, Public Services, Recreation
- Transportation, Tribal Cultural Resources, Utilities, Wildfire



6

Summary of Environmental Findings

- Most areas: Less than significant impact
- Air Quality: Below thresholds of significance
- Traffic/Safety: Mitigation includes deceleration and merge lanes
- Stormwater: Managed under Industrial General Permit (IGP)
- Visual quality: Improved compared to current conditions



7

Key Design Features

- Dust suppression and odor control systems
- Traffic safety improvements (deceleration, merge lanes, signage)
- Stormwater Best Management Practices (BMPs)
- Litter control and vector management measures
- Regular load checking and hazardous waste handling protocols



8

Recommended CEQA Determination

- Initial Study prepared under CEQA Guidelines
- Findings: Less than significant impacts
- Proposed adoption of a Negative Declaration (ND)
- File Notice of Determination



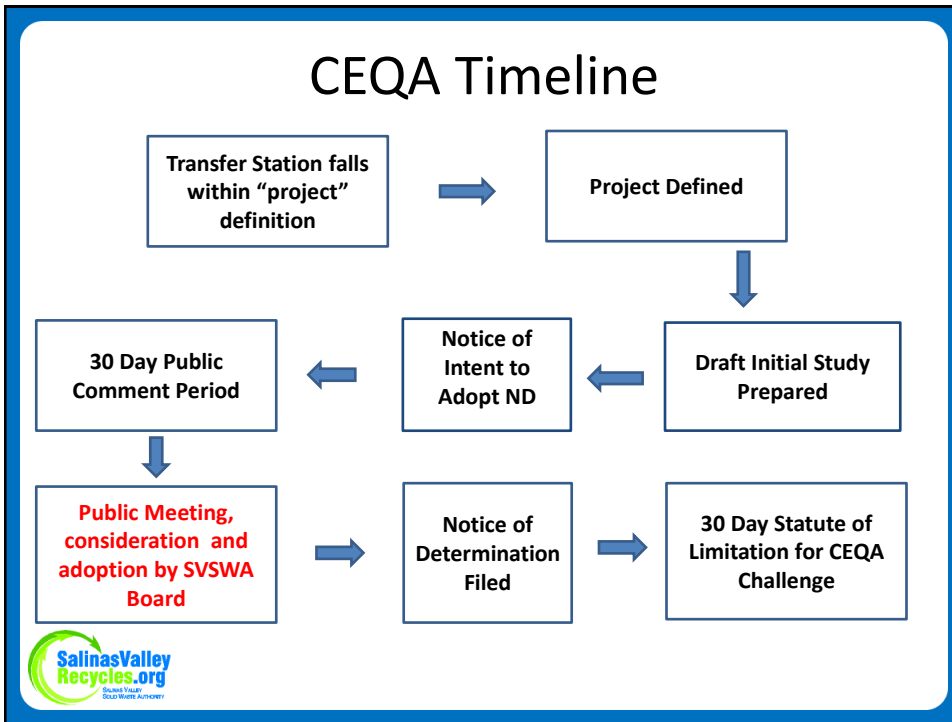
9

REVIEW AND OUTREACH

- ✓ Draft Version reviewed internally
- ✓ Reviewed by SVSWA CEQA Counsel
- ✓ State Clearinghouse
- ✓ Monterey County Clerk
- ✓ Noticed in Californian
- ✓ Immediate Neighbors noticed by mail
- ✓ Posted at gate of Crazy Horse Landfill
- ✓ Full document and notice on SVSWA website
- ✓ Comments provided in Initial Study provided to Board



10



11

Next Steps

- Public review: August 9 – September 9, 2025
- Board adoption of Negative Declaration
- Notice of Determination filed with County Clerk
- Obtain Permits: Use Permit, Building Permit, CUPA HHW Permit, Solid Waste Facilities Permit

 SalinasValley Recycles.org
Salinas Valley Solid Waste Agency

12

Questions?





Report to the Board of Directors

ITEM NO. 9

Finance and Administration
Manager/Controller-Treasurer

General Manager/CAO

R. Santos by E.T.

Authority General Counsel

Date: September 18, 2025
From: Roy C. Santos, General Counsel
Title: Levine Act Overview

RECOMMENDATION

Consideration of whether to include a Levine Act disclosure reminder within the Authority's meeting agendas.

STRATEGIC PLAN RELATIONSHIP

The recommended action is routine in nature.

FISCAL IMPACT

No fiscal impact.

BACKGROUND

General Manager Mathews and I received an email from Director Sandoval inquiring about including a Levine Act disclosure on the Authority's Agendas. To determine if the Board would like to include such a disclosure, we have brought this request forward for consideration and direction.

DISCUSSION & ANALYSIS

The Levine Act, codified under Government section 84308, serves to deter "pay-to-play" practices by limiting campaign contributions from those involved in a proceeding involving a "license, permit, or other entitlement for use" before a public agency. Enacted in 1982, it initially applied only to appointed board and commission members. However, as of January 1, 2023, its reach was expanded to cover public agencies with directly elected members. In 2024, the Legislature made additional amendments to the Levine Act which have been in effect since January 1, 2025.

The Levine Act imposes two primary duties on elected officials.

- First, it prohibits accepting, soliciting, or directing a campaign contribution of more than \$250.00 if the donor is involved in a proceeding involving a license, permit or other entitlement for use that is pending before the agency and for twelve (12) months following the conclusion of the proceeding. This part of the Levine Act is often referred to as the "contribution limit."

(Effective January 1st, 2025, the contribution limit and threshold for the conflict-of-interest provision was increased to \$500.00.)

- Second, it requires elected officials to recuse themselves from any proceeding involving a license, permit or other entitlement for use if the official has received a campaign contribution over \$250.00 from a person involved in the proceeding within the previous twelve (12) months. This part of the Levine Act is often referred to as the “conflict of interest provision.”

Both requirements are a significant change as there was not a statewide contribution limit from certain campaign donors, and campaign contributions did not previously give rise to a conflict of interest under State law.

ATTACHMENT(S)

1. Memorandum

September 18, 2025

Re: Request for Levine Act Disclosure on Authority Agendas

Dear: President Silva and Members of the Board of Directors,

General Manager Mathews and I received an email from Director Sandoval inquiring about including a Levine Act disclosure on the Authority's Agendas. To determine if the Board would like to include such a disclosure, we have brought this request forward for consideration and direction. Below is an overview of the Levine Act, its requirements and recent legislative changes which have gone into effect.

Overview of the Levine Act:

The Levine Act, codified under Government section 84308, serves to deter "pay-to-play" practices by limiting campaign contributions from those involved in a proceeding involving a "license, permit, or other entitlement for use" before a public agency. Enacted in 1982, it initially applied only to appointed board and commission members. However, as of January 1, 2023, its reach was expanded to cover public agencies with directly elected members. In 2024, the Legislature made additional amendments to the Levine Act which have been in effect since January 1, 2025.

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September 18, 2025

Page 2

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Both requirements are a significant change as there was not a statewide contribution limit from certain campaign donors, and campaign contributions did not previously give rise to a conflict of interest under State law.

The Levine Act and its Requirements:

1. What is a proceeding involving a “license, permit or entitlement for use”?

The Levine Act defines “license, permit, or other entitlement for use” to mean all business, professional, trade, and land use licenses and permits and all other entitlements for use, including all entitlements for land use, all contracts, and all franchises. While the term “entitlement for use” itself is not explicitly defined in the Levine Act, its context and objectives imply that it is intended to cover proceedings affecting specific, identifiable individuals or those with a significant financial impact on participants.

Examples of such proceedings include:

- Building and development applications;
- Conditional use permits;
- Contracts, unless the contract is competitively bid (e.g., awarded to the lowest responsible bidder), labor, or personal employment contract;
- Public street abandonments;
- Private development plans;
- Rezoning of specific real estate parcels;
- Event permits;
- Rulemaking procedures affecting a particular industry where only a small number of businesses are affected;
- Special district formation proceedings involving the creation of a special use or benefit to the people in the district;
- Tentative subdivision and parcel maps; and
- Zoning variances.

September 18, 2025

Page 3

The Levine Act does not cover proceedings in which general policy decisions or rules are made or where the interests affected are many and diverse.

Since January 1st, the Levine Act has not applied to:

- Competitively bid contracts that are required by law, agency policy, or agency rule to be awarded pursuant to a competitive process;
- Labor contracts;
- Personal employment contracts;
- Contracts valued under \$50,000.00;
- Contracts where no party receives financial compensation;
- Contracts between two or more public agencies; and
- The periodic review or renewal of competitively bid contracts unless there are material modifications or amendments proposed to the agreement that are valued at more than ten (10) percent of the value of the contract or fifty thousand dollars (\$50,000.00), whichever is less.

For the Authority, land-use decisions and contracts that are not exempt will be subject to the Levine Act.

2. When is a proceeding “pending”?

A proceeding is considered “pending” if:

- The decision is currently before the Authority for consideration. This includes any item that has been placed on the agenda for discussion or decision at any public meeting of the Authority, including boards and commission meetings; or
- The elected official is aware, or has reason to believe, that the proceeding is under the jurisdiction of the Authority for a decision or other action, and it is reasonably foreseeable that the decision will be brought before them in their capacity as a decision-maker.

Beginning January 1st, the meaning of what is “pending” has narrowed. “Pending” will mean that the item has been placed on a public meeting agenda of the officer's body, or the officer “knows” that the proceeding is within the agency’s jurisdiction (the phrase “or reason to know” was not carried over), and it is reasonably foreseeable that it will come before the officer in their decision-making capacity (which includes making recommendations to the Board).

September 18, 2025

Page 4

The definition of “pending” for parties, participants, and their agents differs. A proceeding is “pending” for a party, participant, and their agents when it is under the Authority’s jurisdiction for action.

3. Who does the Levine Act apply to?

The Levine Act applies to all individuals classified as “officers” within an agency. An “officer” is any individual who, whether elected or appointed, has the power to make decisions, participate in decision-making, or influence decisions. Board members fall under this definition and are subject to the Levine Act when fundraising for re-election to their City Council, Board of Supervisors or for election to another local, state, or federal office. Authority board and commission members with decision-making authority, including making recommendations to the Board, are also “officers” subject to the Levine Act when fundraising for election to their local City Council, Board of Supervisors or for election to another local, state, or federal office.

A candidate for office who is not yet elected does not qualify as an “officer of the agency.” Consequently, the restrictions in the Levine Act pertaining to an “officer of the agency” do not apply to such individuals until they become an officer under the Levine Act.

The Levine Act also does not apply to:

- Member of the courts or any agency in the judicial branch;
- Member of the State Legislature;
- Member of the Board of Equalization; or
- A Constitutional officer (i.e., the Governor, Lieutenant Governor, Attorney General, Controller, Insurance Commissioner, Secretary of State, State Treasurer, and Superintendent of Public Instruction).

4. What are the Board members’ responsibilities?

- (a) The Campaign Contribution Limit: \$500.00 Contribution Limit During 12-Month Period While the Proceeding is Pending and 12 Months Thereafter.**

For any entitlement for use proceeding, officers with decision-making authority may not accept, solicit, or direct campaign contributions exceeding \$500.00 from any “party” involved in the proceeding or their agents, or from any “participant” or their agents who,

September 18, 2025

Page 5

to your knowledge or based on reasonable grounds, have a financial interest in the outcome of the proceeding. This prohibition applies while the proceeding is pending and extends for twelve months following the final decision.

As of January 1st, agents of a party or participant are prohibited from contributing any amount while the proceeding is pending and until twelve (12) months after the final decision. An agent is someone who represents that party or participant for compensation and appears before or otherwise communicates with an agency for the purpose of influencing the proceeding on behalf of a party or participant.

(b) The Conflict-of-Interest Provision: When Campaign Contributor Involved, Levine Act may Require Disclosure, Recusal, or Return of Contributions.

Pursuant to the Levine Act, elected officials are prohibited from making, participating in making, or in any way attempting to use their official position to influence a decision in an entitlement for use proceeding pending before the agency if they have willfully or knowingly received a contribution in an amount of more than \$500.00 within the preceding twelve (12) months from a party or a party's agent, or from any participant or a participant's agent if they know or have reason to know that the participant has a financial interest in the decision.

This conflict-of-interest provision is triggered in situations where the elected official received the contribution as a candidate before election or re-election to office. It is also triggered where the contribution was received before the entitlement for use proceeding was pending.

(1) Disclosure

If an elected official received a contribution exceeding \$500.00 from a party, participant, or their agent within the past twelve (12) months, they are required to disclose the contribution as follows:

- Form: Disclosure may be made orally or in writing during a public meeting;
- Timing: If a public meeting is held, the disclosure must occur at the meeting's start; If an official learns of the party's contribution or the participant's contribution and financial interest during the meeting, disclosure must be made at that time, before further participation in the proceeding; and

September 18, 2025

Page 6

- Contents: The disclosure must include:
 - The fact that the official received contributions from a party, participant, or their agent, greater than \$500.00 within the last twelve (12) months; and
 - The name(s) of the contributor(s).

(2) Recusal

If an official has accepted a contribution exceeding \$500.00 and is either unwilling or unable to return the contribution (see next section) within the required timeframe, the official must refrain from participating in the decision. As with other conflicts of interest, the official should disclose the conflict at the meeting before the item is heard, leave the room, and abstain from any participation in the decision. For an agenda item on the consent calendar (uncontested items), the official may remain in the room during the consideration of the consent calendar.

(3) Returning Contributions

Under the Levine Act, Board members are allowed to return a contribution that could otherwise prevent their participation in an entitlement for use proceeding, provided they do so within thirty (30) days of becoming aware, or when they reasonably should have become aware, of both the contribution and the relevant proceeding. The return of such contributions is permissible under the following conditions:

- The contribution was made by a party before the Board member became aware, or had reason to be aware, that a proceeding involving the party was underway. Awareness is presumed if the proceeding has been announced on the Board agenda; or
- The contribution was received from a participant before the Board member knew, or should have known, that the participant had a financial interest in the proceeding.

Moreover, the Levine Act allows Board members to still partake in the proceeding before returning the contribution, provided the following criteria are met:

- The decision occurs during a public meeting, and the Board member was aware, or should have been aware, of the contribution and the proceedings for less than thirty (30) days;

September 18, 2025

Page 7

- Upon becoming aware of the contribution and before further participation in any discussion or decision-making, the Board member must disclose the nature of the disqualifying contribution publicly during the proceeding and promise that the return of the contribution will happen within the thirty (30) day period from when the Board member first became aware, or should have become aware, of the contribution and the proceeding; and
- The contribution is indeed returned within this specified timeframe.

Under the new provisions, a Board Member may return a contribution within thirty (30) days from the time the decision is made, or knows, or should have known, about the contribution and the proceeding involving a license, permit, or other entitlement for use, whichever comes last.

5. Who is a “party”?

The Levine Act defines a “party” as any individual or entity that applies for, or is the subject of, a proceeding related to obtaining a license, permit, or any other form of entitlement for use.

For example, under the Levine Act, a “party” refers to entities such as developers with pending building applications before the Planning Department, or companies and individuals with contracts that are not competitively bid awaiting approval on the Board agenda.

6. Who is a “participant”?

The Levine Act defines a “participant” as any individual who, although not a party, actively supports or opposes a specific decision in an entitlement for use proceeding and has a financial interest in the outcome of that decision.

Active support or opposition to a decision includes engaging in communication with a Board member or staff member to influence the decision. This includes actions such as:

- Lobbying in person;
- Testifying in person; or
- Engaging in any form of communication with a Board member or Authority employee with the intent to influence the proceeding’s outcome.

September 18, 2025

Page 8

This does not include communications made to the public outside of the proceeding, such as at a meeting of neighbors.

(a) What is a financial interest under the Levine Act?

As with other conflict of interest laws in the Political Reform Act, the Levine Act defines a “financial interest” as the following:

- **Business Entities:** Employment, directorship, officer, partnership, trusteeship, management role, or an investment in a business entity valued at \$2,000.00 or more.
- **Real Property:** Ownership of, or a stake-in, real property valued at \$2,000.00 or more within proximity (e.g., under 500 feet or 500-1000 feet) of the property that is the subject of the proceedings. This encompasses leasehold interests but excludes month-to month tenancies.
- **Sources of Income:** Receipt of income amounting to \$500.00 or more in the twelve (12) months preceding the decision-making process.
- **Gifts:** Receipt of gifts totaling \$590.00 or more in the twelve (12) months leading up to the decisionmaking process.
- **Personal Finances:** The personal finances of the participant or those of the participant’s immediate family members.

“Financial interest” is only relevant in determining whether an individual qualifies as a participant under the Levine Act and is not a consideration when determining whether someone is a “party.”

(b) When would a Board member know someone is a participant with a financial interest?

Elected officials are deemed to “know or have reason to know” about a participant’s financial interest in a decision if:

- The elected official has actual knowledge of financial interest, or
- The participant discloses facts, either through written or oral statements during the proceedings, that clearly indicate their financial interest.

September 18, 2025

Page 9

To assess whether a Board member should “know or have reason to know” about a participant’s financial interest in a decision, as outlined in the Levine Act, consider whether you would have a conflict of interest if you had the same financial interest in the decision. If in doubt, please contact the General Counsel for guidance.

7. Who is an agent?

A person is the “agent” of a party or participant in a pending entitlement for use proceeding if the person:

- Represents that party or participant for compensation; and
- Appears before or otherwise communicates with the governmental agency for the purpose of influencing the pending proceeding.

Beginning January 1st, agents of a party or participant are prohibited from contributing any amount while the proceeding is pending and until twelve (12) months after the final decision.

An individual is considered an agent under the Levine Act only if their communications with an agency aim to influence a pending proceeding. Conversely, individuals not seeking to influence the proceeding, even if compensated by a party or participant, do not qualify as agents.

8. When has an elected official “willfully or knowingly” received a \$500.00 or greater contribution from a party, participant, or agent within the past twelve (12) months?

(a) Knowledge

A Board member will have “willfully or knowingly” received a contribution under any of the following conditions:

- **Actual Knowledge:** The Board member is directly aware of the contribution.
- **Disclosed at Public Meeting:** The contribution has been openly disclosed by the party or participant at a Board Meeting.
- **Other Reasons to Know:** The Board member has become aware of the contribution through various indicators, which may include:

September 18, 2025

Page 10

- o Notification by the party, participant, or another individual that a contribution or contributions have been made to the Board member.
 - o The Board member has personally solicited the party or participant for a contribution.
 - o The Board member personally accepted a contribution from the party or participant.
- Relevance of Prior Campaign Reporting: The inclusion of a contribution in a campaign report filed by a campaign committee does not, by itself, constitute a “reason to know” about a party’s or participant’s contribution.

(b) How is the \$500.00 Calculated?

To ascertain if an elected official has received a contribution of \$500.00 or more from a party, participant, or their agent, consider the aggregation rules described below. Typically, aggregation applies when a contribution is received from a party or participant, as an individual, and from a business they own or control.

To determine if the cumulative contributions from a party, participant, or their agents exceed \$500.00 within a twelve (12) month timeframe, an elected official must aggregate:

- All contributions made directly by the party or participant.
- All contributions made by the agent of the party or participant within either: (i) the preceding twelve (12) month period; or (ii) from the date the agent was engaged as a paid employee, contractor, or consultant by the party or participant, whichever is shorter.
- Contributions from any individual (except for uncompensated officers of nonprofit organizations) or entity that, according to Section 82015.5 of the Political Reform Act, should be aggregated with those of the party, participant, or their agent.
- Exceptions: While contributions described above generally need to be aggregated, there's an exception for unknowingly received contributions that should be aggregated. An elected official is not deemed to have "reason to know" about such a contribution - thus not breaching the Levine Ac - if:
 - o The contribution was not disclosed by the party, participant, or agent in the proceeding's record, and
 - o You lack knowledge of facts that mandate aggregation of the contribution under Government Code section 82015.5 and Regulation 18438.5.

September 18, 2025

Page 11

Section 82015.5 states that:

- Contributions by an entity under the direction or control of an individual must be combined with those made by that individual and any other entity under their control;
- Contributions from entities controlled by a majority of the same individuals should be aggregated; or
- Contributions by entities that a person majority owns are to be aggregated with those by the majority owner and all other similarly owned entities unless these entities operate independently in making campaign contributions.

Generally, the contribution from a party or participant's spouse would not be combined with those of that party or participant. However, aggregation is required if:

- The proceeding involves real property or a business interest jointly owned by the spouses; and
- The spouse acts as an agent for the party or participant spouse.

9. Sample Levine Act Disclaimer

The Levine Act introduces complex provisions that have not previously been applied to local elected officials. As with other conflict of interest laws, the burden of compliance falls on the elected official and those considered parties and participants under the Levine Act. To assist with compliance, we drafted the disclaimer below which can be added to the Board agenda to inform the public of the law:

Levine Act Disclaimer

California Government Code section 84308, commonly referred to as the "Levine Act," prohibits an elected official of a local government agency from participating in a proceeding involving a license, permit, or other entitlement for use if the official received a campaign contribution exceeding \$500.00 from a party or participant, including their agents, to the proceeding within the last twelve (12) months. A "license, permit, or other entitlement for use" includes most land use and planning approvals and the approval of contracts that are not subject to lowest responsible bid procedures. A "party" is a person who files an application for, or is the subject of, a proceeding involving a license, permit, or other entitlement for use. A "participant" is a person who actively supports or opposes

September 18, 2025

Page 12

a particular decision in a proceeding involving a license, permit, or other entitlement for use, and has a financial interest in the decision. The Levine Act incorporates the definition of “financial interest” in the Political Reform Act, which encompasses interests in business entities, real property, sources of income, sources of gifts, and personal finances that may be affected by the Board’s actions. If you qualify as a “party” or “participant” to a proceeding, and you have made a campaign contribution to a Board member exceeding \$500.00 made within the last twelve (12) months, you must disclose the campaign contribution before making your comments.

Conclusion

As General Counsel, I am available to assist with questions regarding conflicts of interest related to matters presented to the Board. While we can offer guidance on conflicts of interest, our office does not provide advice on campaign finance and cannot represent officials in their individual capacity. We can refer Authority officials to additional resources where needed.

For matters pertaining to campaign finance, including compliance with contribution limits, the Fair Political Practices Commission (FPPC) serves as the authoritative body. The FPPC provides resources at “<https://www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html>.” You can also contact the FPPC for assistance at 1-866-ASK-FPPC (1-866-2753772) or via email at advice@fppc.ca.gov.

Sincerely,

BURKE, WILLIAMS & SORENSEN, LLP

Roy C. Santos

RCS

SVR Agenda Item - View Ahead 2025-2026

ITEM No. 10

	Oct	Nov	Dec	Jan	Feb	Mar
A			Tentative	Election of Officers		
1	Minutes	Minutes	Minutes	Minutes	Minutes	Minutes
2	Claims/Financials (EC)	Claims/Financials (EC)	Oct. Claims/Financials (EC)	Nov. Claims/Financials (EC)	Claims/Financials (EC)	Claims/Financials (EC)
3	Member Agencies Activities Report	September Claims/Financials (EC)	Member Agencies Activities Report	December 31 Cash & Investments Report	Member Agencies Activities Report	Member Agencies Activities Report
4	2026 BD/EC Meetings Schedule	September 30 Cash & Investments Report (EC)	Ground Water Agreement Amend. 2 - Pace Analytical Services	Member Agencies Activities Report	4th Qtr. Tonnage & Diversion Report	Public Hearing:
5	Approval of Strategic Plan Session Documents	3rd Qtr. Tonnage & Diversion Report		Cal Recycle & All Grants Application Submittal Resolutions	Recycling Recognitions	New FY 26-27 Budget (EC)
6	Franks Industrial Agreement	Member Agencies Activities Report		Public Hearing: AB 2561	FY 26-27 Preliminary Budget (EC)	
7	Audit Report Previous FY (EC)	Fund Balance Reserves (EC)		Annual Employee Survey Results (EC)		
8	Youth Council Introductions	Annual County Used Oil Report		Edible Food Recovery Grant awards		
9	Intro & 1st Reading of Ord. Code Amenedment	Public Hearing: 2nd Reading & Adopton of Ord. Code Amendment		FY 26-27 Budget Direction (EC)		
10	JCLF Module VIII Presentation (EC)	New Officers Nominating Committee				
11	<i>Labor Negations: Appointment of public agency employee: GM</i>	<i>Labor Negations: Appointment of public agency employee: GM</i>				
12	<i>Labor Negations Ops (EC)</i>	<i>Labor Negations Ops (EC)</i>				
13						

Consent
Presentation
Consideration
<i>Closed Session</i>

[Other] (Public Hearing, Recognition, Informational, etc.)
 (EC) Executive Committee
 (sp) Strategic Plan Item