

TO: James L. App, City Manager  
FROM: Ron Whisenand, Community Development Director  
SUBJECT: Negative Declaration for Solid Waste Facility (Landfill) Permit Revision  
DATE: October 17, 2006

Needs: For the City Council to consider approval of a Negative Declaration for minor changes to the Landfill operating permit.

Facts:

1. The project consists of a modification of the City of Paso Robles' solid waste facility permit to increase the daily and annual maximum throughput capacity from 250 tons per day and 69,000 tons per year to 450 tons per day and 75,000 tons per year and to extend daily operating hours of the landfill to allow the facility to open at 7:00 am instead of 8:00 am. Closing times will remain unchanged.
2. Attached is an Initial Study, which concludes that the project will not have any significant effects on the environment, and proposes that a Negative Declaration be approved.
3. Public notice of the proposed Negative Declaration was given as required by Section 21092 of the Public Resources Code, and provided for a 30 day review period. Pursuant to said public notice, the public was given the opportunity to submit written comments and to appear before the City Council at a public meeting conducted on October 17, 2006 to make oral comments on the draft Negative Declaration. The public comment period for the Initial Study will end on October 17, 2006.
4. As of October 6, no written comments have been received on the proposed Negative Declaration. Any written comment received prior to the Council's hearing on October 17 will be distributed to the Council, and copies will be made available to the public at the October 17 hearing.

Analysis and Conclusion: The attached Initial Study includes detailed analyses of effects of the project on traffic and air quality. These analyses conclude that there will be no significant effects on the environment as a result of the project.

Policy Reference: California Environmental Quality Act

Fiscal Impact: The adoption of a Negative Declaration will have no effect on the General Fund.

Options: Upon receipt of public comments, take one of the following actions:

- a. Adopt Resolution No. 06-xx approving a Negative Declaration for the Project.
- b. Amend, modify, or reject the foregoing options.

Attachments:

1. Resolution Approving a Negative Declaration
2. Initial Study
3. Newspaper Notice

RESOLUTION NO. 06-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASO ROBLES  
ADOPTING A NEGATIVE DECLARATION FOR A MODIFICATION OF THE SOLID WASTE  
FACILITY PERMIT TO INCREASE THE DAILY AND ANNUAL TONNAGE AND TO EXTEND  
THE DAILY HOURS OF OPERATION

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WHEREAS, the City of Paso Robles proposes to modify the City of Paso Robles' solid waste facility permit to increase the daily and annual maximum throughput capacity from 250 tons per day and 69,000 tons per year to 450 tons per day and 75,000 tons per year and to extend daily operating hours of the landfill to allow the facility to open at 7:00 am instead of 8:00 am; closing times will remain unchanged; and

WHEREAS, pursuant to the California Environmental Quality Act, the City has prepared an Initial Study for the permit modification (the "Project"), which concludes that the project will not have any significant effects on the environment and recommends that a Negative Declaration be adopted; and

WHEREAS, public notice of the proposed Negative Declaration was given as required by Section 21092 of the Public Resources Code; and pursuant to said public notice, the public was given the opportunity to submit written comments and to appear before the City Council at a public meeting conducted on October 17, 2006 to make oral comments on the draft Negative Declaration.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

SECTION 1. Based on the information contained in the plans and specifications prepared for the Project on file with the City's Department of Public Works, the Initial Study prepared for the Project, public comments and testimony received during the comment period at the public meeting conducted on October 17, 2006, the City Council finds, based on its independent judgment and analysis, that there is no substantial evidence that the Project will have a significant effect on the environment.

SECTION 2. The City Council of the City of Paso Robles does hereby approve and adopt the Negative Declaration for the Project. All of the documents and other evidence which constitute the record of proceedings upon which the findings in this Resolution are made are in the custody of the Department of Public Works, City Hall, 1000 Spring Street, Paso Robles, California 93446.

SECTION 3. The City Council of the City of Paso Robles does hereby approve the Project, and directs the City Clerk to file a Notice of Determination regarding the approval of the Project with the County Clerk of San Luis Obispo County for posting.

PASSED AND ADOPTED by the City Council of the City of Paso Robles this 17<sup>th</sup> day of October 2006 by the following vote:

AYES:  
NOES:  
ABSTAIN:  
ABSENT:

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Frank R. Mecham, Mayor

ATTEST:

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Deborah D. Robinson, Deputy City Clerk

**PROJECT DESCRIPTION /  
INITIAL STUDY CHECKLIST FORM  
PROPOSED SOLID WASTE FACILITY PERMIT REVISION  
CITY OF PASO ROBLES LANDFILL**

Prepared for:

**City of Paso Robles**  
1000 Spring Street  
Paso Robles, California 93446

Prepared by:

**SCS ENGINEERS**

6601 Koll Center Parkway, Suite 140  
Pleasanton, California 94566  
(925) 426-0080

September 12, 2006  
File No. 01205150.00 / Task 10



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- B Preliminary Evaluation of Air Quality Impacts, Proposed SWFP Revision (SCS Engineers)

**ENVIRONMENTAL INITIAL STUDY CHECKLIST FORM  
CITY OF PASO ROBLES  
PLANNING DIVISION**

**1. PROJECT TITLE:** Solid Waste Facility Permit Revision, City of Paso Robles Landfill

**Concurrent Entitlements:** None

**2. LEAD AGENCY:** City of Paso Robles  
Community Development Services Department  
Planning Division  
1000 Spring Street  
Paso Robles, CA 93446

**Contact:** Ed Gallagher  
**Phone:** (805) 237-3970

**3. PROJECT LOCATION:**

The Paso Robles Landfill is located at 9000 Highway 46 East in San Luis Obispo County, California. It is approximately eight miles east of the City of Paso Robles, near the intersection of Union Road and state Highway 46. Entry to the landfill is along a paved access road from Highway 46. The site is in the west half of the southwest quadrant of Section 13, Township 26 South, Range 13 East, Mount Diablo Base & Meridian. The landfill property occupies approximately 80 acres as identified in the San Luis Obispo County Assessor Parcel Map as APN 025-491-001. Refer to *Figure 1 – Vicinity Map* and *Figure 2 – Location Map* for site location.

**4. PROJECT PROPONENT:** City of Paso Robles  
Public Works Department  
1000 Spring Street  
Paso Robles, California 93446

**Contact Person:** Brad Hagemann  
**Phone:** (805) 237-3861

**5. GENERAL PLAN DESIGNATION:** Public Facilities (PF, City of Paso Robles)

**6. ZONING:** Public Facilities (City of Paso Robles)

## 7. PROJECT DESCRIPTION:

### Summary

The applicant, the City of Paso Robles, is requesting a solid waste facility permit modification to increase daily maximum throughput capacity and extend daily operating hours of the Paso Robles Sanitary Landfill.

The approximate 80-acre facility is classified as a Class III sanitary landfill, permitted for disposal of non-hazardous municipal solid wastes (MSW). The current Solid Waste Facility Permit (SWFP) allows for disposal of 69,000 tons MSW per year with a daily disposal maximum of 250 tons per day (tpd). A permit revision is proposed to increase the disposal limits to 75,000 tons per year and 450 tpd, respectively. It is also proposed that operating hours be changed to allow the facility to begin receiving waste at 7:00 a.m. daily, rather than 8:00 a.m. as currently permitted.

The plan area of the current landfill footprint (waste disposal area) is approximately 31 acres. At final build-out as currently permitted, the waste footprint will occupy approximately 65 acres. *No changes are proposed to types of wastes accepted for landfill disposal, or to the permitted landfill footprint areas, final grades, or ultimate airspace capacity as part of this permit modification.*

### Landfill Site Description

The Paso Robles Landfill serves as the primary MSW disposal facility for the City of Paso Robles, surrounding unincorporated county areas (San Miguel and Shandon), and nearby state- or federally-owned facilities including the California Men's Colony, Hearst Castle State Park, and Camp Roberts. The landfill is owned by the City of Paso Robles and operated by Pacific Waste Services, Inc., under contract to the City.

The currently-permitted hours of operation are from 8:00 a.m. to 3:00 p.m. Monday through Saturday, and 8:00 a.m. to 2:00 p.m. on Sundays. Due to historic low waste volumes on Sundays, the site is now closed on that day. The site is open to the general public and franchised or permitted waste haulers.

The Paso Robles Landfill began operation in 1970. Until 1993, the landfill was operated by the trench and area fill method in accordance with regulations in effect at the time. During this period, disposal operations took place in an area now referred to as the "Existing Refuse Fill Area" (refer to **Figure 3 – Site Plan**). The Existing Refuse Fill Area is currently inactive and has received an interim final cover.

Since 1993, disposal operations have taken place in a series of lined disposal units designated as Modules 1, 2A, 2B, and 3A (refer to **Figure 3**). These disposal units were constructed and are operated in accordance with federal Subtitle D and California Code of Regulations (CCR) Title 27 requirements. Per these regulations, the cells were designed and constructed with engineered low-permeability soil (or an approved, engineered alternative geocomposite clay) and geosynthetic base liners and liquids removal systems to protect underlying groundwater quality. Modules 3B, 3C, 4 and 5, yet to be constructed, are within the permitted landfill footprint and will be utilized in the future when airspace capacity in existing cells is exhausted.

Other site infrastructure and ancillary features include a scale and scalehouse/office building, a permitted household hazardous waste drop-off facility (owned and operated by the San Luis Obispo County Integrated Waste Management Authority), a landfill gas (LFG) collection and flare system, water supply and leachate storage tanks, and storm water sediment basins.

Details on current landfill operations (waste cell excavation and sequencing, waste placement and compaction, hazardous waste/special waste exclusion and handling, landfill cover placement, equipment use), environmental monitoring and control systems, and final grading and site closure plans can be found in the following landfill technical documents on file with the City:

- Pacific Waste Services, Inc., *Draft Report of Disposal Site Information, CCR Title 27 Joint Technical Document for Paso Robles Sanitary Landfill*, July, 2003.
- Pacific Waste Services, Inc. *Draft Preliminary Closure and Post-Closure Maintenance Plan, Paso Robles Landfill, Paso Robles, California*, November 2003.

Both documents above have been tentatively approved by the CIWMB with minor comments; final approval is pending CEQA certification by the City.

### **Existing Site Permits, Classification and Waste Acceptance**

#### **Permits—**

The Paso Robles Landfill is referenced as site No. 40-AA-0001 in the California Integrated Waste Management Board (CIWMB) Solid Waste Information System database. A Solid Waste Facility Permit under this same number was issued on April 30, 1999. Per the SWFP, the peak average daily disposal rate cannot exceed 250 tpd.

The landfill is also operated in accordance with the following other permits and requirements:

- Waste Discharge Requirements (WDRs) Order No. 01-112, issued by the Central Coast Regional Water Quality Control Board (RWQCB) and dated October 26, 2001.
- Title V Permit to Operate for the Paso Robles Landfill, issued by the San Luis Obispo County Air Pollution Control District (APCD) in December, 2001.

#### **Waste Acceptance and Classification—**

The landfill is permitted as a Class III waste management unit. Under this designation, the waste types are accepted for disposal are: non-hazardous agricultural, construction and demolition debris; industrial wastes; metals; mixed municipal wastes; dried sewage sludge from the City's wastewater treatment plant; waste tires; and wood waste.

Other waste materials received at the site are separated for recycling and are not disposed of in the landfill. These materials include concrete, asphalt, appliances, clean wood waste, green waste and used tires.

#### **Waste Disposal Rates--**

Annual and daily average MSW disposal rates at the Paso Robles Landfill for years 2003 through 2005 are provided below in **Table 1**. The disposal rates shown exclude source-separated recyclable materials deliveries to the landfill.

**TABLE 1. WASTE DISPOSAL RATES, PASO ROBLES LANDFILL**

<i>Year</i>	<i>Disposal Rate, Tons/year</i>	<i>Disposal Rate Tons/day (6-day/week average)</i>
2003	49,530	162
2004	49,650	162
2005	46,300	151
Average, 2003 – 05	48,500	158

**Need for the Project**

Due to economic and population growth in the greater Paso Robles area, there have been periodic exceedences of the maximum daily tonnage limit at the landfill. Between April and June, 2006, the landfill exceeded its permitted daily maximum disposal intake of 250 tons on two occasions. Exceedences of this daily limit have also been reported on occasion during previous years. Annual disposal rates have remained within the existing permit limit.

Continued growth is expected for the area, based on the City of Paso Robles General Plan Land Use Element (2003) and Housing Element (2004). Population growth is forecasted to increase approximately 3 percent per year through 2010. Commercial/industrial development potential, measured in square feet of build-out, is expected to increase by about 3.3 percent per year through year 2025. Waste volumes are anticipated to continue to increase proportionally as the service area grows. A change in site permit conditions increasing the daily tonnage ceiling is needed to ensure uninterrupted disposal service to the community and compliance with permit conditions.

On December 5, 2003, the City and Pacific Waste Services Inc. submitted a 5-Year Permit Review Application and supporting documentation to the CIWMB. The following revisions were requested to the SWFP:

- Peak daily tonnage increase from 250 tpd to 450 tpd.
- Annual tonnage limit increase from 69,000 tons per year to 75,000 tons per year.
- Operating hours change allowing the site to open at 7:00 a.m. daily.

CIWMB approval for the requests and issuance of a new SWFP are subject to compliance with the California Environmental Quality Act (CEQA). The City has initiated the CEQA review process via this Initial Study.



## **Proposed Landfill Operational Changes**

The project is intended to accommodate existing and anticipated waste disposal needs of the community. Landfill traffic and waste volumes delivered to the site will increase proportionally with population and economic growth in the landfill service area. Existing landfill infrastructure and personnel staffing/equipment resources are believed to be sufficient to handle the additional waste deliveries and no significant changes in day-to-day landfill operations are proposed. Details on proposed operations are as follows:

### **Hours of Operation—**

The site is currently permitted to be open to the public from 8:00 a.m. to 3:00 p.m. daily. The applicant proposes to open the site to waste deliveries at 7:00 a.m., and continue to close to the public at 3:00 p.m.

Typical daily site operations will begin at approximately 6:00 to 6:30 a.m. when employees arrive to the site, service equipment, remove daily cover tarps and generally prepare for waste deliveries. Daily site preparation activities typically include grading of waste tipping areas, placement of traffic barriers, watering of access roads for dust control. The gate will open at 7:00 a.m. and incoming vehicles will be weighed at the scale house and proceed to the waste tipping area.

As with current operations, site maintenance activities will continue after the gate closes at 3:00 p.m. to allow for waste compaction, cover soil placement, litter removal and equipment maintenance.

### **Traffic Count and Controls--**

Waste and recyclable materials deliveries to the Paso Robles Landfill are by franchised haulers (front-, side- and rear-load compactor trucks and roll-off box vehicles), commercial customers (contractors, landscapers, etc. arriving in flatbed trucks, dump trucks and utility trucks), City vehicles (utility trucks) and the general public (self-haul vehicles).

All incoming vehicles are weighed at the facility scale house. The operator maintains a database with traffic counts and waste receipts by customer type and jurisdiction of origin. **Table 2** provides a summary of traffic counts and tons delivered (refuse plus source-separated recyclables) for the period January 2005 through May 2006. The traffic count is expressed as average daily trips (ADT), or 1 trip inbound + 1 trip outbound for each load. Based on data provided by the landfill operator and traffic analysis performed as part of this initial study, about 59 percent of incoming landfill traffic is comprised of standard sized vehicles (self-haul) and the remaining 41 percent are mid-sized trucks (commercial packers, commercial contractors and landscapers).

**TABLE 2. PASO ROBLES LANDFILL HISTORIC TRAFFIC COUNT**

<i>2005 Month</i>	<i>Loads</i>	<i>Tons</i>	<i>Tons per Day</i>	<i>Average Daily Trips*</i>
January (25 days)	1,747	4,043	162	140
February (24 days)	1,565	3,677	153	130
March (27 days)	2,186	7,100	263	162
April (26 days)	2,181	4,989	192	168
May (26 days)	2,042	4,327	166	157
June (26 days)	2,311	5,463	210	178
July (26 days)	2,196	4,318	166	169
August (27 days)	2,238	5,783	214	166
September (26 days)	2,234	6,375	245	172
October (26 days)	2,112	4,656	179	162
November (26 days)	1,931	4,400	169	149
December (27 days)	1,837	4,309	160	136
<b>2005 averages:</b>	<b>2,048</b>	<b>4,953</b>	<b>190</b>	<b>157</b>
<b>2006 Month</b>				
January (26 days)	2,157	5,416	208	166
February (24 days)	1,877	4,464	186	156
March (27 days)	1,814	4,915	182	134
April (25 days)	1,905	4,405	176	152
May (27 days)	2,241	4,856	180	166
<b>2006 YTD averages:</b>	<b>1,999</b>	<b>4,811</b>	<b>186</b>	<b>155</b>

\* Average daily trips – 1 trip inbound + 1 trip outbound for each load. Data includes refuse and recyclable materials deliveries. Note: the permit revision would apply to waste disposal vehicles only.

Anticipated Deliveries by Vehicle Type. Assuming traffic utilizing the site will increase proportionally with waste generation in the service area, the applicant estimates an average of 165 to 170 vehicles per day will utilize the facility, for the proposed permit increase to 75,000 tpy. Estimates of anticipated deliveries by vehicle type for the proposed daily intake of 450 tpd are provided in **Table 3**.

**TABLE 3. FORECASTED LANDFILL TRAFFIC, 450 TPD LIMIT**

<i>Vehicle Type</i>	<i>Tons per Day<sup>#</sup></i>	<i>Average Daily Trips*</i>
Self-haul (general public)	43	78
Commercial compactor and roll-off trucks	333	60
Self-haul commercial	44	24
Long-haul transfer/trailer	30	2
Total	450	165

<sup>#</sup> Average over 6-day week, Monday through Saturday. Excludes recyclable materials deliveries

\* Average daily trips – 1 trip inbound + 1 trip outbound for each load.

The average daily trip estimates in Table 3 were used as the basis of traffic analyses and were prepared based on reasonably-foreseeable conditions and the following assumptions:

- Refuse delivery payloads by vehicle type will not significantly change.
- The relative percentage of wastes delivered by self-haul vehicles will decrease, and franchised waste haulers will serve a greater percentage of the disposal needs in the watershed area due to population and economic growth. It is assumed that 40 percent of the incoming traffic will be via self-haul vehicles from the general public, as opposed to 59 percent currently.
- Up to 2 loads per day will be delivered in long-haul transfer trailer vehicles, with average payload capacity of 20 tons per load. These vehicles would originate from out-of-county waste transfer stations, most likely from the east or south. Deliveries would be Monday through Friday only.

The above average trip forecasts assume reasonably-foreseeable changes in mid- and long-term waste delivery patterns to the landfill (i.e., a transition from reliance on self-haul to collection service providers). It is expected that in the near term, traffic distribution by vehicle type will be similar to current patterns. Traffic impact analyses have been performed (*Appendix A*, also see below) to reflect these existing conditions plus forecasted average daily maximum deliveries for 450 tpd. Note that daily traffic peaks at landfill sites can be highly variable based on time of year, special events and other considerations, and for the Paso Robles landfill, may exceed the average values shown in Table 3 and Appendix A.

Site Access. The majority of incoming waste delivery vehicles now originate from the west and must turn left from Highway 46 onto the landfill access road. This is not expected to change. The landfill access road is 0.35 miles long and during peak incoming traffic periods, this roadway is sufficient to accommodate queuing without vehicles having to wait on Highway 46 (PWS, 2003). Based on typical scale house transaction times, backups onto Highway 46 are not anticipated with the change in permit tonnages.

Highway 46 is currently two lanes (one in each direction). CalTrans plans to increase the roadway from two to four lanes west of the landfill entrance. Funds have been budgeted and construction is expected to commence in July 2010 (CalTrans, 2006). The highway widening project will include a standard intersection at the Highway 46 (Eastbound) / Union Road intersection with left-turn lanes on Highway 46 Eastbound for turning onto Union Road.

Traffic and Circulation Study. The firm Associated Transportation Engineers (ATE) was retained to assess potential impacts of the proposed project on Highway 46 and the landfill access road. The full report is provided in *Appendix A*. The evaluation addressed existing and future incoming waste delivery scenarios, including the proposed maximum daily permit limit of 450 tpd.

In transportation engineering the ability of a roadway system to carry traffic is expressed in terms of "Levels of Service" (LOS) at intersections. LOS "A" through "F" are used, with LOS "A" indicating very good traffic operations and LOS "F" indicating poor operations. Full definitions are provided in the Associated Transportation Engineers report. For the 450 tpd scenario and assuming CalTrans improvements are completed, the analysis showed that the segment of Highway 46 eastbound adjacent to Union Road is forecast to operate at LOS "A" during the morning peak hours

(Year 2022 forecast) and the Highway 46 eastbound/Union Road intersection is forecast to operate at LOS “B” during the morning peak hours of waste delivery. For existing conditions (2-lane section of highway and proposed 450 tpd average traffic count), Highway 46 eastbound is forecast to operate at LOS “C”. San Luis Obispo County thresholds state that LOS “C” is the standard for unincorporated rural areas. Thus potential traffic and circulation associated with the permit revision are not expected to unacceptably impede conditions.

Traffic impact analyses were prepared based on forecasted average daily maximum vehicle trips for 450 tpd. As stated above, peak traffic volume at landfills can be highly variable. It is conservatively estimated that peak traffic volume could be double the values shown in Table 3 (330 incoming vehicles) without downgrading the roadway LOS estimates cited above (ATE, September 2006).

On-Site Traffic Controls. All traffic will stop at the scale house where loads are visually inspected and appropriate fees are collected. Vehicles will then proceed to the tipping area as directed by the gate attendant. Those vehicles will follow marked access roads to the tipping area (also known as the landfill “working face”) and are directed to appropriate unloading spaces by landfill spotters or equipment operators. Commercial packer and roll-off trucks are separated from self-haul and public customers at the working face. After unloading, customers exit the disposal area using the same route used to enter. Vehicles requiring empty weight for fee purposes cross over the scale, or proceed to the right of the scale house and exit the site via the paved access road.

### **Waste Compaction and Cover Placement--**

Waste compaction and cover placement operations will continue as per current practices, described as follows. Discharged waste loads are visually inspected for hazardous or prohibited materials at the working face. (Details on hazardous/prohibited waste identification, handling and removal are also provided in the *Report of Disposal Site Information* document referenced above.) Wastes are then spread with a crawler dozer in horizontal lifts across the 75- to 100-foot wide working face area. The refuse dozer or compactor then makes 3 to 5 passes over the lift to compact the wastes to maximum density.

At the end of each working day, the outer slopes of the working face area are covered with soil excavated from future waste disposal cells, which serve as borrow areas. This allows future waste cells to be fully-excavated while providing for daily soil cover needs. The remainder of the waste lift is covered using a series of tarps, approved for use as an alternate daily cover (ADC) by the CIWMB. The City may elect to utilize other types of ADC, such as processed green or other materials, in accordance with the requirements of CCR Title 27, Section 20690.

### **Landfill Equipment—**

On-site equipment used to support daily landfill operations is as follows:

- 1 - Komatsu D66L crawler/dozer
- 1 - Caterpillar (CAT) 826C compactor
- 1 - CAT 953 track loader
- 1 - CAT 623B scraper
- 1 - Ford 8000N, 4,000-gallon water truck
- 1 - Ford F700 utility truck
- 2 - Roll-off chassis utility trucks

According to PWS, the landfill operator, existing resources are sufficient to accommodate additional waste deliveries of up to 450 tpd and no changes to landfill staffing or equipment use are planned.

### **Estimated Site Life**

As of December 31, 2005, approximately 1.8 million tons disposal capacity remained within the permitted landfill footprint, for the approved final grades (PWS, 2005). This estimate is based on a calculation of remaining airspace volume (via comparison of existing and final grades), and industry conversion figures for in-place waste density.

Based on information in the preliminary closure/post-closure maintenance document cited above, remaining landfill capacity will not be exhausted until year 2034 (PWS, 2003). For the proposed permit revision allowing disposal of up to 75,000 tpy, remaining capacity would be exhausted in approximately year 2029. Thus site life could be reduced by up to 5 years. This is a worst-case scenario and assumes the annual disposal rate would remain constant at 75,000 tpy beginning with the permit revision. Actual disposal rates are forecasted to increase between 3 and 4 percent per year over the current rate of approximately 48,500 tpy, commensurate with population and economic growth in the area. Thus the reduction in site life will likely be less than 5 years.

## **8. ENVIRONMENTAL SETTING:**

### **Project Site:**

**Land Use:** The site is located on an approximate 80-acre parcel which was annexed to the City of Paso Robles in 1972. Of the 80 acres, approximately 31 have been used for landfilling. At final build-out as currently permitted, the waste footprint will occupy approximately 65 acres. The remaining 17 acres will be left undisturbed as buffer area. The site is designated for Public Facilities (PF) use.

**Topography:** Landfill operations are currently confined to the southwestern portion of the property. Completed slopes in the fill areas range in steepness up to 3:1 (horizontal: vertical). Other disturbed areas are used for soil excavation, and surface water sedimentation basins (refer to *Figure 3, Site Plan*).

The northern portion of the site is a relatively flat plateau. A natural drainage course originates along the east side of the site and drains to the north.

**Vegetation:** Undisturbed areas of the site are covered with native grasses. Oak trees are located in the northern and northeastern end of the site and on the banks of drainage courses.

### **Surrounding Properties:**

The Paso Robles Landfill is surrounded by agricultural land uses – vineyards, row crops and grazing. Properties surrounding the site are zoned “AG” – agriculture (San Luis Obispo County General Plan).

## **9. OTHER AGENCIES WHOSE APPROVAL IS REQUIRED (AND PERMITS NEEDED):**

In addition to approval for the proposed permit revision to be considered by the Paso Robles City Council, the applicant will also be required to obtain or provide the following:

1. Solid Waste Facilities Permit, issued by the CIWMB.

**10. PERSONS PARTICIPATING IN THE PREPARATION OF THE INITIAL STUDY:**

Ed Gallagher  
City of Paso Robles  
Community Development Services Department  
(805) 237-3970

Joseph Miller  
SCS Engineers (Landfill Engineering Consultant)  
(925) 426-0080

Richard Pool  
Associated Transportation Engineers (Traffic Consultant)  
(805) 687-4418

**11. RELATED ENVIRONMENTAL DOCUMENTATION:**

City of Paso Robles, Negative Declaration, Paso Robles Landfill - EIS 92002, January 1992.

City of Paso Robles, Initial Study/Mitigated Negative Declaration, Paso Robles Landfill Changes to Operational Standards, September 1997.

Associated Transportation Engineers, Paso Robles Landfill Project, San Luis Obispo County California, Traffic and Circulation Study, June 29, 2006 (*Appendix A*).

**12. CONTEXT OF ENVIRONMENTAL ANALYSIS FOR PROJECT:**

The project to be evaluated by this Initial Study is the incremental change in daily permissible tonnage from 250 to 450 tons per day and from 69,000 tons per year to 75,000 tons per year. Environmental Review for the 250 tons per day and 69,000 tons per year was conducted in 1999.

## **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” or is “Potentially Significant Unless Mitigated,” as indicated by the checklist on the following pages.

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Land Use & Planning  | <input type="checkbox"/> Transportation/Circulation         | <input type="checkbox"/> Public Services             |
| <input type="checkbox"/> Population & Housing | <input type="checkbox"/> Biological Resources               | <input type="checkbox"/> Utilities & Service Systems |
| <input type="checkbox"/> Geological Problems  | <input type="checkbox"/> Energy & Mineral Resources         | <input type="checkbox"/> Aesthetics                  |
| <input type="checkbox"/> Water                | <input type="checkbox"/> Hazards                            | <input type="checkbox"/> Cultural Resources          |
| <input type="checkbox"/> Air Quality          | <input type="checkbox"/> Noise                              | <input type="checkbox"/> Recreation                  |
|   | <input type="checkbox"/> Mandatory Findings of Significance |  |

# **DETERMINATION**

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. **A NEGATIVE DECLARATION** will be prepared.

I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

I find that the proposed project **MAY** have a significant effect(s) on the environment, but one or more effects (1) have been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) have been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a “potentially significant impact” or is “potentially significant unless mitigated.” An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effect(s) that remain to be addressed.

I find that although the proposed project could have a significant effect(s) on the environment, there **WILL NOT** be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project. (See item #11 above, for a specific reference to that EIR.)

\_\_\_\_\_  
Signature

Ed Gallagher  
\_\_\_\_\_  
Printed Name

September 12, 2006  
\_\_\_\_\_  
Date

Housing Programs Manager  
\_\_\_\_\_  
Title



**EVALUATION OF ENVIRONMENTAL IMPACTS:**

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to the project. A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards.
2. All answers must take account of the whole action involved. Answers should address off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. “Potentially Significant Impact” is appropriate, if an effect is significant or potentially significant, or if the lead agency lacks information to make a finding of insignificance. If there are one or more “Potentially Significant Impact” entries when the determination is made, preparation of an Environmental Impact Report is warranted.
4. Potentially Significant Impact Unless Mitigated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, “Earlier Analyses,” may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analyses are discussed in Section XVII at the end of the checklist.
6. References to information sources for potential impacts (e.g., general plans, zoning ordinances) have been incorporated into the checklist. A source list has been provided at the end of the checklist. Other sources used or individuals contacted have been cited in the respective discussions.
7. The following checklist has been formatted after Appendix I of Chapter 3, Title 14, California Code of Regulations, but has been augmented to reflect the needs and requirements of the City of Paso Robles.

(Note: Standard Conditions of Approval - The City imposes standard conditions of approval on projects which are considered to be components of or modifications to the project, some of these standard conditions also result in reducing or minimizing environmental impacts to a level of insignificance. However, because they are considered part of the project, they have not been identified as mitigation measures. For the readers’ information, a list of applicable standard conditions identified in the discussions has been provided as an attachment to this document.)\_

***SAMPLE QUESTION:***

<i>ISSUES (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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*Would the proposal result in or expose people to potential impacts involving:*

*Landslides or Mud flows? (Sources: 1, 6)*

*Discussion: The attached source list explains that 1 is the Paso Robles General Plan and 6 is a topographical map of the area which show that the area is located in a flat area. (Note: This response probably would not require further explanation).*

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**I. LAND USE AND PLANNING.** Would the Proposal:

- a) Conflict with general plan designation or zoning? (Source: Paso Robles Zoning Code.)

Discussion: The landfill use of the property is consistent with the City's General Plan and Zoning Code. The General Plan horizon is 2025 and its "build-out" depends upon ability to operate the landfill to that year and/or beyond.

- b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?

Discussion: The project consists of an application to the CIWMB to increase the daily rate of use of the landfill (and hours of operation). The City of Paso Robles is not aware of any conflict with environmental policies adopted by the CIWMB.

- c) Be incompatible with existing land use in the vicinity?

Discussion: The landfill is surrounded by agricultural land uses (primarily grazing and vineyards). Residential densities are less than one unit per 20 acres.

- d) Affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible uses)?

Discussion: The landfill has operated for several decades without impacts to surrounding agricultural uses and none are anticipated from the proposed permit revision.

- e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?

Discussion: See response to items Ia)-d), above.

**II. POPULATION AND HOUSING.** Would the proposal:

- a) Cumulatively exceed official regional or local population projections?

Discussion: The project will not generate demand for new housing. The proposal is to accommodate waste disposal needs of the growing population.

- b) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?

Discussion: This project will not generate demand for new growth.

- c) Displace existing housing, especially affordable housing?

Discussion: The project will not displace any existing or planned housing.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**III. GEOLOGIC PROBLEMS.** Would the proposal result in or expose people to potential impacts involving:

- a) Fault rupture?

Discussion: No changes in landfill permit boundaries, footprint area or interim and final grades are proposed. Thorough geologic, seismic and hydrogeologic analyses were performed as part of the original landfill permit application and approval. See Safety Element of the General Plan and the General Plan Environmental Report (References #1 and 3 in the “Earlier Analysis and Background Materials Section of this document, following this checklist).

- b) Seismic ground shaking?

Discussion: See response to Item IIIa, above.

- c) Seismic ground failure, including liquefaction?

Discussion: See response to Item IIIa, above.

- d) Seiche, tsunami, or volcanic hazard?

Discussion: See response to Item III a), above. The project site is not located in an area identified at risk for seiche, tsunami, or volcanic hazards.

- e) Landslides or Mud flows?

Discussion: The topography of the area is such that the project site is not subject to landslides from other properties. The landfill is designed and operated to prevent landslides onto adjacent properties. No changes to the permitted landfill footprint, interim or final grades are proposed as part of the permit revision.

- f) Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill?

Discussion: This project will not cause any changes to land use type or intensity or development footprint beyond that described in the 1997 Mitigated Negative Declaration. (References #4 in the “Earlier Analysis and Background Materials Section of this document, following this checklist).

- g) Subsidence of the land?

Discussion: See response to Item III f) above.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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h) Expansive soils?

Discussion: : See response to Item III f) above.

i) Unique geologic or physical features?

Discussion: : See response to Item III f) above.

**IV. WATER.** Would the proposal result in:

a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?

Discussion: No changes in landfill footprint, interim or final grades, or drainage patterns are proposed. The project will not cause any changes to land use type or intensity or development footprint beyond that described in the 1997 Mitigated Negative Declaration.

b) Exposure of people or property to water related hazards such as flooding?

Discussion: This project will not cause any changes to land use type or intensity or development footprint beyond that described in the 1997 Mitigated Negative Declaration.

c) Discharge into surface waters or other alteration of surface water quality (e.g. temperature, dissolved oxygen, turbidity)?

Discussion: See response to Items IV a) and b) above.

d) Changes in the amount of surface water in any water body?

Discussion: See response to Items IV a) and b) above.

e) Changes in currents, or the course or direction of water movement?

Discussion: See response to Items IV a) and b) above.

f) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?

Discussion: See response to Items IV a) and b) above.

g) Altered direction or rate of flow of groundwater?

Discussion: See response to Items IV a) and b) above.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- h) Impacts to groundwater quality?

Discussion: See response to Items IV a) and b) above.

- i) Substantial reduction in the amount of groundwater otherwise available for public water supplies?

Discussion: See response to Items IV a) and b) above.

**V. AIR QUALITY.** Would the proposal:

- a) Violate any air quality standard or contribute to an existing or projected air quality violation? (Source: 10)

Discussion: The San Luis Obispo County Air Pollution Control District (APCD) has published guidelines for assessing the air quality impacts for projects subject to CEQA review (April 2003). The APCD has published thresholds for pollutant emissions to determine if a project's air quality impacts are significant or insignificant, which type of environmental document is needed for CEQA, and whether the project is subject to APCD review.

A preliminary evaluation of potential air quality impacts associated with the proposed landfill Solid Waste Facility Permit revision was performed for comparison with the APCD's published thresholds of significance. The evaluation considered vehicle exhaust and particulate matter emissions from waste delivery vehicles and vehicle roadway use. Results of the evaluation are provided in *Appendix B*. Estimated project-related daily pollutant emissions are less than APCD threshold limits, and are considered insignificant.

Further, the proposed project is consistent the APCD's Clean Air Plan and County General Plan. Based on this overall conformity status and the above, the project is not expected to have any significant cumulative air quality impacts or contribute to violations of air quality standards or permit conditions. (Refer to discussion in *Appendix B*).

- b) Expose sensitive receptors to pollutants? (Source: 10)

Discussion: No changes are proposed to existing types of wastes accepted for disposal, waste disposal methods or operations, permitted landfill footprint areas or grades, or environmental control systems (including landfill gas collection and control system). The landfill will be operated in accordance with all air quality requirements, including Title V and Permit No. 70-5, issued by the APCD.

- c) Alter air movement, moisture, or temperature? (Source: 10)

Discussion: See response to Item V b) above.

- d) Create objectionable odors? (Source: 10)

Discussion: See response to Item V b) above. The landfill will be operated in accordance with all air quality requirements, including the Title V permit and Permit No. 70-5, issued by the APCD.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**VI. TRANSPORTATION/CIRCULATION.** Would the proposal result in:

- a) Increased vehicle trips or traffic congestion?

Discussion: The firm Associated Transportation Engineers was retained to assess potential impacts of the proposed project on Highway 46 and the landfill access road. The full report is provided in *Appendix A*; refer also to Section 7 Project Description text above. The evaluation addressed existing and future incoming waste delivery scenarios, including the proposed average maximum daily permit limit of 450 tpd.

For the anticipated future traffic delivery scenario (450 tpd) and assuming proposed CalTrans improvements to Highway 46 are completed, the analysis showed that the segment of Highway 46 eastbound adjacent to Union Road is forecast to operate at level of service "A" and the Highway 46 eastbound/Union Road intersection is forecast to operate at level of service "B" during the morning peak hours of waste delivery. Under worst-case conditions (Appendix A, existing plus proposed maximum day), Highway 46 eastbound is expected to operate at level of service "C". San Luis Obispo County thresholds state that level of service "C" is the standard for unincorporated rural areas. Thus potential waste delivery vehicle traffic and circulation associated with the permit revision are not expected to unacceptably impede conditions.

A supplemental analysis was also performed assuming CalTrans widening of Highway 46 to conventional 4-lane would not be completed. Refer to *Appendix A*, letter report dated August 17, 2006. This is an unlikely scenario, since highway improvement funds have been budgeted and the work is scheduled. Nonetheless, the analysis showed that in year 2022 (15 year planning horizon) Highway 46 eastbound would operate at level of service "D" with or without the project if road widening is not completed. The permit revision project would not significantly degrade roadway operations under this scenario.

- b) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Discussion: No changes in roadway design are proposed as a result of the project.

- c) Inadequate emergency access or inadequate access to nearby uses?

Discussion: This project will not cause any changes to land use type or intensity, or development footprint beyond that described in the 1997 Mitigated Negative Declaration.

- d) Insufficient parking capacity on-site or off-site?

Discussion: No changes in employee parking conditions are anticipated.

- e) Hazards or barriers for pedestrians or bicyclists?

Discussion: The landfill is not used by pedestrians or cyclists, nor is it located in an urban setting that would be served by sidewalks or bike lanes.

- f) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Discussion: The landfill is not used by persons using these methods of transportation, cyclists, nor is it located in an

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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urban setting that would be served by buses or bike lanes.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g) Rail, waterborne or air traffic impacts? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The landfill permit revision and operations would not have any impact on these modes of transportation, which are located several miles from the landfill.

**VII. BIOLOGICAL RESOURCES.** Would the proposal result in impacts to:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Endangered, threatened or rare species or their habitats (including but not limited to: plants, fish, insects, animals, and birds)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project will not cause any changes to land use type or intensity or development footprint beyond that described in the 1997 Mitigated Negative Declaration.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Locally designated species (e.g., heritage trees)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See response to Item VII a) above.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See response to Item VII a) above.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Wetland habitat (e.g., marsh, riparian and vernal pool)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See response to Item VII a) above.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Wildlife dispersal or migration corridors? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See response to Item VII a) above.

**VIII. ENERGY AND MINERAL RESOURCES.** Would the proposal:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with adopted energy conservation plans? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project will not cause any changes to land use type or intensity or development footprint beyond that described in the 1997 Mitigated Negative Declaration. Energy resources for waste disposal due to population and economic growth would be expended regardless (i.e., at other landfills) even if the project is not approved.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Use non-renewable resource in a wasteful and inefficient manner? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See response to Item VIII a) above.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See response to Item VIII a) above.

**IX. HAZARDS.** Would the proposal involve:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: No changes are proposed to existing types of wastes accepted for disposal, waste disposal methods or operations, hazardous materials screening and handling operations, permitted landfill footprint areas or grades, or environmental control systems (including landfill gas collection and control system).

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Possible interference with an emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See response to Item IX a) above.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) The creation of any health hazard or potential hazards? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See response to Item IX a) above.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Increased fire hazard in areas with flammable brush, grass, or trees? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See response to Item IX a) above.

**X. NOISE.** Would the proposal result in:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Increases in existing noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: There are no sensitive noise receptors in the vicinity of the landfill. The total number of vehicle trips per day to the landfill that would be allowed under the permit revision would not generate adverse noise levels. Noise levels at the property line are expected to be within allowable limits of the County Noise Element for construction equipment during the proposed hours of operation. See Noise Element of the General Plan and the General Plan Environmental Impact Report (References #1 and #3 in the "Earlier Analysis and Background Materials Section of this document, following this checklist).

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Exposure of people to severe noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See response to Item X a) above.



ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**XI. PUBLIC SERVICES.** Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:

- |                     |                          |                          |                          |                                     |
|---------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project would not generate any individual or cumulative impact to any city or school services, including fire and police protection, schools, public facilities, roads or other services.

- |                       |                          |                          |                          |                                     |
|-----------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Police Protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See response to Item XI a) above.

- |             |                          |                          |                          |                                     |
|-------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See response to Item XI a) above.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Maintenance of public facilities, including roads? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See response to Item XI a) above.

- |                                 |                          |                          |                          |                                     |
|---------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Other governmental services? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See response to Item XI a) above.

**XII. UTILITIES AND SERVICE SYSTEMS.** Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:

- |                          |                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Power or natural gas? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: No material changes to day-to-day landfill operations or utility use are envisioned. The project would not generate any individual or cumulative impact to any utilities, communication or service systems.

- |                           |                          |                          |                          |                                     |
|---------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Communication systems? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See response to Item XII a) above.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Local or regional water treatment or distribution facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See response to Item XII a) above.

- |                           |                          |                          |                          |                                     |
|---------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Sewer or septic tanks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See response to Item XII a) above.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- e) Storm water drainage?

Discussion: See response to Item XII a) above. No change in fill sequencing operations, landfill final grades, or interim or final drainage systems are proposed.

- f) Solid waste disposal?

Discussion: The project is being undertaken to accommodate the waste disposal needs of the Paso Robles area. No change in ultimate site capacity is proposed. However, an accelerated waste disposal rate will reduce anticipated landfill site life by up to 5 years compared to current forecasts. Under a worst-case scenario, landfill site life could be exhausted in approximately 24 years, by 2029. State solid waste regulations require that communities demonstrate a minimum 15 years disposal capacity. The County General Plan requires a planning horizon to year 2025. The anticipated project site life exceeds these required timeframes and no significant impacts to long-term disposal capacity plans are anticipated.

- g) Local or regional water supplies?

Discussion: See response to Item XII a) above.

**XIII. AESTHETICS.** Would the proposal:

- a) Affect a scenic vista or scenic highway?

Discussion: The project will not cause any changes to land use type or intensity or development footprint beyond that described in the 1997 Mitigated Negative Declaration.

- b) Have a demonstrable negative aesthetic effect?

Discussion: No change in landfill fill sequencing operations, interim or final grades is proposed. The project will not cause any changes to land use type or intensity or development footprint beyond that described in the 1997 Mitigated Negative Declaration.

- c) Create light or glare?

Discussion: The project will not cause any changes to land use type or intensity or development footprint beyond that described in the 1997 Mitigated Negative Declaration.

**XIV. CULTURAL RESOURCES.** Would the proposal:

- a) Disturb paleontological resources?

Discussion: No change in permitted landfill boundaries, excavation areas, or permitted landfill footprint area are proposed. The project will not cause any changes to land use type or intensity or development footprint beyond that described in the 1997 Mitigated Negative Declaration.

- b) Disturb archaeological resources?

Discussion: See response to Item XIV a) above.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Affect historical resources?  Discussion: See response to Item XIV a) above.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have the potential to cause a physical change which would affect unique ethnic cultural values?  Discussion: See response to Item XIV a) above.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Restrict existing religious or sacred uses within the potential impact area?  Discussion: See response to Item XIV a) above.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XV.RECREATION.** Would the proposal:

a) Increase the demand for neighborhood or regional parks or other recreational facilities?  Discussion: The project will not cause any changes to land use type or intensity or development footprint beyond that described in the 1997 Mitigated Negative Declaration.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Affect existing recreational opportunities?  Discussion: See response to Item XV a) above.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XVI.MANDATORY FINDINGS OF SIGNIFICANCE.**

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?  Discussion: The project will not cause any changes to land use type or intensity or development footprint beyond that described in the 1997 Mitigated Negative Declaration.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals?  Discussion: See response to Item XII f) above. The project will achieve short-term goals for accommodating waste disposal needs of the community, without significantly sacrificing long-term disposal capacity plans.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The proposed project will result in no impact or less than significant impacts on traffic and air quality. Refer to responses to Items V and VI above. No significant cumulative impacts in these issue areas are expected relative to existing or future landfill operations.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: No significant impacts have been identified via this Initial Study process. No anticipated environmental issues that would cause substantial adverse effects on humans, either directly or indirectly are envisioned.

## EARLIER ANALYSIS AND BACKGROUND MATERIALS.

Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D).

Earlier Documents Prepared and Utilized in this Analysis and Background / Explanatory Materials

<u>Reference #</u>	<u>Document Title</u>	<u>Available for Review at:</u>
1	City of Paso Robles General Plan	City of Paso Robles Community Development Department 1000 Spring Street Paso Robles, CA 93446
2	City of Paso Robles Zoning Code	Same as above
3	City of Paso Robles Environmental Impact Report for General Plan Update	Same as above
4	Paso Robles Landfill Expanded Initial Study	Same as above
5	City of Paso Robles Housing Element	Same as above
6	City of Paso Robles Noise Element	Same as above
7	San Luis Obispo County Air Pollution Control District CEQA Guidelines for Impact Thresholds	APCD 3433 Roberto Court San Luis Obispo, CA 93401
8	San Luis Obispo County – Land Use Element	San Luis Obispo County Department of Planning County Government Center San Luis Obispo, CA 93408

## Summary of Mitigation Measures

### Description of Impact

N/A

### Mitigation Measure

N/A



Adapted from Google Earth.

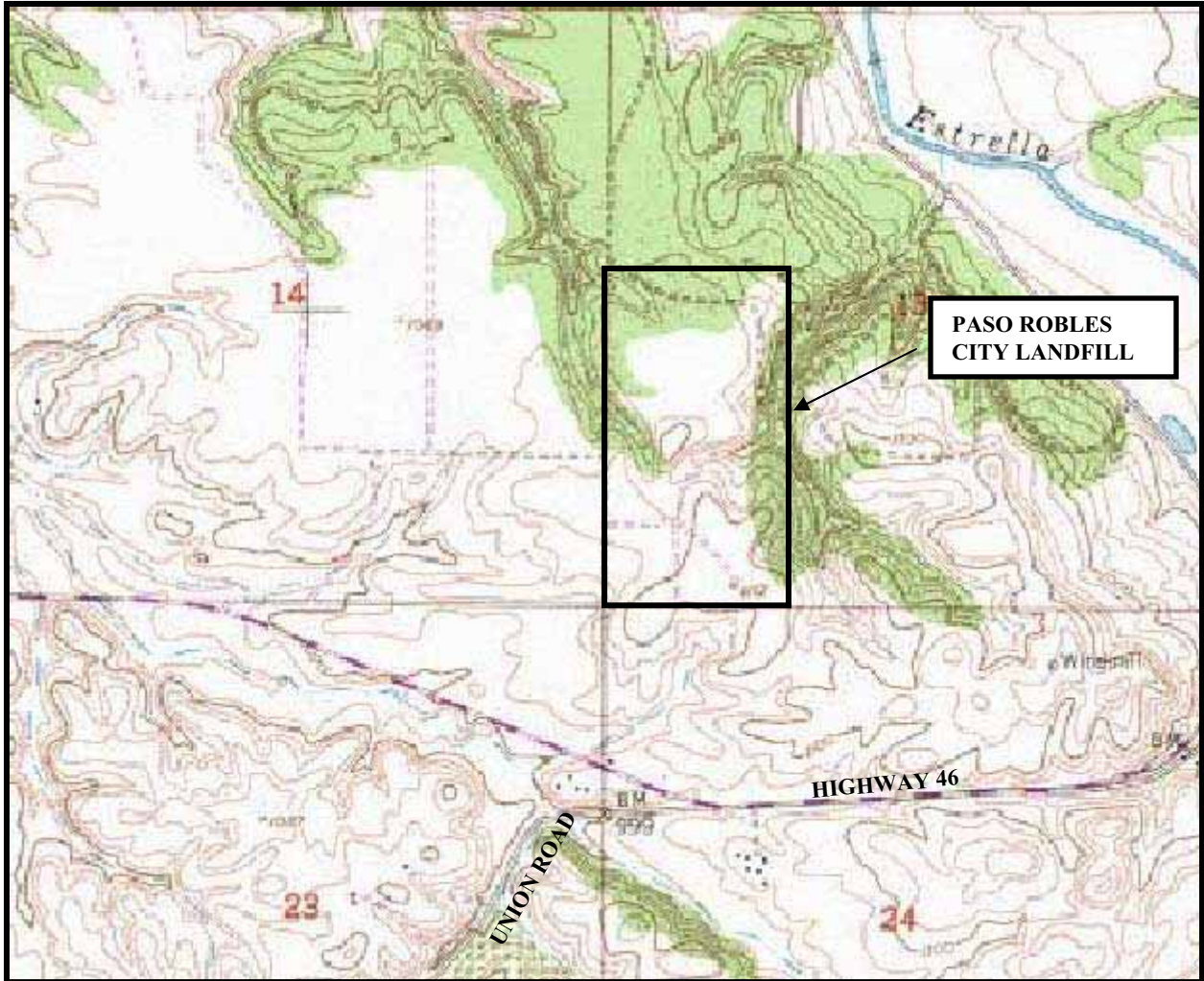
**SCS ENGINEERS**

6601 Koll Center Parkway,  
Suite 140  
Pleasanton, CA 94566  
Ph: (925) 426-0080  
Fax: (925) 426-0707


PROJECT NO: 01205150.00		CHECKED BY: JJM
DESIGNED BY: HLG	SCALE: NTS	APPROVED BY: JJM
DRAWN BY: HLG	DATE: 5/06	FILE:

**FIGURE 1  
SITE VICINITY MAP**

**Paso Robles Sanitary Landfill  
Paso Robles, California**

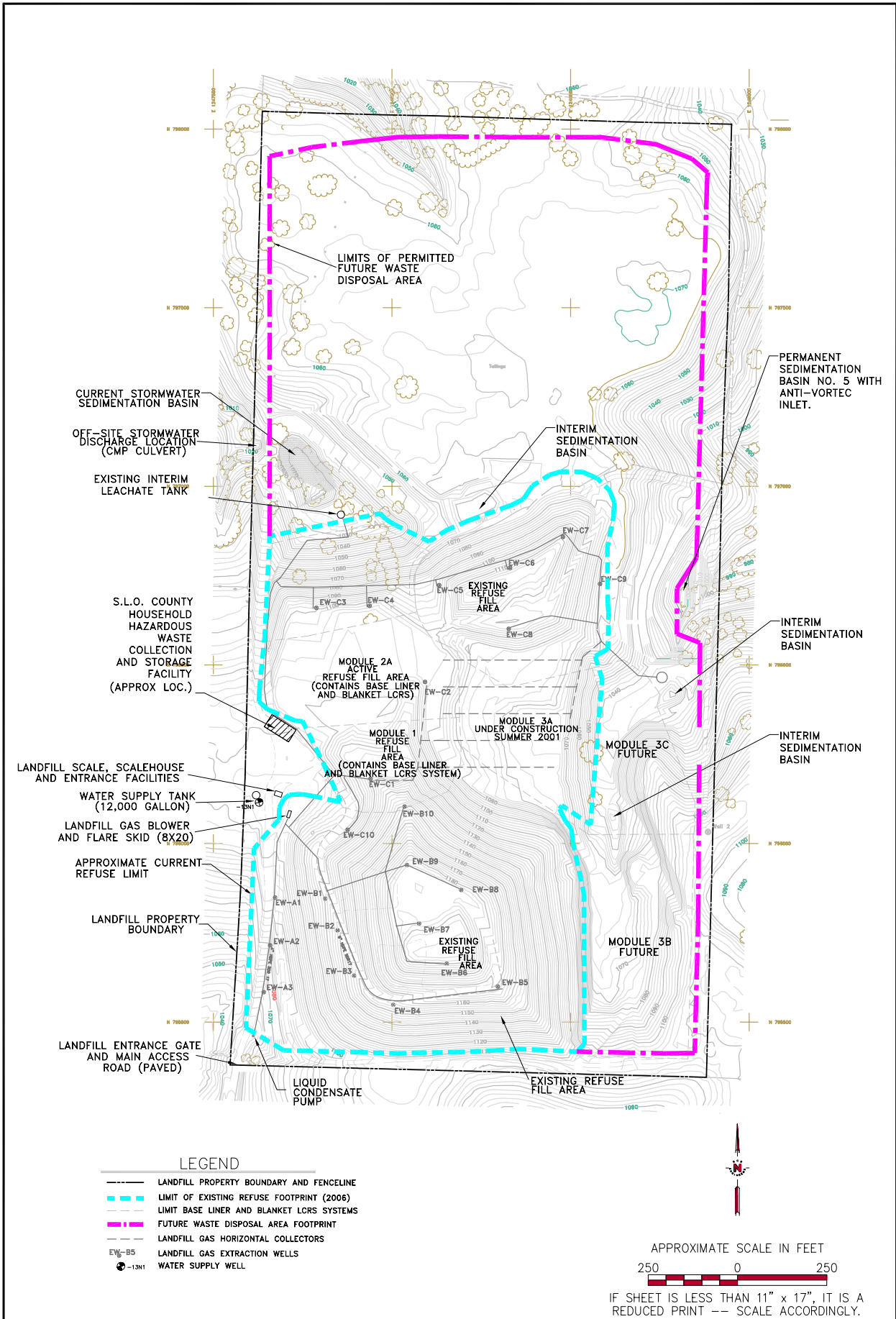


Adapted from USGS Map, California 7.5 Minute Series, Estrella, CA (Photo revised 1979) Quadrangle.

		6601 Koll Center Parkway, Suite 140 Pleasanton, CA 94566 Ph: (925) 426-0080 Fax: (925) 426-0707	
		PROJECT NO: 01205150.00	CHECKED BY: JJM
DESIGNED BY: HLG	SCALE: NTS	APPROVED BY: JJM	
DRAWN BY: HLG	DATE: 5/06	FILE:	

**FIGURE 2**  
**SITE LOCATION**





**SCS ENGINEERS**  
**ENVIRONMENTAL CONSULTANTS & CONTRACTORS**

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 PLEASANTON, CALIFORNIA 94566  
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PROJ. NO. 01205150.00	DWN. BY. HLG	ACAD FILE Fig 03 Site Plan.dwg
DSN. BY. JUM	CHK. BY. JUM	APP. BY. J. MILLER

**NOTE:**  
 TOPOGRAPHY UPDATED BY GROUND SURVEY 10-25-02, 11-14-03. ORIGINAL TOPOGRAPHY BY AERIAL METHODS 5-15-90. BASE PROVIDED BY PACIFIC WASTE SERVICES.

**SHEET TITLE:**  
 SITE PLAN

**PROJECT TITLE:**  
 PASO ROBLES SANITARY LANDFILL  
 CITY OF PASO ROBLES

**DATE:**  
 8/8/06

**SCALE:**  
 AS SHOWN

**FIGURE NO.**  
 3



APPROXIMATE SCALE IN FEET  
 IF SHEET IS LESS THAN 11" x 17", IT IS A REDUCED PRINT -- SCALE ACCORDINGLY.

**APPENDIX A**

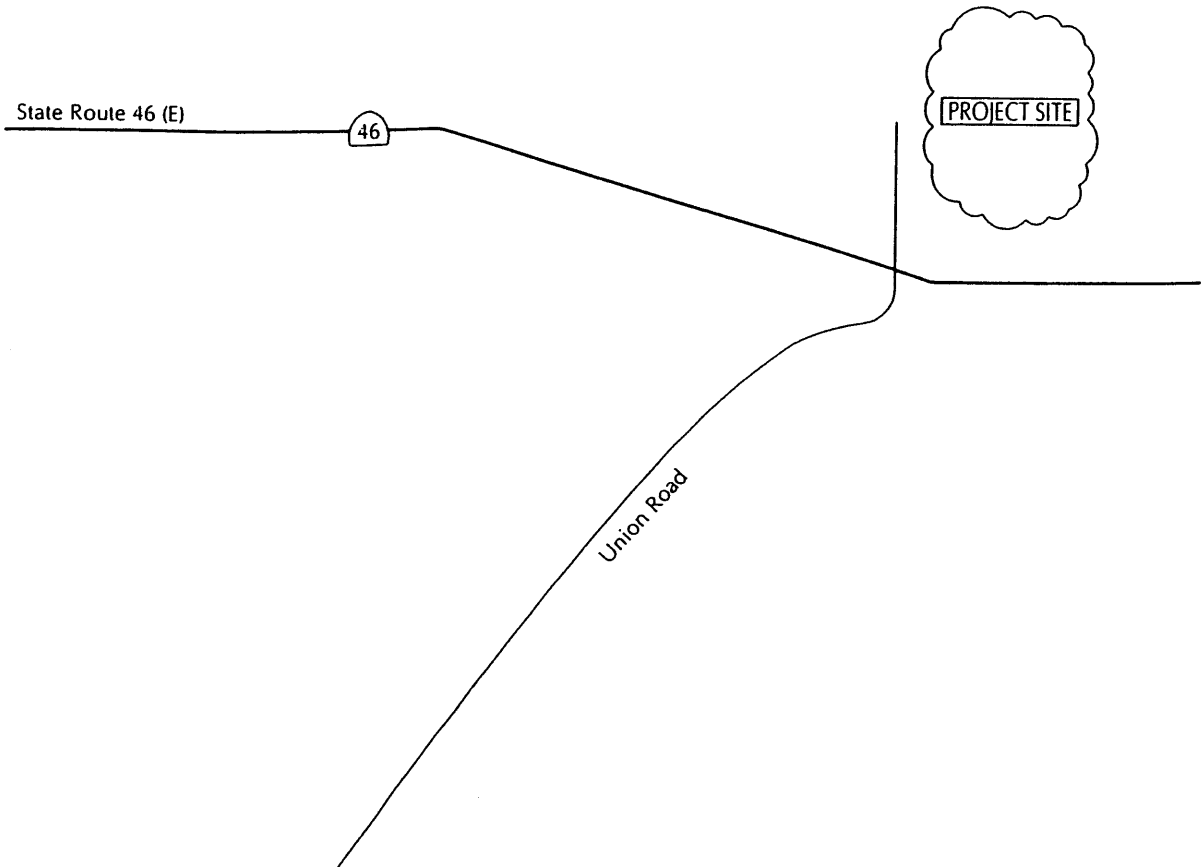
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# PASO ROBLES LANDFILL PROJECT SAN LUIS OBISPO COUNTY, CALIFORNIA

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## TRAFFIC AND CIRCULATION STUDY

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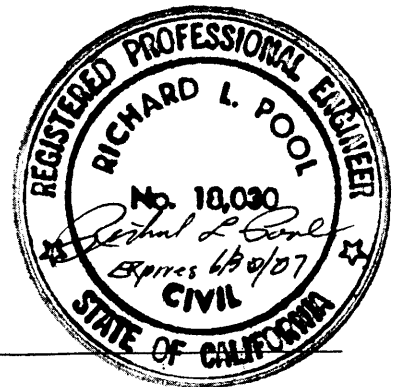
June 29, 2006

ATE #06061

---

Prepared for:

SCS Engineers  
6601 Knoll Center Parkway, Suite 140  
Pleasanton, CA 94566



**ASSOCIATED TRANSPORTATION ENGINEERS**

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# ASSOCIATED TRANSPORTATION ENGINEERS

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Richard L. Pool, P.E.  
Scott A. Schell, AICP

June 29, 2006

Joseph J. Miller  
SCS Engineers  
6601 Knoll Center Parkway, Suite 140  
Pleasanton, CA 94566

## ***TRAFFIC AND CIRCULATION STUDY FOR THE PASO ROBLES LANDFILL PROJECT, SAN LUIS OBISPO COUNTY, CALIFORNIA***

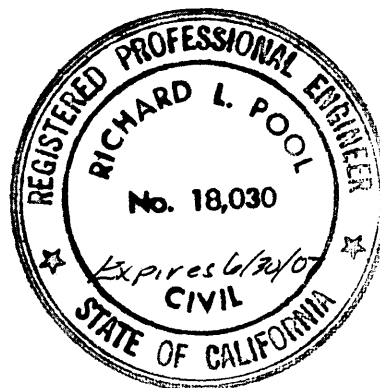
Associated Transportation Engineers (ATE) is pleased to submit the following traffic and circulation study for the Paso Robles Landfill Project. It our understanding that the contents of this study will be used for environmental review.

We appreciate the opportunity to assist you with the project.

Associated Transportation Engineers



By: Richard L. Pool, PE  
President



## EXECUTIVE SUMMARY

The Paso Robles Landfill is located in the unincorporated area of San Luis Obispo County adjacent to SR 46(E) about 5 miles west of the City of Paso Robles. The proposal is to revise the landfill's operating permit to change the operating hours and to increase intake at the landfill. The existing permit allows the landfill to operate from 8:00 A.M. to 3:00 P.M. Monday through Saturday; and from 8:00 A.M. to 2:00 P.M. on Sundays. The permit application would allow the landfill to operate from 7:00 A.M. to 3:00 P.M. Monday through Saturday; and from 7:00 A.M. to 2:00 P.M. on Sundays. The existing permit allows landfill intake up to 69,000 tons per year, with a maximum of 250 tons per day (TPD). The proposed permit would increase intake to 75,000 tons per year, with a maximum of 450 TPD.

The traffic study assesses potential impacts of the project on SR 46(E) adjacent to the site and at the SR 46(E)/Union Road intersection, which provides direct access for the landfill. The operational analysis focuses on the A.M. peak hour period, since the landfill closes at 3:00 P.M. and therefore does not generate traffic during the P.M. peak hour period.

The segment of SR 46(E) adjacent to Union Road operates at LOS C during the A.M. peak hour period and the SR 46(E)/Union Road intersection operates at LOS B during the A.M. peak hour period.

The Proposed Maximum Day (450 TPD) scenario was selected for assessing potential impacts since it represents a high volume day when intake at the landfill is at its maximum (traffic would be lower on other days). The Future Maximum Day (450 TPD) scenario would result in 330 ADT and 33 A.M. peak hour trips generated at the landfill. The segment of SR 46(E) is forecast to operate at LOS C and the SR 46(E)/Union Road intersection operates at LOS B during the A.M. peak hour period with Existing + Future Maximum Day traffic.

Year 2022 was selected as the target date for developing the future baseline traffic forecasts. The operational analyses found that the segment of SR 46(E) adjacent to Union Road is forecast to operate at LOS A and the SR 46(E)/Union Road intersection is forecast to operate at LOS B during the A.M. peak hour period with Year 2022 and Year 2022 + Future Maximum Day (450 TPD) traffic. This traffic scenario assumes completion of the Caltrans project to widen SR 46(E) to a four-lane conventional highway adjacent to the site (Caltrans staff indicated that the widening is scheduled for construction in Year 2010). The widening project will include a standard intersection at the SR 46(E)/Union Road intersection with left-turn lanes on SR 46(E) for turning onto Union Road.

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## INTRODUCTION

The following report contains an analysis of the potential traffic and circulation impacts associated with the Paso Robles Landfill Project, located in the unincorporated area of San Luis Obispo County adjacent to SR 46(E) about 5 miles west of the City of Paso Robles. The report provides information relative to existing and future traffic conditions within the study area adjacent to the site. Potential impacts were evaluated using County impact criteria.

## PROJECT DESCRIPTION

The proposal is to revise the landfill's operating permit to change the operating hours and to increase intake at the landfill. The existing permit allows the landfill to operate from 8:00 A.M. to 3:00 P.M. Monday through Saturday; and from 8:00 A.M. to 2:00 P.M. on Sundays (although the landfill currently does not operate on Sundays). The permit application would allow the landfill to operate from 7:00 A.M. to 3:00 P.M. Monday through Saturday; and from 7:00 A.M. to 2:00 P.M. on Sundays. The existing permit allows landfill intake up to 69,000 tons per year, with a maximum of 250 tons per day (TPD). The proposed permit would increase intake to 75,000 tons per year, with a maximum of 450 TPD.

## STUDY METHODOLOGY AND IMPACT CRITERIA

Traffic operations are analyzed for the following scenarios: 1) Existing Conditions, 2) Existing Conditions + Permitted Maximum Day (250 TPD), and 3) Existing Conditions + Future Maximum Day (450 TPD), and Year 2022 + Future Maximum Day (450 TPD). The Proposed Maximum Day (450 TPD) scenario was selected for assessing potential impacts since it represents a high volume day when intake as the landfill is at its maximum (traffic would be lower on other days).

The traffic study assesses potential impacts of the project on SR 46(E) adjacent to the site and at the SR 46(E)/Union Road intersection, which provides direct access for the landfill. Existing and future traffic operations for the study-area facilities are assessed using the criteria outlined in the Highway Capacity Manual.<sup>1</sup> The operational analysis focuses on the A.M. peak hour period, since the landfill closes at 3:00 P.M. and therefore does not generate traffic during the P.M. peak hour period. San Luis Obispo County thresholds state that LOS C is the standard for rural areas and is therefore applied since the landfill is located in the unincorporated area of County.

---

<sup>1</sup>Highway Capacity Manual, Transportation Research Special Report 209, National Research Council, 2000.

## EXISTING CONDITIONS

### Street Network

Regional access to the landfill is provided by SR 46(E), with local access provided by Union Road. A brief discussion of these facilities is provided below.

SR 46(E) is a four-lane divided highway between U.S. Highway 101 and Airport Road. SR 46(E) continues east of Airport Road as a two-lane highway, extending to the junction of SR 41 and beyond into the San Joaquin Valley.

Union Road is a two-lane public road that extends north and south of SR 46(E). The segment north of SR 46(E) provides access to the landfill. The intersection of SR 46(E)/Union Road is controlled by stop signs on Union Road. Left-turn lanes are provided in both directions on SR 46 at the intersection.

### Existing Traffic Volumes

Existing traffic volumes for SR 46 were obtained from counts collected by Caltrans<sup>2</sup> and existing A.M. peak hour counts collected at the SR 46(E)/Union Road intersection by ATE for this study (count data is contained in Technical Appendix for reference). Figure 1 shows the existing traffic volumes within the study-area adjacent to the site.

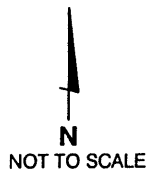
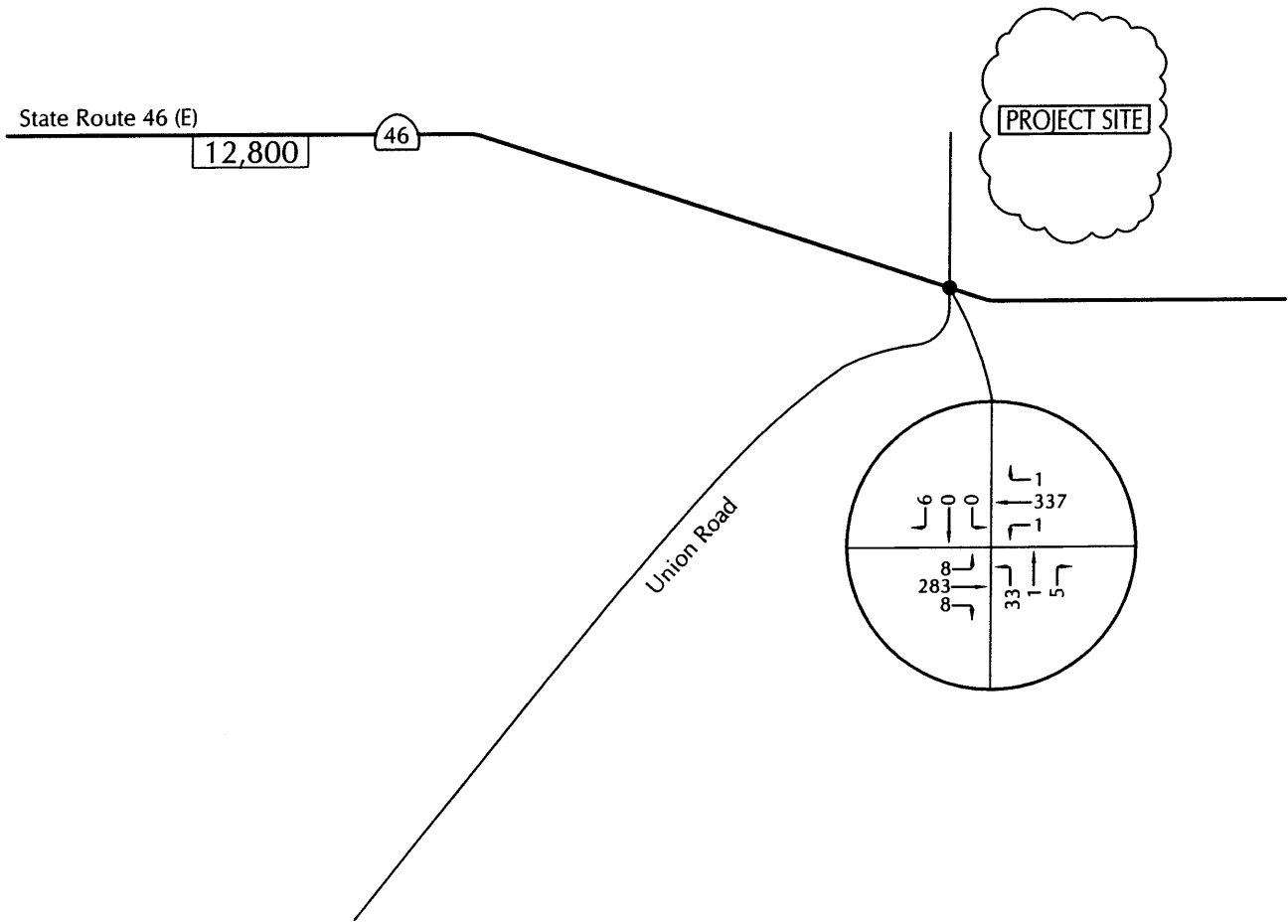
### Existing Levels of Service

The ability of a roadway system to carry traffic is most often expressed in terms of "Levels of Service" (LOS) at intersections. LOS A through F are used, with LOS A indicating very good operations and LOS F indicating poor operations. More complete level of service definitions for intersections are listed on Table 1.

---

<sup>2</sup> Traffic Volumes on California State Highways, California Department of Transportation, 2005.





LEGEND  
 LXX - A.M. Peak Hour Volume  
 ADT - Average Daily Traffic



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EXISTING TRAFFIC VOLUMES

FIGURE 1  
 MF # 06061

**Table 1  
Level of Service Definitions**

LOS	Definition
A	Low volumes with primarily free flow operations. Density is low and vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.
B	Reasonably free flow condition with free-flow speeds generally maintained. Maneuvering within the traffic stream is only slightly restricted.
C	Speeds still at or near free-flow. The ability to maneuver is more restricted by the increase in traffic volumes and lane changes require more vigilance on the part of the driver.
D	Approaching unstable traffic flow where small increases in volume could cause substantial delays. Freedom to maneuver within the traffic stream is noticeably limited. Comfort and convenience are low and minor incidents can be expected to create queuing.
E	Operations characterized by high density with little room to maneuver within the traffic stream at speeds that still exceed 50 mph. Any disruption to the traffic stream, such as vehicles changing lanes or entering from ramps, can cause a disrupted wave that propagates throughout the upstream traffic flow and produces serious breakdowns with extensive queuing.
F	Forced flow operations. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of downstream congestion.

Existing traffic operations for SR 46(E) were assessed using the Two-Lane Highway criteria outlined in the Highway Capacity Manual. The segment of SR 46(E) adjacent to Union Road operates at LOS C during the A.M. peak hour period. Existing traffic operations for the SR 46(E)/Union Road intersection were assessed using the Unsignalized Intersection criteria outlined in the Highway Capacity Manual. The SR 46(E)/Union Road intersection operates at LOS B during the A.M. peak hour period. These service level meet the County's LOS C standard. It is noted that the HCM operational analysis accounts for heavy vehicles (trucks) using the study-area street system. For landfill traffic, about 59% is comprised of standard sized vehicles (self-haul vehicles such as pick-up trucks) and the remaining 49% are mid-sized trucks (commercial trash trucks, landscape, building contractors, etc.). Level of service worksheets are contained in Technical Appendix for reference.

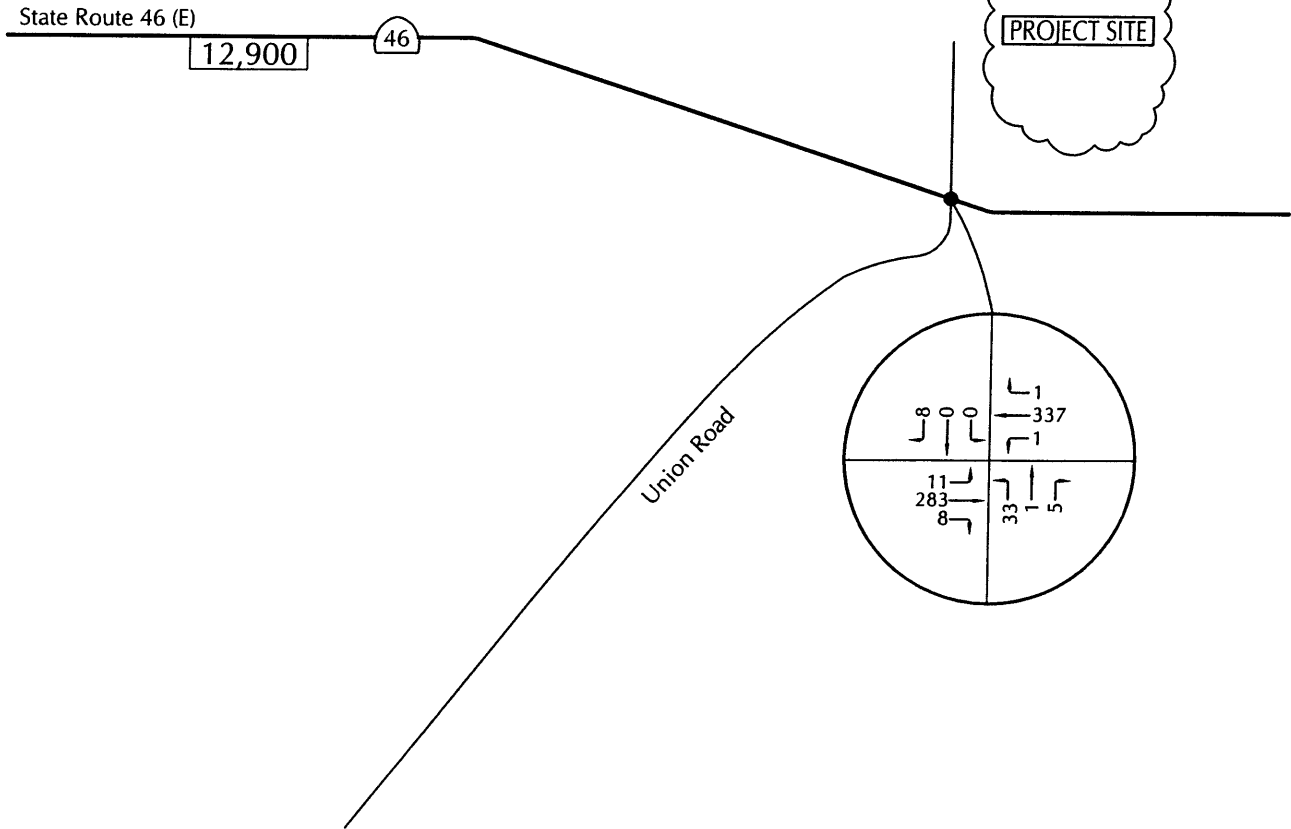
## EXISTING LANDFILL OPERATIONS

The existing permit allows for an annual tonnage of 69,000 tons, with a maximum of 250 tons per day. Intake at the landfill varies from day-to-day and month-to-month throughout the year. Historical data was obtained from the landfill operator to ascertain the daily intake and correlate the daily intake to the existing traffic levels. Table 2 shows the data for the period of January 2005 through May 2006.

**Table 2  
Paso Robles Landfill - Historical Intake**

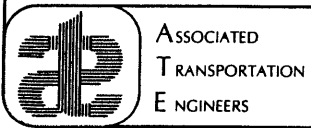
<b>2005 Month</b>	<b>Loads</b>	<b>Tons</b>	<b>Tons Per Day (TPD)</b>	<b>ADT<sup>a</sup></b>
January (25 Days)	1,747	4,042.59	161.70	140
February (24 Days)	1,565	3,676.93	153.21	130
March (27 Days)	2,186	7,100.83	262.99	162
April (26 Days)	2,181	4,989.10	191.89	168
May (26 Days)	2,042	4,327.30	166.43	157
June (26 Days)	2,311	5,463.51	210.14	178
July (26 Days)	2,196	4,318.33	166.09	169
August ( 27 Days)	2,238	5,782.57	214.17	166
September (26 Days)	2,234	6,374.79	245.18	172
October (26 days)	2,112	4,655.85	179.07	162
November (26 Days)	1,931	4,400.49	169.25	149
December (27 Days)	1,837	4,309.34	159.61	136
<b>2005 Averages:</b>	<b>2,048</b>	<b>4,953.47</b>	<b>189.98</b>	<b>157</b>
<b>2006 Month</b>	<b>Loads</b>	<b>Tons</b>	<b>Tons Per Day (TPD)</b>	<b>ADT</b>
January (26 Days)	2,157	5,415.74	208.30	166
February (24 Days)	1,877	4,463.87	185.99	156
March (27 Days)	1,814	4,915.45	182.05	134
April (25 Days)	1,905	4,405.31	176.21	152
May (27 Days)	2,241	4,855.60	179.84	166
<b>2006 YTD Averages:</b>	<b>1,999</b>	<b>4,811.19</b>	<b>186.48</b>	<b>155</b>

<sup>a</sup> Average Daily Trips = 1 trip inbound + 1 trip outbound for each load.



N  
NOT TO SCALE

LEGEND  
 LXX - A.M. Peak Hour Volume  
 ADT - Average Daily Traffic



EXISTING + PERMITTED MAXIMUM DAY (250 TPD) TRAFFIC VOLUMES

FIGURE 2  
 MF # 06061

## POTENTIAL IMPACTS

### Existing + Future Maximum Day (450 TPD)

Traffic operations for the segment of SR 46(E) adjacent to Union Road and for the SR 46(E)/Union Road intersection were evaluated assuming the Existing + Future Maximum Day (450 TPD) traffic forecasts shown in Figure 3. The results show that the segment of SR 46(E) is forecast to operate at LOS C and the SR 46(E)/Union Road intersection operates at LOS B during the A.M. peak hour period.

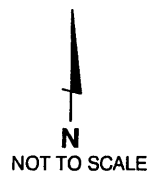
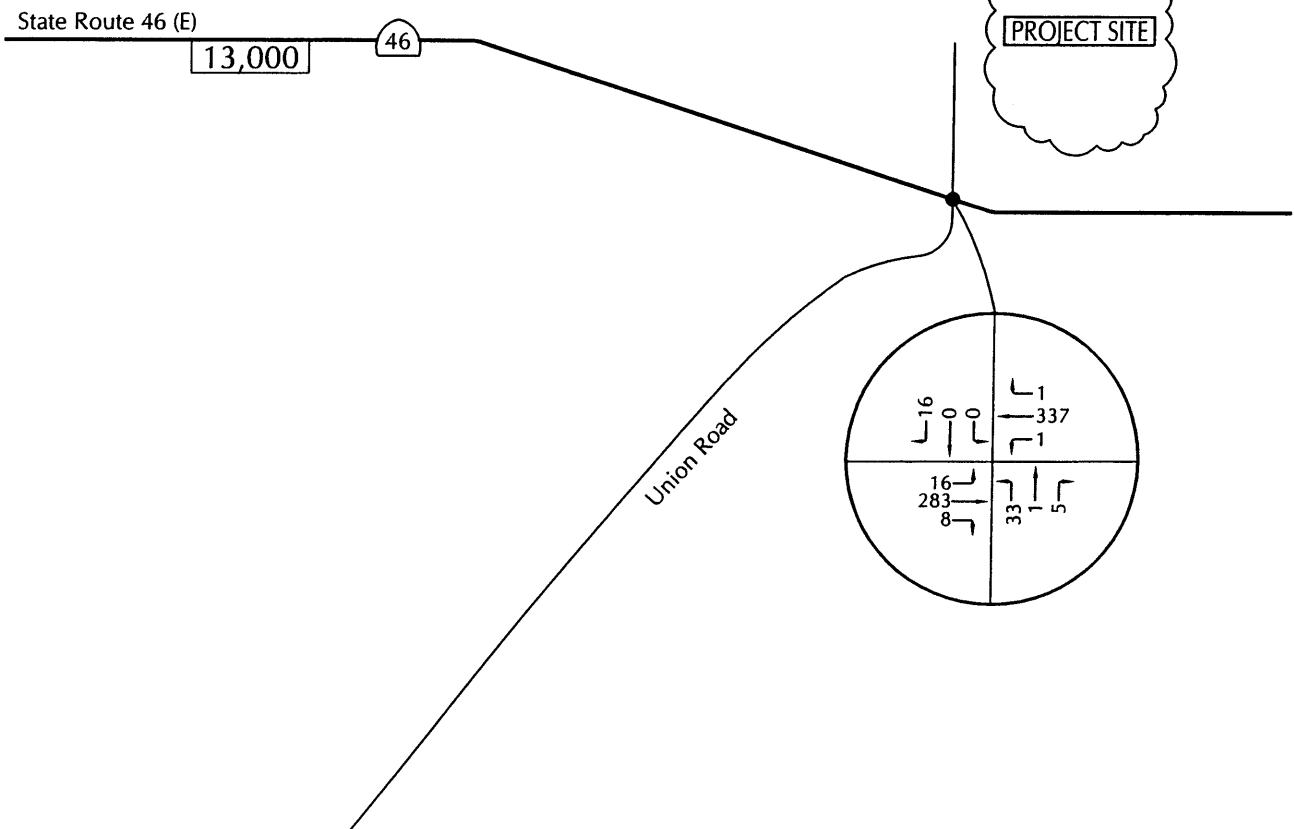
The majority of landfill traffic (about 95%) originates from the west. There is a separate left-turn lane on SR 46(E) for left-turn onto Union Road. The length of the left-turn lane is approximately 415 feet with an 85-foot taper. The existing left-turn lane would accommodate the Existing + Future Maximum Day (450 TPD) traffic flows. The left-turn volumes is predicted at 16 vehicles during the peak hour period and the queue is forecast at less than 2 vehicles at any one time.

### Year 2022 + Future Maximum Day (450 TPD)

Year 2022 was selected as the target date for developing the future baseline traffic forecasts. The target date represents 15 year beyond 2007, the year that the permit issuance is anticipated. Figure 4 shows the Year 2022 traffic forecasts for the study area and Figure 5 shows the Year 2022 + Future Maximum Day (450 TPD) traffic forecasts. The Year 2022 baseline traffic forecasts assume a 2% per year growth rate for traffic using SR 46(E), which was derived from Caltrans growth factors.

The traffic operational analysis for the study area street system assumes completion of the Caltrans project to widen SR 46(E) to a four-lane conventional highway (from the existing two-lane conventional highway) between Paso Robles and the SR 46(E)/SR 41 junction. Caltrans staff have indicated that the widening is scheduled for construction in Year 2010. The widening project will include a standard intersection at the SR 46(E)/Union Road intersection with left-turn lanes on SR 46(E) for turning onto Union Road.

The operational analyses found that the segment of SR 46(E) adjacent to Union Road is forecast to operate at LOS A and the SR 46(E)/Union Road intersection is forecast to operate at LOS B during the A.M. peak hour period with Year 2022 and Year 2022 + Future Maximum Day (450 TPD) traffic.



LEGEND

- └XX - A.M. Peak Hour Volume
- ADT - Average Daily Traffic



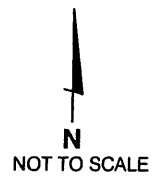
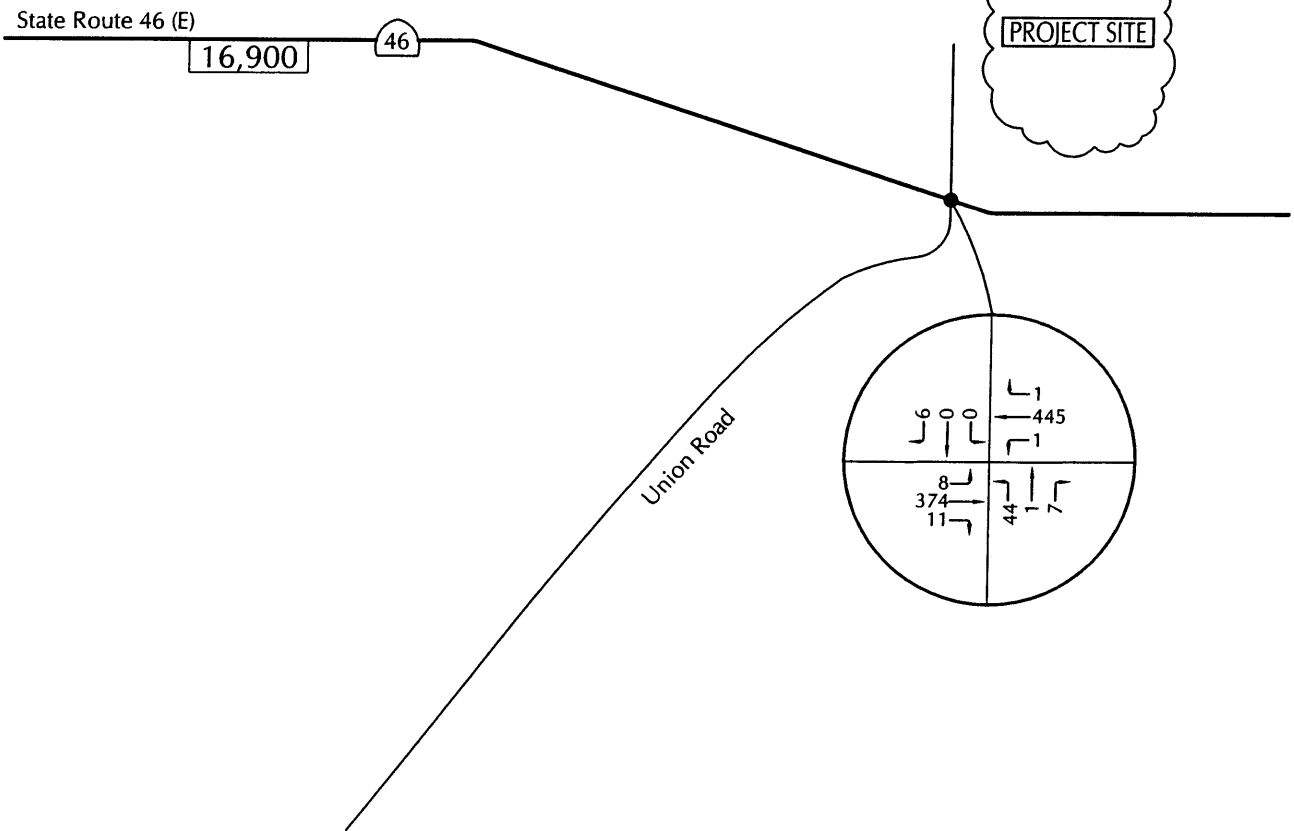
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TRANSPORTATION  
ENGINEERS

EXISTING + FUTURE MAXIMUM DAY (450 TPD) TRAFFIC VOLUMES

FIGURE

3

MF # 06061



LEGEND

- XX - A.M. Peak Hour Volume
- ADT - Average Daily Traffic



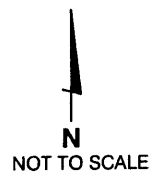
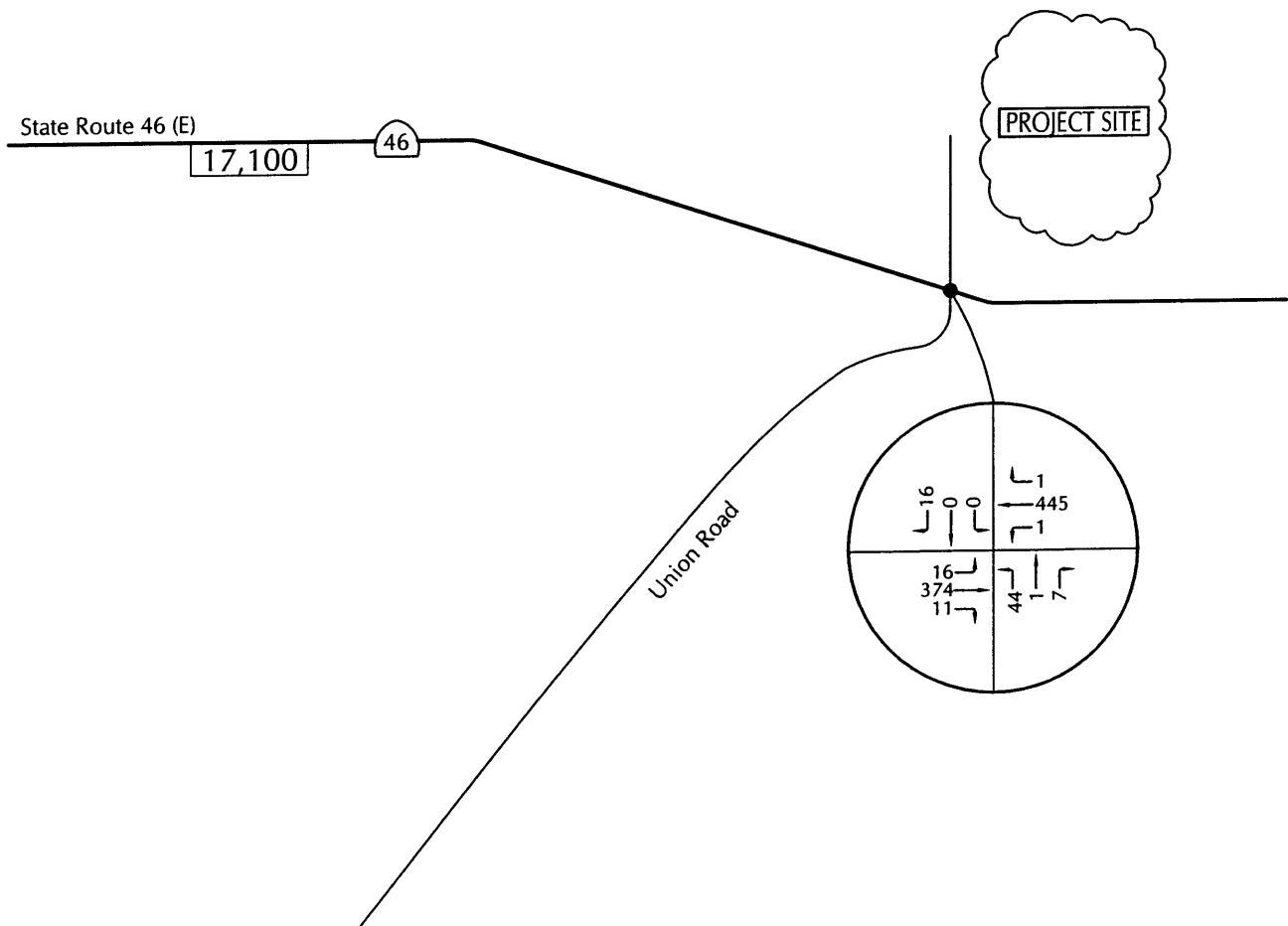
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TRANSPORTATION  
ENGINEERS

YEAR 2022 BASELINE TRAFFIC VOLUMES

FIGURE

4

MF # 06061



LEGEND

- XX - A.M. Peak Hour Volume
- ADT - Average Daily Traffic



ASSOCIATED  
TRANSPORTATION  
ENGINEERS

YEAR 2022 + FUTURE MAXIMUM DAY (450 TPD) TRAFFIC VOLUMES

FIGURE

5

MF # 06061



## TECHNICAL APPENDIX

### CONTENTS:

ROADWAY AND INTERSECTION TRAFFIC COUNT DATA

LANDFILL TRAFFIC AND WASTE DELIVERY SCENARIOS

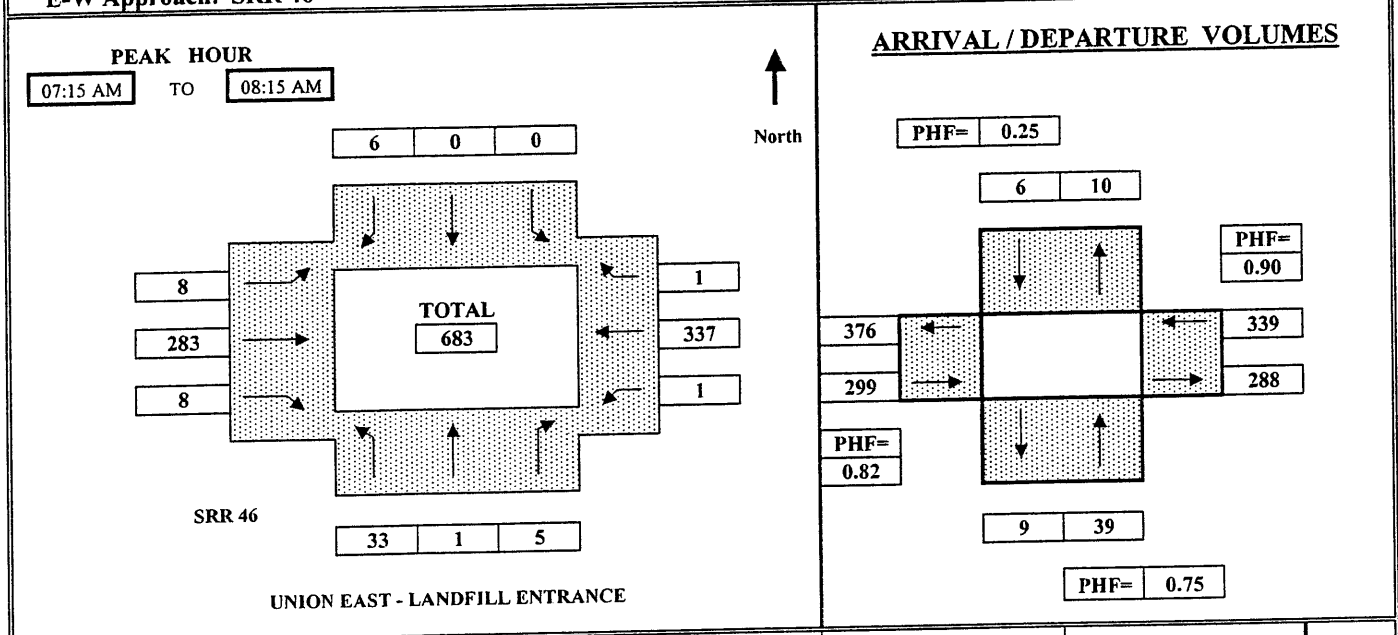
LEVEL OF SERVICE CALCULATION WORKSHEETS

**TRAFFIC COUNT DATA**

# BAYMETRICS TRAFFIC RESOURCES

## INTERSECTION TURNING MOVEMENT SUMMARY

<b>PROJECT:</b> PASO ROBLES TS	SURVEY DATE: 6/8/2006	DAY: THURSDAY
<b>N-S Approach:</b> UNION EAST - LANDFILL ENTRANCE	SURVEY TIME: 7:00 AM TO 9:00 AM	
<b>E-W Approach:</b> SRR 46	CITY: PASO ROBLES	FILE: UNE46EPRAM



TIME PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL		
	From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				
<b>SURVEY DATA</b>															
07:00 AM	---	07:15 AM	7	0	0	0	0	0	0	43	0	0	67	0	117
07:15 AM	---	07:30 AM	17	0	1	0	0	0	1	103	1	0	152	0	275
07:30 AM	---	07:45 AM	23	0	4	0	0	0	3	168	3	0	245	1	447
07:45 AM	---	08:00 AM	34	1	5	0	0	0	4	244	3	1	331	1	624
08:00 AM	---	08:15 AM	40	1	5	0	0	6	8	326	8	1	404	1	800
08:15 AM	---	08:30 AM	44	1	5	0	0	8	12	399	11	1	473	2	956
08:30 AM	---	08:45 AM	52	1	6	0	0	10	19	467	17	1	553	2	1,128
08:45 AM	---	09:00 AM	57	1	8	0	0	14	27	542	20	1	625	4	1,299
<b>TOTAL BY PERIOD</b>															
07:00 AM	---	07:15 AM	7	0	0	0	0	0	0	43	0	0	67	0	117
07:15 AM	---	07:30 AM	10	0	1	0	0	0	1	60	1	0	85	0	158
07:30 AM	---	07:45 AM	6	0	3	0	0	0	2	65	2	0	93	1	172
07:45 AM	---	08:00 AM	11	1	1	0	0	0	1	76	0	1	86	0	177
08:00 AM	---	08:15 AM	6	0	0	0	0	6	4	82	5	0	73	0	176
08:15 AM	---	08:30 AM	4	0	0	0	0	2	4	73	3	0	69	1	156
08:30 AM	---	08:45 AM	8	0	1	0	0	2	7	68	6	0	80	0	172
08:45 AM	---	09:00 AM	5	0	2	0	0	4	8	75	3	0	72	2	171
<b>HOURLY TOTALS</b>															
07:00 AM	---	08:00 AM	34	1	5	0	0	0	4	244	3	1	331	1	624
07:15 AM	---	08:15 AM	33	1	5	0	0	6	8	283	8	1	337	1	683
07:30 AM	---	08:30 AM	27	1	4	0	0	8	11	296	10	1	321	2	681
07:45 AM	---	08:45 AM	29	1	2	0	0	10	16	299	14	1	308	1	681
08:00 AM	---	09:00 AM	23	0	3	0	0	14	23	298	17	0	294	3	675

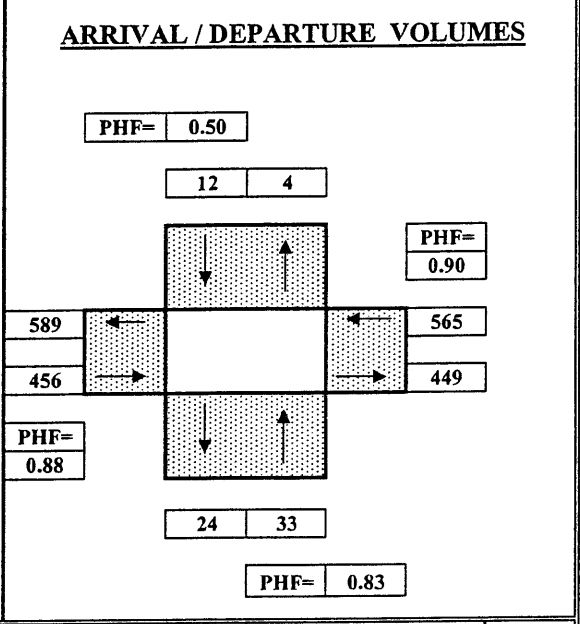
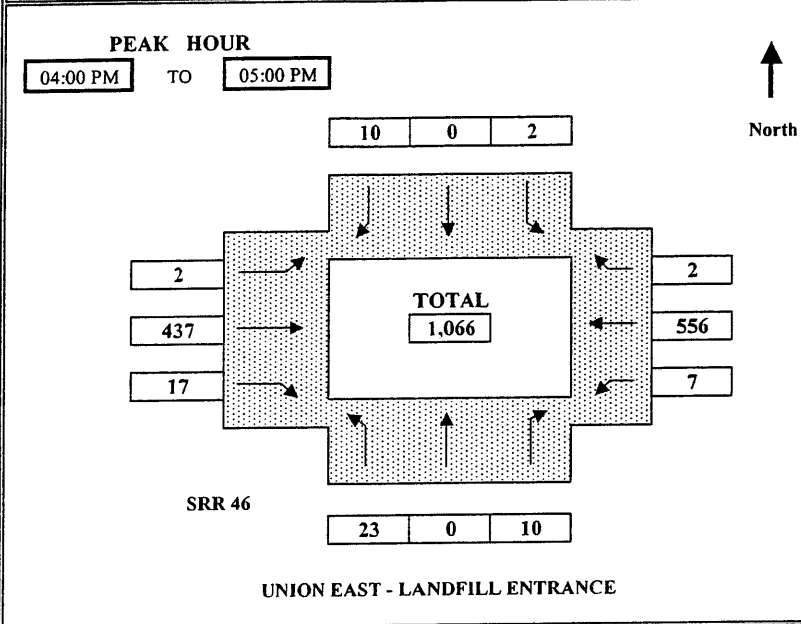
East Bay : (510) 232-1271

SF/Peninsula: (415) 750-1317

# BAYMETRICS TRAFFIC RESOURCES

## INTERSECTION TURNING MOVEMENT SUMMARY

<b>PROJECT:</b> PASO ROBLES TS	<b>SURVEY DATE:</b> 6/8/2006	<b>DAY:</b> THURSDAY
<b>N-S Approach:</b> UNION EAST - LANDFILL ENTRANCE	<b>SURVEY TIME:</b> 4:00 PM TO 6:00 PM	
<b>E-W Approach:</b> SRR 46	<b>CITY:</b> PASO ROBLES	<b>FILE:</b> UNE46EPRPM



TIME PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	

<b>SURVEY DATA</b>															
04:00 PM	---	04:15 PM	5	0	1	2	0	4	1	126	2	2	142	1	286
04:15 PM	---	04:30 PM	13	0	3	2	0	5	1	231	7	3	298	1	564
04:30 PM	---	04:45 PM	17	0	7	2	0	7	2	325	14	6	431	2	813
04:45 PM	---	05:00 PM	23	0	10	2	0	10	2	437	17	7	556	2	1,066
05:00 PM	---	05:15 PM	25	0	15	2	0	10	4	537	19	10	672	2	1,296
05:15 PM	---	05:30 PM	30	0	17	2	0	10	5	625	23	12	777	2	1,503
05:30 PM	---	05:45 PM	34	0	20	2	0	12	6	731	30	15	871	2	1,723
05:45 PM	---	06:00 PM	40	0	23	2	0	13	6	828	37	17	956	2	1,924

<b>TOTAL BY PERIOD</b>															
04:00 PM	---	04:15 PM	5	0	1	2	0	4	1	126	2	2	142	1	286
04:15 PM	---	04:30 PM	8	0	2	0	0	1	0	105	5	1	156	0	278
04:30 PM	---	04:45 PM	4	0	4	0	0	2	1	94	7	3	133	1	249
04:45 PM	---	05:00 PM	6	0	3	0	0	3	0	112	3	1	125	0	253
05:00 PM	---	05:15 PM	2	0	5	0	0	0	2	100	2	3	116	0	230
05:15 PM	---	05:30 PM	5	0	2	0	0	0	1	88	4	2	105	0	207
05:30 PM	---	05:45 PM	4	0	3	0	0	2	1	106	7	3	94	0	220
05:45 PM	---	06:00 PM	6	0	3	0	0	1	0	97	7	2	85	0	201

<b>HOURLY TOTALS</b>															
04:00 PM	---	05:00 PM	23	0	10	2	0	10	2	437	17	7	556	2	1,066
04:15 PM	---	05:15 PM	20	0	14	0	0	6	3	411	17	8	530	1	1,010
04:30 PM	---	05:30 PM	17	0	14	0	0	5	4	394	16	9	479	1	939
04:45 PM	---	05:45 PM	17	0	13	0	0	5	4	406	16	9	440	0	910
05:00 PM	---	06:00 PM	17	0	13	0	0	3	4	391	20	10	400	0	858

East Bay : (510) 232-1271

SF/Peninsula: (415) 750-1317

**LANDFILL TRAFFIC AND WASTE DELIVERY SCENARIOS**

1. Existing Scenario - May 2006 (traffic count and tonnage provided by Pacific Waste Services)

	Traffic - May 2006			Weights		
	# Loads per month	%	Avg. # Loads/day	Tons	%	Tons/load
Cash customer (self-haul)	1,331	59%	49	727	15%	0.55
Commercial - Compactor & Roll-off	667	30%	25	3,718	76%	5.57
Self-haul commercial	243	11%	9	441	9%	1.81
Total	2,241	100%	83	4,886	100%	
				181 tpd-6		

2. Existing Scenario - Current Permit Limit (250 tpd)

Cash customer (self-haul)	1,839	59%	68	1,004	15%	0.55
Commercial - Compactor & Roll-off	921	30%	34	5,136	76%	5.57
Self-haul commercial	336	11%	12	609	9%	1.81
Total	3,096	100%	115	6,750	100%	
				250 tpd-6		

3. Future Scenario - 450 tpd Permit Limit (assume current traffic /tonnage distribution for non-transfer vehicles)

Cash customer (self-haul)	3,089	59%	114	1,687	14%	0.55
Commercial - Compactor & Roll-off	1,548	30%	57	8,629	71%	5.57
Self-haul commercial	564	11%	21	1,024	8%	1.81
Long-haul tractor-trailer	40	1%	2	800	7%	20.0
Total	5,241	100%	195	12,140	100%	
				450 tpd-6		

4. Future Scenario - 450 tpd Permit Limit (assume nominal growth in self-haul traffic)

Cash customer (self-haul)	2,115	40%	78	1,155	10%	0.55
Commercial - Compactor & Roll-off	1,615	31%	60	9,000	74%	5.57
Self-haul commercial	661	13%	24	1,200	10%	1.81
Long-haul tractor-trailer	40	1%	2	800	7%	20.0
Total	4,430	85%	165	12,155	100%	
				450 tpd-6		

Notes/Assumptions:

- (1) May 2006 traffic and waste receipt data provided by PWS
- (2) Scenario 2 - (250 tpd permit limit) assumes traffic and tonnage distribution the same as current - May 2006.
- (3) Scenario 3 - (450 tpd permit limit) assumes:  
Two long-haul transfer / trailer deliveries per day, 5 days per week, payload capacity 20 tons per load (per PWS)  
Traffic and tonnage distribution for cash customers, commercial compactor/roll-off vehicles and self-haul commercial the same as current (May 2006).
- (4) Scenario 4 - (450 tpd permit limit) assumes:  
Two long-haul transfer / trailer deliveries per day, 5 days per week, payload capacity 20 tons per load (per PWS)  
Self-haul traffic and tonnage will increase 15 percent over current daily maximum; franchised waste haulers will service disposal needs of landfill watershed area attributed to population and economic

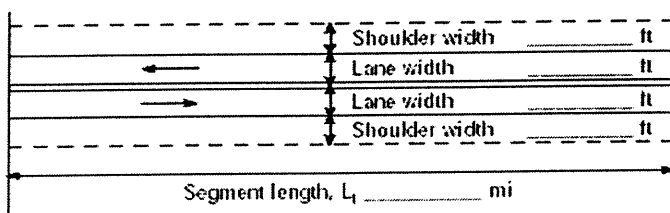
**LEVEL OF SERVICE CALCULATION WORKSHEETS**

# TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	DLD	Highway	SR 46E
Agency or Company	ATE	From/To	@ UNION RD-LANDFILL ACCESS
Date Performed	6/26/2006	Jurisdiction	CALTRANS
Analysis Time Period	AM PEAK HOUR	Analysis Year	EXISTING

Project Description:

### Input Data

 <p style="text-align: center;">Segment length, <math>L_1</math> _____ mi</p>	<div style="display: flex; justify-content: space-between;"> <div style="text-align: center;"> <input checked="" type="checkbox"/> Class I highway    <input type="checkbox"/> Class II highway             </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="text-align: center;">                 Terrain <input checked="" type="checkbox"/> Level    <input type="checkbox"/> Rolling             </div> </div> <table style="width: 100%; margin-top: 10px;"> <tr> <td>Two-way hourly volume</td> <td style="text-align: right;">675 veh/h</td> </tr> <tr> <td>Directional split</td> <td style="text-align: right;">56 / 44</td> </tr> <tr> <td>Peak-hour factor, PHF</td> <td style="text-align: right;">0.88</td> </tr> <tr> <td>No-passing zone</td> <td style="text-align: right;">90</td> </tr> <tr> <td>% Trucks and Buses, <math>P_T</math></td> <td style="text-align: right;">14 %</td> </tr> <tr> <td>% Recreational vehicles, <math>P_R</math></td> <td style="text-align: right;">4%</td> </tr> <tr> <td>Access points/ mi</td> <td style="text-align: right;">8</td> </tr> </table>	Two-way hourly volume	675 veh/h	Directional split	56 / 44	Peak-hour factor, PHF	0.88	No-passing zone	90	% Trucks and Buses, $P_T$	14 %	% Recreational vehicles, $P_R$	4%	Access points/ mi	8
Two-way hourly volume	675 veh/h														
Directional split	56 / 44														
Peak-hour factor, PHF	0.88														
No-passing zone	90														
% Trucks and Buses, $P_T$	14 %														
% Recreational vehicles, $P_R$	4%														
Access points/ mi	8														

### Average Travel Speed

Grade adjustment factor, $f_G$ (Exhibit 20-7)	1.00
Passenger-car equivalents for trucks, $E_T$ (Exhibit 20-9)	1.2
Passenger-car equivalents for RVs, $E_R$ (Exhibit 20-9)	1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	0.973
Two-way flow rate <sup>1</sup> , $v_p$ (pc/h) = $V / (PHF * f_G * f_{HV})$	789
$v_p$ * highest directional split proportion <sup>2</sup> (pc/h)	442
Free-Flow Speed from Field Measurement	Estimated Free-Flow Speed
Field Measured speed, $S_{FM}$ <span style="float: right;">mi/h</span>	Base free-flow speed, $BFFS_{FM}$ <span style="float: right;">60.0 mi/h</span>
Observed volume, $V_f$ <span style="float: right;">veh/h</span>	Adj. for lane width and shoulder width <sup>3</sup> , $f_{LS}$ (Exhibit 20-5) <span style="float: right;">0.0 mi/h</span>
Free-flow speed, $FFS = S_{FM} + 0.00776(V_f / f_{HV})$ <span style="float: right;">mi/h</span>	Adj. for access points, $f_A$ (Exhibit 20-6) <span style="float: right;">2.0 mi/h</span>
	Free-flow speed, $FFS = BFFS - f_{LS} - f_A$ <span style="float: right;">58.0 mi/h</span>
Adj. for no-passing zones, $f_{np}$ (mi/h) (Exhibit 20-11)	2.9
Average travel speed, $ATS$ (mi/h) $ATS = FFS - 0.00776 v_p - f_{np}$	49.0

### Percent Time-Spent-Following

Grade Adjustment factor, $f_G$ (Exhibit 20-8)	1.00
Passenger-car equivalents for trucks, $E_T$ (Exhibit 20-10)	1.1
Passenger-car equivalents for RVs, $E_R$ (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	0.986
Two-way flow rate <sup>1</sup> , $v_p$ (pc/h) = $V / (PHF * f_G * f_{HV})$	778
$v_p$ * highest directional split proportion <sup>2</sup> (pc/h)	436
Base percent time-spent-following, $BPTSF(\%) = 100(1 - e^{-0.000879 v_p})$	49.5
Adj. for directional distribution and no-passing zone, $f_{d/np}(\%)$ (Exh. 20-12)	15.0
Percent time-spent-following, $PTSF(\%) = BPTSF + f_{d/np}$	64.6

### Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	C
Volume to capacity ratio, $v/c = v_p / 3,200$	0.25
Peak 15-min veh-miles of travel, $VMT_{15} (\text{veh} \cdot \text{mi}) = 0.25 L_t (V / PHF)$	0
Peak-hour vehicle-miles of travel, $VMT_{60} (\text{veh} \cdot \text{mi}) = V * L_t$	0
Peak 15-min total travel time, $TT_{15} (\text{veh} \cdot \text{h}) = VMT_{15} / ATS$	0.0

### Notes

1. If  $V_p \geq 3,200$  pc/h, terminate analysis-the LOS is F.
2. If highest directional split  $V_p \geq 1,700$  pc/h, terminated analysis-the LOS is F.



## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DLD	Intersection	SR 46(E)/UNION RD
Agency/Co.	ATE	Jurisdiction	CALTRANS
Date Performed	6/26/2006	Analysis Year	EXISTING
Analysis Time Period	AM PEAK		

Project Description PASO LANDFILL	
East/West Street: SR 46(E)	North/South Street: UNION ROAD
Intersection Orientation: East-West	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	8	283	8	1	337	1
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR (veh/h)	8	307	8	1	366	1
Percent Heavy Vehicles	40	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	33	1	5	0	0	6
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR (veh/h)	35	1	5	0	0	6
Percent Heavy Vehicles	4	4	4	0	0	40
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service									
Approach	Eastbound	Westbound	Northbound			Southbound			
Movement	1	4	7	8	9	10	11	12	
Lane Configuration	L	L		LTR			LTR		
v (veh/h)	8	1		41			6		
C (m) (veh/h)	1010	1234		370			602		
v/c	0.01	0.00		0.11			0.01		
95% queue length	0.02	0.00		0.37			0.03		
Control Delay (s/veh)	8.6	7.9		15.9			11.0		
LOS	A	A		C			B		
Approach Delay (s/veh)	--	--		15.9			11.0		
Approach LOS	--	--		C			B		

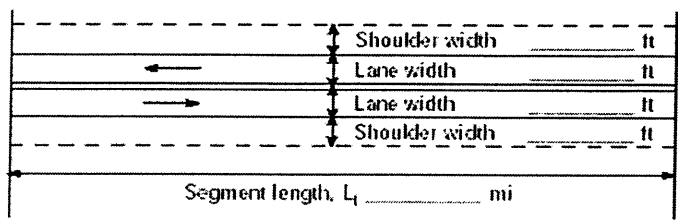
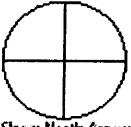
AWD = 14.2 = LOS B

# TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	DLD	Highway	SR 46E
Agency or Company	ATE	From/To	@ UNION RD-LANDFILL ACCESS
Date Performed	6/26/2006	Jurisdiction	CALTRANS
Analysis Time Period	AM PEAK HOUR	Analysis Year	EXISTING - 250 TPD MAX DAY

Project Description:

### Input Data

 <p style="text-align: center;">Segment length, <math>L_1</math> _____ mi</p>	<table style="width: 100%; border-collapse: collapse;"> <tr> <td><input checked="" type="checkbox"/> Class I highway</td> <td><input type="checkbox"/> Class II highway</td> </tr> <tr> <td>Terrain <input checked="" type="checkbox"/> Level</td> <td><input type="checkbox"/> Rolling</td> </tr> <tr> <td>Two-way hourly volume</td> <td>680 veh/h</td> </tr> <tr> <td>Directional split</td> <td>56 / 44</td> </tr> <tr> <td>Peak-hour factor, PHF</td> <td>0.88</td> </tr> <tr> <td>No-passing zone</td> <td>90</td> </tr> <tr> <td>% Trucks and Buses, <math>P_T</math></td> <td>14 %</td> </tr> <tr> <td>% Recreational vehicles, <math>P_R</math></td> <td>4%</td> </tr> <tr> <td>Access points/ mi</td> <td>8</td> </tr> </table> <div style="text-align: center; margin-top: 10px;">               Show North Arrow         </div>	<input checked="" type="checkbox"/> Class I highway	<input type="checkbox"/> Class II highway	Terrain <input checked="" type="checkbox"/> Level	<input type="checkbox"/> Rolling	Two-way hourly volume	680 veh/h	Directional split	56 / 44	Peak-hour factor, PHF	0.88	No-passing zone	90	% Trucks and Buses, $P_T$	14 %	% Recreational vehicles, $P_R$	4%	Access points/ mi	8
<input checked="" type="checkbox"/> Class I highway	<input type="checkbox"/> Class II highway																		
Terrain <input checked="" type="checkbox"/> Level	<input type="checkbox"/> Rolling																		
Two-way hourly volume	680 veh/h																		
Directional split	56 / 44																		
Peak-hour factor, PHF	0.88																		
No-passing zone	90																		
% Trucks and Buses, $P_T$	14 %																		
% Recreational vehicles, $P_R$	4%																		
Access points/ mi	8																		

### Average Travel Speed

Grade adjustment factor, $f_G$ (Exhibit 20-7)	1.00
Passenger-car equivalents for trucks, $E_T$ (Exhibit 20-9)	1.2
Passenger-car equivalents for RVs, $E_R$ (Exhibit 20-9)	1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	0.973
Two-way flow rate <sup>1</sup> , $v_p$ (pc/h) = $V / (PHF * f_G * f_{HV})$	794
$v_p$ * highest directional split proportion <sup>2</sup> (pc/h)	445
Free-Flow Speed from Field Measurement	Estimated Free-Flow Speed
Field Measured speed, $S_{FM}$ <span style="float: right;">mi/h</span>	Base free-flow speed, $BFFS_{FM}$ <span style="float: right;">60.0 mi/h</span>
Observed volume, $V_f$ <span style="float: right;">veh/h</span>	Adj. for lane width and shoulder width <sup>3</sup> , $f_{LS}$ (Exhibit 20-5) <span style="float: right;">0.0 mi/h</span>
Free-flow speed, $FFS$ $FFS = S_{FM} + 0.00776(V_f / f_{HV})$ <span style="float: right;">mi/h</span>	Adj. for access points, $f_A$ (Exhibit 20-6) <span style="float: right;">2.0 mi/h</span>
	Free-flow speed, $FFS$ ( $FSS = BFFS - f_{LS} - f_A$ ) <span style="float: right;">58.0 mi/h</span>
Adj. for no-passing zones, $f_{np}$ (mi/h) (Exhibit 20-11)	2.9
Average travel speed, $ATS$ (mi/h) $ATS = FFS - 0.00776v_p - f_{np}$	49.0

### Percent Time-Spent-Following

Grade Adjustment factor, $f_G$ (Exhibit 20-8)	1.00
Passenger-car equivalents for trucks, $E_T$ (Exhibit 20-10)	1.1
Passenger-car equivalents for RVs, $E_R$ (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	0.986
Two-way flow rate <sup>1</sup> , $v_p$ (pc/h) = $V / (PHF * f_G * f_{HV})$	784
$v_p$ * highest directional split proportion <sup>2</sup> (pc/h)	439
Base percent time-spent-following, $BPTSF(\%) = 100(1 - e^{-0.000879v_p})$	49.8
Adj. for directional distribution and no-passing zone, $f_{d/np}(\%)(Exh. 20-12)$	14.9
Percent time-spent-following, $PTSF(\%) = BPTSF + f_{d/np}$	64.7

### Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	C
Volume to capacity ratio, $v/c = V_p / 3,200$	0.25
Peak 15-min veh-miles of travel, $VMT_{15} (veh \cdot mi) = 0.25L_t(V/PHF)$	0
Peak-hour vehicle-miles of travel, $VMT_{60}(veh \cdot mi) = V * L_t$	0
Peak 15-min total travel time, $TT_{15}(veh \cdot h) = VMT_{15}/ATS$	0.0

### Notes

1. If  $V_p \geq 3,200$  pc/h, terminate analysis-the LOS is F.
2. If highest directional split  $V_p \geq 1,700$  pc/h, terminated anlysis-the LOS is F.

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DLD	Intersection	SR 46(E)/UNION RD
Agency/Co.	ATE	Jurisdiction	CALTRANS
Date Performed	6/26/2006	Analysis Year	EXISTING - 250 TPD MAX DAY
Analysis Time Period	AM PEAK		

Project Description PASO LANDFILL	
East/West Street: SR 46(E)	North/South Street: UNION ROAD
Intersection Orientation: East-West	Study Period (hrs): 1.00

### Vehicle Volumes and Adjustments

Major Street Movement	Eastbound			Westbound		
	1 L	2 T	3 R	4 L	5 T	6 R
Volume (veh/h)	11	283	8	1	337	1
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR (veh/h)	11	307	8	1	366	1
Percent Heavy Vehicles	40	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR
Upstream Signal		0			0	

Minor Street Movement	Northbound			Southbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume (veh/h)	33	1	5	0	0	8
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR (veh/h)	35	1	5	0	0	8
Percent Heavy Vehicles	4	4	4	0	0	40
Percent Grade (%)	0			0		
Flared Approach	N			N		
Storage	0			0		
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		

### Delay, Queue Length, and Level of Service

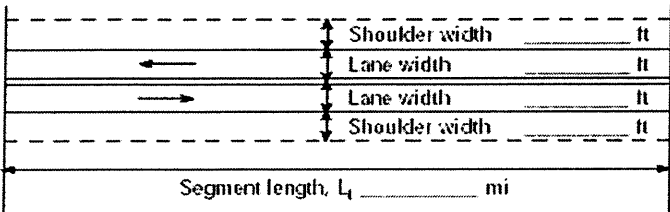
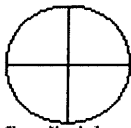
Approach	Eastbound	Westbound	Northbound			Southbound		
			7	8	9	10	11	12
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (veh/h)	11	1		41			8	
C (m) (veh/h)	1010	1234		365			602	
v/c	0.01	0.00		0.11			0.01	
95% queue length	0.03	0.00		0.38			0.04	
Control Delay (s/veh)	8.6	7.9		16.1			11.1	
LOS	A	A		C			B	
Approach Delay (s/veh)	--	--		16.1			11.1	
Approach LOS	--	--		C			B	

AWO = 14.0 = LOS B  
22

# TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	DLD	Highway	SR 46E
Agency or Company	ATE	From/To	@ UNION RD-LANDFILL ACCESS
Date Performed	6/26/2006	Jurisdiction	CALTRANS
Analysis Time Period	AM PEAK HOUR	Analysis Year	EXISTING+PROJECT (450 TPD)

Project Description:

Input Data	
 <p style="text-align: center;">Segment length, <math>L_1</math> _____ mi</p>	<div style="display: flex; justify-content: space-between;"> <div style="text-align: center;">  <p>Show North Arrow</p> </div> <div> <input checked="" type="checkbox"/> Class I highway    <input type="checkbox"/> Class II highway                  Terrain    <input checked="" type="checkbox"/> Level    <input type="checkbox"/> Rolling                  Two-way hourly volume    693 veh/h                  Directional split    56 / 44                  Peak-hour factor, PHF    0.88                  No-passing zone    90                  % Trucks and Buses, <math>P_T</math>    14 %                  % Recreational vehicles, <math>P_R</math>    4%                  Access points/ mi    8             </div> </div>

Average Travel Speed	
Grade adjustment factor, $f_G$ (Exhibit 20-7)	1.00
Passenger-car equivalents for trucks, $E_T$ (Exhibit 20-9)	1.2
Passenger-car equivalents for RVs, $E_R$ (Exhibit 20-9)	1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	0.973
Two-way flow rate <sup>1</sup> , $v_p$ (pc/h) = $V / (PHF * f_G * f_{HV})$	810
$v_p$ * highest directional split proportion <sup>2</sup> (pc/h)	454
Free-Flow Speed from Field Measurement	Estimated Free-Flow Speed
Field Measured speed, $S_{FM}$ mi/h	Base free-flow speed, $BFFS_{FM}$ 60.0 mi/h
Observed volume, $V_f$ veh/h	Adj. for lane width and shoulder width <sup>3</sup> , $f_{LS}$ (Exhibit 20-5)    0.0 mi/h
Free-flow speed, FFS $FFS = S_{FM} + 0.00776(V_f / f_{HV})$ mi/h	Adj. for access points, $f_A$ (Exhibit 20-6)    2.0 mi/h
	Free-flow speed, FFS ( $FFS = BFFS - f_{LS} - f_A$ )    58.0 mi/h
Adj. for no-passing zones, $f_{np}$ (mi/h) (Exhibit 20-11)	2.8
Average travel speed, ATS (mi/h) $ATS = FFS - 0.00776 v_p - f_{np}$	48.9

Percent Time-Spent-Following	
Grade Adjustment factor, $f_G$ (Exhibit 20-8)	1.00
Passenger-car equivalents for trucks, $E_T$ (Exhibit 20-10)	1.1
Passenger-car equivalents for RVs, $E_R$ (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	0.986
Two-way flow rate <sup>1</sup> , $v_p$ (pc/h) = $V / (PHF * f_G * f_{HV})$	799
$v_p$ * highest directional split proportion <sup>2</sup> (pc/h)	447
Base percent time-spent-following, $BPTSF(\%) = 100(1 - e^{-0.000879 v_p})$	50.5
Adj. for directional distribution and no-passing zone, $f_{d/np}(\%)(Exh. 20-12)$	14.4
Percent time-spent-following, $PTSF(\%) = BPTSF + f_{d/np}$	64.9

Level of Service and Other Performance Measures	
Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	C
Volume to capacity ratio, $v/c = V_p / 3,200$	0.25
Peak 15-min veh-miles of travel, $VMT_{15} (veh-mi) = 0.25 L_t (V/PHF)$	0
Peak-hour vehicle-miles of travel, $VMT_{60} (veh-mi) = V * L_t$	0
Peak 15-min total travel time, $TT_{15} (veh-h) = VMT_{15} / ATS$	0.0

**Notes**  
 1. If  $V_p \geq 3,200$  pc/h, terminate analysis-the LOS is F.  
 2. If highest directional split  $V_p \geq 1,700$  pc/h, terminated anlysis-the LOS is F.

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DLD	Intersection	SR 46(E)/UNION RD
Agency/Co.	ATE	Jurisdiction	CALTRANS
Date Performed	6/26/2006	Analysis Year	EXISTING + PROJECT (450 TPD)
Analysis Time Period	AM PEAK		

Project Description PASO LANDFILL	
East/West Street: SR 46(E)	North/South Street: UNION ROAD
Intersection Orientation: East-West	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	16	283	8	1	337	1
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR (veh/h)	17	307	8	1	366	1
Percent Heavy Vehicles	40	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	33	1	5	0	0	16
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR (veh/h)	35	1	5	0	0	17
Percent Heavy Vehicles	4	4	4	0	0	40
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	L	L		LTR			LTR
v (veh/h)	17	1		41			17
C (m) (veh/h)	1010	1234		349			602
v/c	0.02	0.00		0.12			0.03
95% queue length	0.05	0.00		0.40			0.09
Control Delay (s/veh)	8.6	7.9		16.7			11.2
LOS	A	A		C			B
Approach Delay (s/veh)	--	--		16.7			11.2
Approach LOS	--	--		C			B

AWD = 13.5 = LOS B  
24

Phone:  
E-mail:

Fax:

PLANNING ANALYSIS

Analyst: DLD  
 Agency/Co: ATE  
 Date: 6/27/2006  
 Analysis Period: AM PEAK  
 Highway: SR 46(E)  
 From/To: @ UNION RD  
 Jurisdiction: CALTRANS  
 Analysis Year: YEAR 2022 BASELINE  
 Project ID:

INPUT DATA

Total AADT volume, AADT	16900	vpd
Proportion AADT during peak hour, K	0.05	
Percent peak-hour traffic in heaviest direction, D	56	%
Trucks	14	%
Terrain type	Level	
Base free-flow speed, BFFS	60.0	mph

ANALYSIS

DDHV = AADT x D x K  
 DDHV = 16900 x 0.56 x 0.05 = 473

Volume for :			LOS
4-lane highway = 473	vph/2 lanes = 236	vphpl	A
6-lane highway = 473	vph/3 lanes = 157	vphpl	A

LEVEL OF SERVICE

		Free-Flow Speed = 60 mph					Free-Flow Speed = 50 mph				
		Percent Trucks					Percent Trucks				
Terrain	LOS	0	5	10	15	20	0	5	10	15	20
Level	A	560	550	530	520	510	440	430	420	410	400
	B	920	900	870	850	840	710	700	680	660	650
	C	1310	1280	1250	1220	1190	1030	1000	980	960	940
	D	1680	1640	1600	1570	1530	1350	1320	1290	1260	1230
	E	1870	1820	1780	1740	1700	1610	1570	1530	1500	1460
Rolling	A	560	520	490	460	430	440	410	380	360	340
	B	920	850	800	750	710	710	660	620	580	550
	C	1310	1220	1140	1070	1010	1030	960	900	840	790
	D	1680	1570	1470	1380	1300	1350	1260	1180	1100	1040
	E	1870	1740	1620	1520	1440	1610	1500	1400	1310	1240
Mountain	A	560	480	420	370	330	440	370	320	290	260

B	920	780	680	600	540	710	610	530	470	420
C	1310	1120	970	860	770	1030	880	760	680	610
D	1680	1430	1250	1100	990	1350	1150	1000	890	800
E	1870	1590	1380	1220	1100	1610	1370	1190	1050	950

Assumptions: highway with 60 mi/h FFS has 8 access points/mi; highway with 50 mi/h FFS has 25 access points/mi; lane width = 12 ft; shoulder width > 6 ft; divided highway; PHF = 0.88; all heavy vehicles are trucks and regular commuters

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DLD	Intersection	SR 46(E)/UNION RD
Agency/Co.	ATE	Jurisdiction	CALTRANS
Date Performed	6/26/2006	Analysis Year	YEAR 2022 BASELINE
Analysis Time Period	AM PEAK		

Project Description PASO LANDFILL	
East/West Street: SR 46(E)	North/South Street: UNION ROAD
Intersection Orientation: East-West	Study Period (hrs): 1.00

### Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	8	374	11	1	445	1
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR (veh/h)	8	406	11	1	483	1
Percent Heavy Vehicles	40	--	--	4	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	44	1	7	0	0	6
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR (veh/h)	47	1	7	0	0	6
Percent Heavy Vehicles	4	4	4	0	0	40
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

### Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (veh/h)	8	1		55			6	
C (m) (veh/h)	849	1124		461			655	
v/c	0.01	0.00		0.12			0.01	
95% queue length	0.03	0.00		0.41			0.03	
Control Delay (s/veh)	9.3	8.2		13.9			10.5	
LOS	A	A		B			B	
Approach Delay (s/veh)	--	--		13.9			10.5	
Approach LOS	--	--		B			B	

AWD = 13.9 = LOS B  
27



Phone:  
E-mail:

Fax:

PLANNING ANALYSIS

Analyst: DLD  
 Agency/Co: ATE  
 Date: 6/27/2006  
 Analysis Period: AM PEAK  
 Highway: SR 46(E)  
 From/To: @ UNION RD  
 Jurisdiction: CALTRANS  
 Analysis Year: 2022+FUTURE MAX DAY (450 TPD)  
 Project ID:

INPUT DATA

Total AADT volume, AADT	17100	vpd
Proportion AADT during peak hour, K	0.05	
Percent peak-hour traffic in heaviest direction, D	56	%
Trucks	14	%
Terrain type	Level	
Base free-flow speed, BFFS	60.0	mph

ANALYSIS

DDHV = AADT x D x K  
 DDHV = 17100 x 0.56 x 0.05 = 479

Volume for :			LOS
4-lane highway = 479	vph/2 lanes = 239	vphpl	A
6-lane highway = 479	vph/3 lanes = 159	vphpl	A

LEVEL OF SERVICE

		Free-Flow Speed = 60 mph					Free-Flow Speed = 50 mph				
		Percent Trucks					Percent Trucks				
Terrain	LOS	0	5	10	15	20	0	5	10	15	20
Level	A	560	550	530	520	510	440	430	420	410	400
	B	920	900	870	850	840	710	700	680	660	650
	C	1310	1280	1250	1220	1190	1030	1000	980	960	940
	D	1680	1640	1600	1570	1530	1350	1320	1290	1260	1230
	E	1870	1820	1780	1740	1700	1610	1570	1530	1500	1460
Rolling	A	560	520	490	460	430	440	410	380	360	340
	B	920	850	800	750	710	710	660	620	580	550
	C	1310	1220	1140	1070	1010	1030	960	900	840	790
	D	1680	1570	1470	1380	1300	1350	1260	1180	1100	1040
	E	1870	1740	1620	1520	1440	1610	1500	1400	1310	1240
Mountain	A	560	480	420	370	330	440	370	320	290	260

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B	920	780	680	600	540	710	610	530	470	420
C	1310	1120	970	860	770	1030	880	760	680	610
D	1680	1430	1250	1100	990	1350	1150	1000	890	800
E	1870	1590	1380	1220	1100	1610	1370	1190	1050	950

Assumptions: highway with 60 mi/h FFS has 8 access points/mi; highway with 50 mi/h FFS has 25 access points/mi; lane width = 12 ft; shoulder width > 6 ft; divided highway; PHF = 0.88; all heavy vehicles are trucks and regular commuters

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DLD	Intersection	SR 46(E)/UNION RD
Agency/Co.	ATE	Jurisdiction	CALTRANS
Date Performed	6/26/2006	Analysis Year	YEAR 2022 + MAX DAY (450 TPD)
Analysis Time Period	AM PEAK		

Project Description PASO LANDFILL	
East/West Street: SR 46(E)	North/South Street: UNION ROAD
Intersection Orientation: East-West	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	16	374	11	1	445	1
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR (veh/h)	17	406	11	1	483	1
Percent Heavy Vehicles	60	--	--	4	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	44	1	7	0	0	16
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR (veh/h)	47	1	7	0	0	17
Percent Heavy Vehicles	4	4	4	0	0	60
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (veh/h)	17	1		55			17	
C (m) (veh/h)	757	1124		442			609	
v/c	0.02	0.00		0.12			0.03	
95% queue length	0.07	0.00		0.43			0.09	
Control Delay (s/veh)	9.9	8.2		14.3			11.1	
LOS	A	A		B			B	
Approach Delay (s/veh)	--	--		14.3			11.1	
Approach LOS	--	--		B			B	

$NWD = 12.8 = LOS B$   
 30



# ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4418 • FAX (805) 682-8509

Richard L. Pool, P.E.  
Scott A. Schell, AICP

August 17, 2006

Joseph J. Miller  
SCS Engineers  
6601 Knoll Center Parkway, Suite 140  
Pleasanton, CA 94566

## ***SUPPLEMENTAL TRAFFIC ANALYSIS FOR THE PASO ROBLES LANDFILL PROJECT, SAN LUIS OBISPO COUNTY, CALIFORNIA***

The Paso Robles Landfill Project traffic study assessed potential impacts of the project on SR 46(E) adjacent to the site for two conditions:

- 1) Existing + Proposed Maximum Day. The segment of SR 46(E) is forecast to operate at LOS C during the A.M. peak hour period with Existing + Future Maximum Day traffic. This analysis assumed the existing two-lane section of SR 46(E) adjacent to the site.
- 2) Year 2022 + Proposed Maximum Day. The operational analyses found that the segment of SR 46(E) adjacent to Union Road is forecast to operate at LOS A during the A.M. peak hour period for this scenario. The Year 2022 + Proposed Maximum Day analysis assumed completion of the Caltrans project to widen SR 46(E) to a four-lane conventional highway adjacent to the site. Caltrans staff indicated that the widening is scheduled for construction in Year 2010.

ATE assessed operations for the Year 2022 + Proposed Maximum Day scenario assuming that SR 46(E) is not widened to a four-lane conventional highway (level of service worksheet assuming two-lane highway is attached). The results show that SR 46(E) would operate at LOS D during the A.M. peak hour period with or without project traffic. The project would not significantly degrade operations under this scenario.

This concludes our supplemental analysis for the Paso Robles Landfill Project.

Associated Transportation Engineers



Dan L. Dawson  
Supervising Transportation Planner

DLD

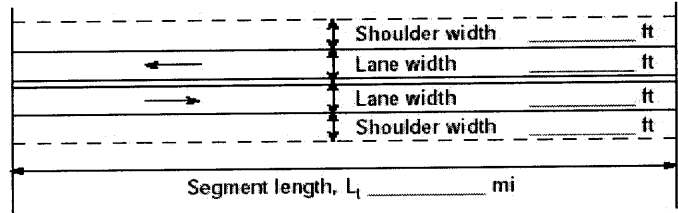
Attachment: Two-Lane Highway Segment Worksheet

RECEIVED

AUG 18 2006

SCS ENGINEERS

## TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period	DLD ATE 8/17/2006 AM PEAK	Highway From/To Jurisdiction Analysis Year	SR 46E @UNION-LANDFILL ACCESS CALTRANS 2022+MAX DAY
Project Description:			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway  Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Two-way hourly volume    906 veh/h Directional split    56 / 44 Peak-hour factor, PHF    0.88 No-passing zone    90 % Trucks and Buses, P <sub>T</sub> 14 % % Recreational vehicles, P <sub>R</sub> 4% Access points/ mi    8	
Average Travel Speed			
Grade adjustment factor, f <sub>G</sub> (Exhibit 20-7)		1.00	
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 20-9)		1.2	
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 20-9)		1.0	
Heavy-vehicle adjustment factor, f <sub>HV</sub> = 1 / (1 + P <sub>T</sub> (E <sub>T</sub> -1) + P <sub>R</sub> (E <sub>R</sub> -1))		0.973	
Two-way flow rate <sup>1</sup> , v <sub>p</sub> (pc/h) = V / (PHF * f <sub>G</sub> * f <sub>HV</sub> )		1058	
v <sub>p</sub> * highest directional split proportion <sup>2</sup> (pc/h)		592	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S <sub>FM</sub> mi/h		Base free-flow speed, BFFS <sub>FM</sub>	60.0 mi/h
Observed volume, V <sub>t</sub> veh/h		Adj. for lane width and shoulder width <sup>3</sup> , f <sub>LS</sub> (Exhibit 20-5)	0.0 mi/h
Free-flow speed, FFS = S <sub>FM</sub> + 0.00776(V <sub>t</sub> / f <sub>HV</sub> )    mi/h		Adj. for access points, f <sub>A</sub> (Exhibit 20-6)	2.0 mi/h
		Free-flow speed, FFS (FSS = BFFS * f <sub>LS</sub> * f <sub>A</sub> )	58.0 mi/h
Adj. for no-passing zones, f <sub>np</sub> (mi/h) (Exhibit 20-11)		2.3	
Average travel speed, ATS (mi/h) ATS = FFS * 0.00776 v <sub>p</sub> / f <sub>np</sub>		47.5	
Percent Time Spent Following			
Grade Adjustment factor, f <sub>G</sub> (Exhibit 20-8)		1.00	
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 20-10)		1.1	
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 20-10)		1.0	
Heavy-vehicle adjustment factor, f <sub>HV</sub> = 1 / (1 + P <sub>T</sub> (E <sub>T</sub> -1) + P <sub>R</sub> (E <sub>R</sub> -1))		0.986	
Two-way flow rate <sup>1</sup> , v <sub>p</sub> (pc/h) = V / (PHF * f <sub>G</sub> * f <sub>HV</sub> )		1044	
v <sub>p</sub> * highest directional split proportion <sup>2</sup> (pc/h)		585	
Base percent time-spent-following, BPTSF(%) = 100(1 - e <sup>-0.000879v<sub>p</sub></sup> )		60.1	
Adj. for directional distribution and no-passing zone, f <sub>d/np</sub> (%) (Exh. 20-12)		11.7	
Percent time-spent-following, PTSF(%) = BPTSF + f <sub>d/np</sub>		71.8	
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)		D	
Volume to capacity ratio, v/c = V <sub>p</sub> / 3,200		0.33	
Peak 15-min veh-miles of travel, VMT <sub>15</sub> (veh-mi) = 0.25L <sub>t</sub> (V/PHF)		0	
Peak-hour vehicle-miles of travel, VMT <sub>60</sub> (veh-mi) = V * L <sub>t</sub>		0	
Peak 15-min total travel time, TT <sub>15</sub> (veh-h) = VMT <sub>15</sub> / ATS		0.0	
Notes			
1. If V <sub>p</sub> >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split V <sub>p</sub> >= 1,700 pc/h, terminated analysis-the LOS is F.			

**APPENDIX B**

**SCS ENGINEERS****MEMORANDUM**

September 1, 2006  
File No. 01205150.00 / Task 10

**To:** Brad Hagemann, P.E., City of Paso Robles Public Works Department

**From:** Pat Sullivan, Air Quality Compliance Group, SCS Engineers  
Joseph Miller, P.E., SCS Engineers

**Copy:** Jim Wyse, Pacific Waste Services  
Ed Gallagher, City of Paso Robles Community Development Department

**Re:** *Preliminary Evaluation of Air Quality Impacts  
Proposed Solid Waste Facility Permit Revision  
City of Paso Robles Landfill*

SCS Engineers (SCS) performed a preliminary evaluation of potential air quality impacts associated with the proposed Solid Waste Facility Permit (SWFP) revision for the Paso Robles City Landfill. Our evaluation was in support of an Initial Study for the permit revision, which is subject to California Environmental Quality Act (CEQA) review. This memo presents the results of our findings.

**SETTING**

The SWFP for operation of the Paso Robles City Landfill was issued by the California Integrated Waste Management Board (CIWMB) on April 30, 1999. The facility is classified as a Class III sanitary landfill, permitted for disposal of non-hazardous municipal solid wastes (MSW). Landfill waste disposal rates over the past 3 years have ranged up to 50,000 tons per year (tpy). The current permit allows for disposal of 69,000 tons MSW per year with a daily maximum of 250 tons per day (tpd).

A permit revision is proposed to increase the disposal limits to 75,000 tpy and 450 tpd, respectively. This change is proposed to accommodate long-term waste disposal needs associated with economic and population growth in the greater Paso Robles area. CIWMB approval for the requested permit revisions and issuance of a new SWFP are subject to CEQA review.

No changes are proposed to types of wastes accepted for landfill disposal, or to the permitted landfill footprint areas, final grades, or ultimate airspace capacity as part of the permit modification.



## **CRITERIA FOR DETERMINING SIGNIFICANCE OF AIR QUALITY IMPACTS**

The San Luis Obispo County Air Pollution Control District (APCD, or District) has published guidelines for assessing the air quality impacts for projects subject to CEQA review (San Luis Obispo County, April 2003). This CEQA guidance document gives threshold limits for pollutant emissions to determine if a project's air quality impacts are significant or insignificant, which type of environmental document is needed to satisfy CEQA requirements and whether the project is subject to District review.

For the proposed landfill permit revision, SCS prepared emissions estimates for comparison with the District's published thresholds of significance. Results are provided herein. A qualitative discussion of the potential cumulative air impacts and the project's consistency with existing air permit conditions is also presented.

## **EMISSIONS ESTIMATES**

Our evaluation considered vehicle exhaust and particulate matter (PM-10) emissions from on-road waste delivery vehicles, PM-10 emissions from use of on-site, unpaved haul roads, and exhaust emissions from landfill equipment. Estimates were prepared using published emissions factors and the following assumptions representing reasonably foreseeable conditions:

- A 6,000 tpy incremental increase in the permitted MSW disposal rate (from 69,000 to 75,000 tpy). The landfill is operated 6 days per week (312 days/year). The permit revision would result in an average, incremental increase of 19 tons per day delivered to the site. This is considered worst-case and would represent a 12 percent increase over the current disposal rate. Actual disposal rates are expected to increase between 3 and 4 percent per year in the near term, commensurate with population and economic growth.
- Waste deliveries will be via a combination of self-haul vehicles (from the general public), commercial compactor and roll-off trucks, other commercial vehicles (general contractors, landscapers), and long-haul transfer trailer vehicles. The forecasted incremental increases in daily vehicle trips and tons delivered by vehicle type are shown in Table 1. The distribution by vehicle type is forecasted based on existing landfill customer use and anticipated changes in hauling practices. An average of 7 additional vehicle trips per day is anticipated.
- On-road travel distances to the landfill are estimated to average: 16 miles round-trip for self-haul and commercial vehicles presently served by the landfill; and 50 miles round-trip for long-haul transfer vehicles originating from out-of-county locations.
- The permit revision will not result in any additional employee vehicle trips.

Details on waste disposal forecasts, anticipated landfill traffic and circulation and site operations are provided in the accompanying CEQA Project Description / Initial Study document.

Our analysis is based on average increase in daily waste deliveries and tonnage, as opposed to daily peaks. This is appropriate because the proposed peak tonnage limit (approaching 450 tpd) is expected only infrequently, if ever (natural disasters, special events). As an example, the peak disposal rate equaled or exceeded 250 tpd on only two occasions during the period March through June, 2006. Therefore our emissions estimates are based on expected changes in typical daily operations.

**TABLE 1. FORECASTED LANDFILL WASTE DELIVERIES  
 PASO ROBLES CITY LANDFILL, REVISED SOLID WASTE PERMIT**  
 (Incremental waste increase 6,000 tons/year)

<i>Vehicle Type</i>	<i>Tons per year</i>	<i>Tons per Day*</i>	<i>Average Payload, tons<sup>#</sup></i>	<i>Average Additional Deliveries /day</i>
Self-haul (general public)	571	1.8	0.55	3.4
Commercial compactor and roll-off trucks	4,448	14.4	5.57	2.6
Self-haul commercial	593	1.9	1.81	1.1
Long-haul transfer/trailer	395	1.3	20.0	0.1
Total (rounded)	6,000	19.4	---	7

\* 6 /days week basis, 312 days/year

# Average payload based on current weight distribution of landfill traffic

**Waste Delivery Vehicle Exhaust Emissions**

SCS calculated waste delivery vehicle exhaust emissions using the District’s recommended program, URBEMIS. The program uses inputs of trips/day, fuel types used, weight of vehicles, and percentage of vehicle use to estimate total daily emissions of reactive organics (ROGs), oxides of nitrogen (NO<sub>x</sub>), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>) and PM-10. Because the landfill is accessible from Highway 46, vehicle emissions were estimated at highway speeds.

Attachment 1 provides inputs to the URBEMIS program, and model results. Shown below in Table 2 are the results.

**TABLE 2. ESTIMATED WASTE DELIVERY EXHAUST EMISSIONS  
 PASO ROBLES CITY LANDFILL, REVISED SOLID WASTE PERMIT**  
 (Incremental waste increase 6,000 tons/year)

<i>Pollutant</i>	<i>Total Emissions (lb/day)</i>
ROG	0.02
NOx	0.01
SO <sub>2</sub> *	0.00
CO	0.07
PM-10*	0.00

\* The Urbemis program calculates emissions to the hundredth place. SO<sub>2</sub> and PM-10 may have emission of 0.004 lb/day (worst case) or less due to program limits.

**Roadway PM-10 Emissions**

SCS estimated the roadway-use generated PM-10 emissions using AP-42 guidelines and equations. This model calculates PM-10 emissions on paved and unpaved roads based on distance traveled, vehicle weights, and meteorological conditions. The paved road emissions are based on a one-way trip of eight miles loaded and a one-way trip of eight miles unloaded. Eight miles is the distance from the center of Paso Robles to the weigh station at the landfill. Emissions for long-haul vehicles are calculated using a one-way trip of 25 miles loaded and a one-way trip of 25 miles unloaded. Unpaved emissions are based on a one-way trip distance of approximately 1,000 feet from the weigh station to the working face loaded and the same distance back to the weigh station unloaded. Vehicle weights are from industry GVW ranges, with typical refuse payloads added or subtracted as appropriate.

The PM-10 calculations and results are presented in Attachment 2. Shown below in Table 3 are the results of the PM-10 emissions analysis:

**TABLE 3. ESTIMATED PM-10 ROADWAY EMISSIONS  
 PASO ROBLES CITY LANDFILL, REVISED SOLID WASTE PERMIT**  
 (Incremental waste increase 6,000 tons/year)

<i>Roadway Segment</i>	<i>PM-10 Emissions (lb/day)</i>
Paved roads	6.02
Unpaved (on-site scalehouse to working face)	3.01
Total	9.03

**Landfill On-Site Equipment**

Based on our experience, the existing equipment is sufficient for operating a landfill with waste deliveries up to 800 tpd (one each – loader, dozer, compactor, scraper, water truck). The small incremental increase of 19 tpd associated with the permit revision will not materially affect day-to-day operations and no modification of equipment types or measurable change in equipment use during currently permitted operating hours is expected.

The proposed permit revision would allow the facility to begin receiving waste at 7:00 a.m., as opposed to 8 a.m. currently. Estimates of exhaust emissions from landfill equipment were prepared for this additional incremental hour of operation. Based on our experience, early morning operations would entail use of the dozer and loader only (for tarp removal, cell preparation and waste compaction).

Estimates of incremental exhaust emissions for this 1-hour period were prepared based on emissions factors for off-road equipment (*Exhaust and Crankcase Emission Factors for Nonroad Engine Modeling – Compression Ignition, NR-009c*, U.S. EPA, 2004). These estimates are provided in Table 4. Supporting calculations are provided in Attachment 3.

<i>Pollutant</i>	<i>Incremental Daily Emissions (lb/day)</i>		
	<i>Komatsu D66L Dozer</i>	<i>CAT 953 Loader</i>	<i>Total</i>
ROG	0.102	0.325	0.427
NOx	1.533	2.806	4.339
CO	0.393	0.912	1.305
PM-10	0.120	0.278	0.398

**Summary**

Table 5 summarizes estimated incremental daily air emissions associated with the landfill permit revision. Also shown for reference are District thresholds of significance for project emissions impacts. Estimated incremental project emissions are all below District thresholds of significance.

**TABLE 5. ESTIMATED PROJECT EMISSIONS  
 PASO ROBLES CITY LANDFILL, REVISED SOLID WASTE PERMIT**  
 (Incremental waste increase 6,000 tons/year, 19.4 tons/day)

<i>Pollutant</i>	<i>Total Estimated Emissions (lb/day)</i>	<i>San Luis Obispo County APCD Threshold of Significance (lb/day)*</i>
ROG	0.45	< 10
NOx	1..31	<10
SO <sub>2</sub>	0.00	<10
CO	4.41	<550
PM-10	9.43	<10

\* San Luis Obispo County, April 2003

**CUMULATIVE IMPACTS**

Cumulative air quality impacts under CEQA are typically evaluated by assessing the project for consistency with the General Plan for the local planning area and the local air district’s Clean Air Plan (CAP) or equivalent. Landfills are also evaluated against the County Integrated Waste Management Plan (CoIWMP). This is consistent with the District’s CEQA guidance document (2003), which requires the following for a CAP consistency review.

1. Are the population projections used in the plan or project equal to or less than those used in the most recent CAP for the same area?
2. Is the rate of increase in vehicle trips and miles traveled less than or equal to the rate of population growth for the same area?
3. Have all applicable land use and transportation control measures and strategies from the CAP been included in the plan or project to the maximum extent feasible?

The answer to each of the above is “yes” and the proposed project is considered by SCS to be consistent with the District’s CAP. In addition, because the landfill permit revision is proposed to accommodate population/economic growth, then the project is also consistent with the General Plan and CoIWMP. Based on this overall conformity review, the proposed permit revision is not expected to generate significant cumulative air quality impacts.

In many cases, cumulative impacts are also evaluated as to their potential to cause or further degrade area-wide compliance with ambient air quality standards. State and federal ambient air quality standards have been established to protect public health and welfare from the adverse impacts of air pollution. A project is considered to have a significant impact if its emissions are predicted to cause or contribute to a violation of ambient air quality standards.

**SCS Memo**

September 1, 2006

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The San Luis Obispo area is in attainment for all state and federal ambient air standards, with the exception of the state PM-10 standard. Historically, the project vicinity has been non-attainment for the state ozone standard; however, the area is currently in attainment. The project-related emissions presented above are negligible and not expected to cause or contribute to a violation of any of these standards.

**PERMIT CONSIDERATIONS RELEVANT TO CEQA**

Some stationary and mobile are sources are normally subject to District regulation and control. Certain area sources of fugitive dust (e.g., soil or sand storage piles) and combustion emissions from mobile equipment at a facility (e.g., loaders, haul trucks, compressors, etc.) are not generally subject to direct permitting and control by the District. For these sources, the District requires an impact analysis and mitigation, as necessary, through the CEQA review process.

However, for sources that are regulated under District permitting requirements, a CEQA review may not be necessary. This is relevant in this instance because the Paso Robles Landfill is regulated under a Title V Permit administered by the District. The Title V permit contains specific requirements for among other things, fugitive dust control. As such, it could be argued that a CEQA analysis would not be required for the proposed landfill permit revision since it has already been through a thorough review as part of the District's Title V permitting process.

**CONCLUSIONS**

As shown in Table 5, estimated daily pollutant emissions associated with the proposed permit revision are less than District threshold limits. Per the District's CEQA guidelines, emissions of less than 10 lb/day of ROG, NO<sub>x</sub>, SO<sub>2</sub>, PM-10, and less than 550 lb/day of CO are considered insignificant. No cumulative air quality impacts are anticipated. Thus there are no significant air quality impacts anticipated for the project and mitigation measures are not required. Under these criteria, a Negative Declaration should be prepared to comply with CEQA.

Note that the District CEQA guidelines state that any proposed project with estimated emissions exceeding the limits shown in Table 5 should be submitted to that agency for review.

# ATTACHMENT 1

Page: 2  
08/03/2006 3:31 PM

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Paso Robles Landfill.urb  
 Project Name: Paso Robles Landfill - Air Quality  
 Project Location: San Luis Obispo County  
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

**DETAIL REPORT**  
(Pounds/Day - Summer)

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Landfill	0.02	0.01	0.07	0.00	0.00
<b>TOTAL EMISSIONS (lbs/day)</b>	<b>0.02</b>	<b>0.01</b>	<b>0.07</b>	<b>0.00</b>	<b>0.00</b>

Does not include correction for passby trips.  
 Does not include double counting adjustment for internal trips.

**OPERATIONAL (Vehicle) EMISSION ESTIMATES**

Analysis Year: 2006 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

**Summary of Land Uses:**

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Landfill		7.00 trips/day	1.00	7.00
Sum of Total Trips				7.00
Total Vehicle Miles Traveled				0.00

**Vehicle Assumptions:**

**Fleet Mix:**

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	0.00	0.00	0.00	0.00
Light Truck < 3,750 lbs	47.58	0.00	100.00	0.00
Light Truck 3,751- 5,750	0.00	0.00	0.00	0.00
Med Truck 5,751- 8,500	36.51	0.00	50.00	50.00
Lite-Heavy 8,501-10,000	0.00	0.00	0.00	0.00
Lite-Heavy 10,001-14,000	0.00	0.00	0.00	0.00
Med-Heavy 14,001-33,000	0.00	0.00	0.00	0.00
Heavy-Heavy 33,001-60,000	15.06	0.00	0.00	100.00
Line Haul > 60,000 lbs	0.85	0.00	0.00	100.00
Urban Bus	0.00	0.00	0.00	0.00
Motorcycle	0.00	0.00	0.00	0.00
School Bus	0.00	0.00	0.00	0.00
Motor Home	0.00	0.00	0.00	0.00

**Travel Conditions**

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	0.0	50.0	15.0	0.0	0.0	0.0
Rural Trip Length (miles)	0.0	0.0	0.0	0.0	0.0	0.0
Trip Speeds (mph)	50.0	50.0	50.0	50.0	50.0	50.0
% of Trips - Residential	0.0	9.9	99.2			

**% of Trips - Commercial (by land use)**

Landfill	2.0	1.0	97.0
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**ATTACHMENT 2**  
**ESTIMATED PM-10 EMISSIONS - PAVED ROADS**  
**PASO ROBLES LANDFILL, PASO ROBLES, CALIFORNIA**

<b>PM-10 Variables, Emission Factors, and Emission</b>	<b>Self-Haul</b>	<b>Commercial</b>	<b>Self-Haul Commercial</b>	<b>Long-Haul Tractor/Trailer</b>
Distance Traveled Loaded (miles)	8.0	8.0	8.0	25.0
Distance Traveled Unloaded (miles)	8.0	8.0	8.0	25.0
Weight (loaded, tons)	1.5	18.5	4.0	40.0
Weight (unloaded, tons)	1.0	13.0	2.2	20.0
Load/day (v)	3.35	2.57	1.06	0.06
k	0.016	0.016	0.016	0.016
P	90	90	90	90
N	312	312	312	312
sL	0.35	0.35	0.35	0.35
C	0.00047	0.00047	0.00047	0.00047
VMT/day	53.6	41.2	16.9	3.2
Emission Factor loaded (lb/VMT)	0.001	0.07	0.01	0.23
Emission Factor Unloaded (lb/VMT)	0.0005	0.04	0.003	0.08
<b>PM-10 Emissions Unloaded (lb/day)</b>	0.03	1.76	0.04	0.26
<b>PM-10 Emissions Loaded (lb/day)</b>	0.07	3.00	0.12	0.74
<b>Subtotal PM-10 Emissions (lb/day)</b>	0.09	4.76	0.16	1.01
<b>Total PM-10 Emissions (lb/day)</b>	<b>6.02</b>			

Equations:

$$\text{Emission Factor} = [k(sL/2)^{0.65} * (W/3)^{1.5} - C] * [1 - (P/4 * N)]$$

$$\text{Emission (lb/day)} = \text{VMT/day} * \text{Emission Factor (lb/VMT)}$$

Where:

k = Constant (lb/VMT)<sup>1</sup>

sL - Silt Load (g/m<sup>2</sup>)<sup>1</sup>

W = weight of vehicle (tons)<sup>2</sup>

C = Emission factor for 1980's vehicle fleet exhaust, brake wear and tire wear<sup>3</sup>

P = Number of days with rain fall greater than 0.01 inches<sup>4</sup>

N = Number of operating days<sup>5</sup>

<sup>1</sup> k value from AP-42 Table 13.2-1.1

<sup>2</sup> Weights determined from manufacturers specifications and typical refuse payloads received at landfill.

<sup>3</sup> C value from AP-42 Table 13.2.1-2

<sup>4</sup> P value from the National Weather Service

<sup>5</sup> Number of operating days at PRI



**ATTACHMENT 2 (Cont.)  
ESTIMATED PM-10 EMISSIONS - UNPAVED ROADS  
PASO ROBLES LANDFILL, PASO ROBLES, CALIFORNIA**

<b>PM-10 Variables, Emission Factors, and Emission</b>	<b>Self-Haul</b>	<b>Commercial</b>	<b>Self-Haul Commercial</b>	<b>Long-Haul Tractor/Trailer</b>
Distance Traveled Loaded (miles)	0.20	0.20	0.20	0.20
Distance Traveled Unloaded (miles)	0.20	0.20	0.20	0.20
Weight (loaded, tons)	1.5	18.5	4.0	40.0
Weight (unloaded, tons)	1.0	13.0	2.2	20.0
Load/day (v)	3.35	2.57	1.06	0.06
k	1.50	1.50	1.50	1.50
a	0.90	0.90	0.90	0.90
b	0.45	0.45	0.45	0.45
s	6.40	6.40	6.40	6.40
VMT/day	0.67	0.51	0.21	0.01
Emission Factor loaded (lb/VMT)	0.62	1.93	0.97	2.73
Emission Factor Unloaded (lb/VMT)	0.52	1.65	0.74	2.00
<b>PM-10 Emissions Unloaded (lb/day)</b>	0.35	0.84	0.16	0.02
<b>PM-10 Emissions Loaded (lb/day)</b>	0.42	0.99	0.20	0.03
<b>Subtotal PM-10 Emissions (lb/day)</b>	0.77	1.83	0.36	0.06
<b>Total PM-10 Emissions (lb/day)</b>	<b>3.01</b>			

Equations:

$$\text{Emission Factor} = k(s/12)^a * (W/3)^b$$

$$\text{Emission (lb/day)} = \text{VMT/day} * \text{Emission Factor (lb/VMT)}$$

Where:

k = Constant (lb/VMT)<sup>1</sup>

s - Silt Content (g/m<sup>2</sup>)<sup>1</sup>

W = weight of vehicle (tons)<sup>2</sup>

a = Emperical Constant<sup>1</sup>

b = Emperical Constant<sup>1</sup>

<sup>1</sup> k value from AP-42 Table 13.2-2.2

<sup>2</sup> Weights determined from manufacturers specifications and typical refuse payloads received at landfill.

**ATTACHMENT 3**  
**EMISSION CALCULATIONS FOR INCREMENTAL EQUIPMENT USE**  
**PASO ROBLES LANDFILL**

	Power	HC				
	BHP	EF <sub>ss</sub> (g/hp-hr)	TAF	DF	EF <sub>adj</sub> (g/hp-hr)	E (lbs/hr)
<b>Komatsu Dozer</b>	128	0.3384	1.05	1.018	0.36	<b>0.102</b>
<b>CAT Loader</b>	205	0.3085	2.29	1.018	0.72	<b>0.325</b>

CO						
<b>Komatsu Dozer</b>	128	0.8667	1.53	1.0505	1.39	<b>0.393</b>
<b>CAT Loader</b>	205	0.7475	2.57	1.0505	2.02	<b>0.912</b>

NOx						
<b>Komatsu Dozer</b>	128	5.6523	0.95	1.012	5.43	<b>1.533</b>
<b>CAT Loader</b>	205	5.5772	1.1	1.012	6.21	<b>2.806</b>

PM						
<b>Komatsu Dozer</b>	128	0.2799	1.23	1.2365	0.43	<b>0.120</b>
<b>CAT Loader</b>	205	0.2521	1.97	1.2365	0.61	<b>0.278</b>

Note: Assuming %50 of useful lifetime expended, Tier 1 type equipment, Based on BHP of like equipment

Reference: *Exhaust and Crankcase Emission Factors for Nonroad Engine Modeling--Compression-Ignition*, NR-009c, EPA, 2004

Equations:  $EF_{adj} = EF_{ss} \times TAF \times DF$   
 $E = EF_{adj} \times BHP / 453.59$

Of particular importance is the daily intake and traffic levels for the month of May, 2006, the period when the existing traffic counts were collected adjacent to the landfill access. The tonnage received at the landfill was about 180 TPD and there were about 166 average daily trips. The data was extrapolated to develop traffic forecasts assuming a maximum day tonnage of 250 TPD allowed under the existing permit. Figure 2 shows the traffic levels on SR 46(E) and at the SR 46(E)/Union Road intersection for the Existing + Permitted Maximum Day (250 TPD) scenario.

Traffic operations for the segment of SR 46(E) adjacent to Union Road and for the SR 46(E)/Union Road intersection were evaluated assuming the 250 TPD maximum day traffic levels. The results show that the segment of SR 46(E) operates at LOS C and the SR 46(E)/Union Road intersection operates at LOS B during the A.M. peak hour on days when the landfill takes in the maximum of 250 TPD.

### LANDFILL TRIP GENERATION

Trip generation estimates for the landfill are shown in Table 3. Trip generation for the landfill was developed based on traffic count and tonnage intake provided by the landfill operator (data contained in Technical Appendix). The Future Maximum Day (450 TPD) scenario assumes that self-haul vehicles (standard sized vehicles such as pick-up trucks) will become a smaller percentage than exists today. The future year scenario also assumes that two long-haul tractor-trailers per day will use the landfill.

**Table 3  
Paso Robles Landfill Trip Generation**

Scenario	Load Per Day	ADT <sup>a</sup>	A.M. PHT <sup>b</sup>
<u>Permitted Average Day (180 TPD)</u>			
Cash Customers (Self Haul)	49		
Commercial Compactor & Roll-Off	25		
Self-Haul Commercial	<u>9</u>		
Total	83	166	17
<u>Permitted Maximum Day (250 TPD)</u>			
Cash Customers (Self Haul)	68		
Commercial Compactor & Roll-Off	34		
Self-Haul Commercial	<u>12</u>		
Total	115	230	23
<u>Future Maximum Day (450 TPD)</u>			
Cash Customers (Self Haul)	78		
Commercial Compactor & Roll-Off	60		
Self-Haul Commercial	24		
Long-Haul Tractor Trailer	<u>2</u>		
Total	165	330	33

<sup>a</sup> Average Daily Trips = 1 trip inbound + 1 trip outbound for each load.

<sup>b</sup> A.M. Peak Hour Trips = approximately 10% of ADT based on traffic count data.

PROOF OF PUBLICATION

LEGAL NEWSPAPER NOTICES

PLANNING COMMISSION/CITY COUNCIL  
PROJECT NOTICING

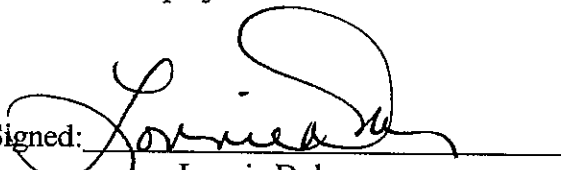
Newspaper: Tribune

Date of Publication: September 15, 2006

Meeting Date: October 17, 2006  
(City Council)

Project: Solid Waste Facility Permit  
Revision, City of Paso Robles  
Landfill

I, Lonnie Dolan, employee of the Community Development Department, Planning Division, of the City of El Paso de Robles, do hereby certify that this notice is a true copy of a published legal newspaper notice for the above named project.

Signed:   
Lonnie Dolan

forms/newsaffi.691

CITY OF EL PASO DE ROBLES  
NOTICE OF NEGATIVE DECLARATION

Notice is hereby given that the City of Paso Robles will consider adoption of a Negative Declaration in accordance with the California Environmental Quality Act for the project described below.

Project Title: Solid Waste Facility Permit Revision, City of Paso Robles Landfill (2006)

File Number: None

Applicant: City of Paso Robles

Project Location: Paso Robles City Landfill, approximately 1/2 mile north of Highway 48 East at its eastern intersection with Union Road, Paso Robles, San Luis Obispo County, California.

Project Description: Modify the City of Paso Robles solid waste facility permit to increase the daily and annual maximum throughput capacity from 250 tons per day and 69,000 tons per year to 450 tons per day and 125,000 tons per year and to extend daily operating hours of the landfill to allow the facility to operate from 7:00 am instead of 9:00 am. Closing times will remain unchanged.

The Public Review Period for the proposed Negative Declaration will commence on September 15, 2006 and end on October 17, 2006.

The City Council will conduct a public hearing on the proposed modification of the solid waste facility permit and consider adopting a Negative Declaration for this project on Tuesday, October 17, 2006. This hearing will take place in the Conference Room at the Paso Robles Library/City Hall, 1000 Spring Street, Paso Robles, California, at the hour of 7:30 pm.

FINDING

The City of Paso Robles has reviewed the above project in accordance with the City of Paso Robles Rules and Procedures for the Implementation of the California Environmental Quality Act and has determined that an Environmental Impact Report need not be prepared because:

X The proposed project will not have a significant effect on the environment.

Although the proposed project could have a significant effect on the environment there will not be a significant effect in this case because mitigation measures described on the attached sheet and hereby made a part of the Negative Declaration have been added to the project.

The Initial Study which provides the basis for this determination is available at the City of Paso Robles, Community Development Department, 1000 Spring Street, Paso Robles, CA 93446.

NOTICE

The public is invited to provide written comment on the Draft Negative Declaration and to provide oral comment at the public hearing held above. The appropriateness of the Draft Negative Declaration will be reconsidered in light of the comments received.

Questions about and comments on the proposed project and Negative Declaration may be mailed to the Community Development Department, 1000 Spring Street, Paso Robles, CA 93446 or e-mailed to: CD@paso.org. Only comments received prior to the time of the City Council hearing will be considered.

Ed Gallagher, Housing Programs Manager  
September 26, 2006