

CITY COUNCIL

Chris Dobbs, Mayor
Bruce T. Roundy, Vice-Mayor
Jeffrey A. Tolley
John McDermott
Mathew Romano

CITY OFFICIALS

Jennifer Schmitke
City Clerk

Leticia Espinosa
City Treasurer

CITY OF ORLAND

INCORPORATED 1909

815 Fourth Street
ORLAND, CALIFORNIA 95963
Telephone (530) 865-1600
Fax (530) 865-1632



CITY MANAGER

Peter R. Carr

AGENDA REGULAR MEETING, ORLAND CITY COUNCIL

Tuesday, June 20, 2023 at 6:30 PM

This City Council meeting will be held at Carnegie Center, 912 Third Street, Orland and teleconferenced using Zoom technology. City staff may appear in person or remotely.

The public is encouraged to participate in the meeting via Zoom or can participate at Carnegie Center.

ZOOM Link: www.zoom.us

WEBINAR ID# 837 1767 5293

ZOOM Telephone - Please call: 1 (669) 900-9128

- 1. CALL TO ORDER – 6:30 P.M.**
- 2. PLEDGE OF ALLEGIANCE**
- 3. ROLL CALL**
- 4. CONSENT CALENDAR**

- A.** Warrant List (payable obligations) (p.1)
- B.** Approve City Council Minutes for June 6, 2023 (p.7)
- C.** Receive and file Arts Commission Minutes from May 17, 2023 (p.12)
- D.** Receive and file Planning Commission Minutes from April 20, 2023 (p.13)
- E.** Receive and file Public Works & Safety Commission Minutes from February 14, 2023 (p.16)
- F.** Adopt Municipal Code Amendment – First Reading: Truck Weight Limits Ordinance 2023-03 (p.20)
- G.** Side Letter with the United Public Employees of California (UPEC) Local 792 Mid-Managers Unit (p.21)

5. ADMINISTRATIVE BUSINESS

- A.** Proposed Projects (Various Fiscal Years) Funded by SB1: The Road Repair and Accountability Act (Discussion/Action) – Paul Rabo, City Engineer (p.23)
- B.** Design Standards (Discussion/Direction) – Scott Friend, City Planner (p.28)
- C.** Vehicle Miles Travelled (VMT) (Discussion/Direction) – Scott Friend, City Planner (p.29)

6. ORAL AND WRITTEN COMMUNICATIONS

Public Comments:

Members of the public wishing to address the Council on any item(s) not on the agenda may do so at this time when recognized by the Mayor. However, no formal action or discussion will be taken unless placed on a future agenda. The public is advised to limit discussion to one presentation per individual. While not required, please state your name and place of residence for the record. Please direct your comments to the Mayor or Vice Mayor. (Public Comments will be limited to three minutes).

7. CITY COUNCIL COMMUNICATIONS AND REPORTS

8. CLOSED SESSION

A. PUBLIC COMMENTS: The Public will have an opportunity to directly address the legislative body on the item below prior to the Council convening into closed session. Public comments are generally restricted to three minutes.

B. CONFERENCE WITH LABOR NEGOTIATORS

Government Code Section 54957.6
Employee Performance Evaluation
City Manager

9. ADJOURN

CERTIFICATION: Pursuant to Government Code Section 54954.2(a), the agenda for this meeting was properly posted on June 16, 2023.

A complete agenda packet is available for public inspection during normal business hours at City Hall, 815 Fourth Street, in Orland or on the City's website at www.cityoforland.com where meeting minutes and audio recordings are also available.

In compliance with the Americans with Disabilities Act, the City of Orland will make available to members of the public any special assistance necessary to participate in this meeting. The public should contact the City Clerk's Office 865-1610 to make such a request. Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.



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WARRANT LIST

June 20, 2023

Warrant	6/15/2023	\$	452,149.18
Payroll #11 Compensation	6/1/2023	\$	132,818.38
PERS 05/04/23 - 05/17/23	6/8/2023	\$	25,247.12
PERS 05/18/23 - 05/31/2023	6/9/2023	\$	25,101.19
			\$ 635,315.87

APPROVED BY

Mayor, Chris Dobbs

Vice-Mayor, Bruce T. Roundy

Councilmember, Jeffrey A. Tolley

Councilmember, John McDermott

Councilmember, Mathew Romano

Check Number	Check Date	Vendor Number	Name	Net Amount	Invoice #	Description
057026	06/12/23	MAC02	MACQUARIE EQUIPMENT CAPIT	-44.18	81010u	Ck# 057026 Reversed
057299	06/01/23	TIA00	TIAA COMMERCIAL FINANCE,	246.93	9555291H	PD/COPIER LEASE
057300	06/07/23	HAC01	HACIENDA LINCE	1715.00	06012023H	FACADE IMPROVEMENT
057301	06/12/23	PET00	PETTY CASH/RECREATION	50.00	06072023H	REC/POOL START UP CHANGE
057302	06/14/23	AME12	AMERICAN CARPORTS, INC	7187.02	05232023H	LIB/LIBRARY PATIO
057303	06/15/23	3CO00	3CORE, INC	5500.00	20233	MEMBERSHIP RENEWAL 2023-2024
057304	06/15/23	ABD00	ADVANCED DOCUMENT CONCEPT	14.60	100923	FD/MEASURE A- PRINTER, COPIER
				27.97	INV100742	REC/COPIES
				57.21	INV100920	PD/COPIES MAY 1-31,2023
				221.44	INV100921	CITYHALL/COPIES
				63.37	INV100922	BD-PLAN-PW/COPIES
			Check Total.....:	384.59		
057305	06/15/23	AMA03	AMAZON CAPITAL SERVICES	296.82	1VPG-71PK	LIB/ZIP BOOKS GRANT
057306	06/15/23	AME00	AMERICAN FAMILY LIFE	579.98	815399	SUPPLEMENTAL INSURANCE
				579.98	144022JUL	SUPPLEMENTAL INSURANCE
			Check Total.....:	1159.96		
057307	06/15/23	ARA00	ARAMARK UNIFORM SERVICES	1526.42	05312023	PW/UNIFORM CLEANING MAY
057308	06/15/23	ATT06	A T & T	26.72	06102023	PW/HL LIFT STATION - 470
				26.72	06122023	PW/AIRPORT LIFTSTATION - 906
				876.52	20091107	MULIT DEPTS/ PHONES MAY 13 - JUN 12, 2023
				26.72	MAY122023	PW/WH LIFT STATION - 843
			Check Total.....:	956.68		
057309	06/15/23	ATT07	A T & T	73.39	06052023	AC/PHONE LINE @ INTERNET
				28.66	06072023	PW/SHOP
			Check Total.....:	102.05		
057310	06/15/23	ATT09	AT&T MOBILITY	856.24	X06102023	PD/CELL SERVICE (14)
057311	06/15/23	ATT10	AT&T MOBILITY (FIRST NET)	102.76	622023	FD/MEASURE A-PHONES FOR CHIEFS
				191.42	060220023	PW/CELL PHONE USAGE JUNE
			Check Total.....:	294.18		
057312	06/15/23	BAL00	Knife River Construction	2282.32	05312023	PW/DWR SUPPLIES
057313	06/15/23	BJO01	Beth Bjorklund	12.64	06122023	AC/REIMB.DISPLAY RACK AT ART GALLERY
057314	06/15/23	BLU01	BLUE BEACON INC.	37.50	4147058	PW/FLEET EQUIPMENT MAINTENANCE
057315	06/15/23	BSN04	BSN Sports	2462.58	8227,2915	REC/SOCCER, FOOTBALL AND SOFTBALL
057316	06/15/23	CAL05	C P C A	310.00	1835	PD/2023-2024 CPCA ASSOCIATE MEMBER DUES
057317	06/15/23	CAM00	Gary Campbell	131.00	971958	FD/MEASURE A-RADIO REPEATER REIMBURSEMENT PARTS
057318	06/15/23	CAR02	CARDMEMBER SERVICE	2853.54	MAY2022	CH/Zoom, Library Supplies, Float Decorations
				2105.11	05302023	FD/MEASURE A-APPLE STORAGE,OFFICE SUPPLIES,TRNG.
				2041.90	06082023	REC/POOL & FLAG FOOTBALL FOR OHS
				2792.92	JUN23LIB	LIB/MATERIALS,WEBSITE & OFFICE SUPPLIES,BAYLISS LI
				2535.61	JUN2023PD	PD/TRNING,STARLINK INTERNET,OFFICE SPLY,EVIDENCE R
				753.97	JUN2023PW	PW/OFFICE SUPPLIES, CWEA MEMBERSHIP, COUNCIL
				2967.66	JUN2023SH	PW/SHOP SUPPLIES, FLEET EQUIPMENT MAINTENANCE,BM
			Check Total.....:	16050.71		
057319	06/15/23	CHA11	CHAMP'S BOOKKEEPING	30.00	375	RECONVEYANCE NOTARY
057320	06/15/23	COM02	Comcast	399.95	05222023	FD/INTERNET FOR FIREHOUSE
				296.40	06052023	MULTI-DEPTS/INTERNET CONNECTION JUN 2-JUL 2, 2023
			Check Total.....:	696.35		
057321	06/15/23	COM09	Compost Solutions Inc	544.00	2528	PW/PARKS TOP SOIL
057322	06/15/23	COR00	CORNING LUMBER CO., INC.	1182.71	05252023	PW/PARK/SHOP/STREET SUPPLIES
057323	06/15/23	CTC00	CTC TECHNOLOGY & ENERGY	3705.63	23340070	LIB/QUARTERLY BROADBAND INTERNET
057324	06/15/23	DAS00	DASH MEDICAL GLOVES	329.38	1288882	PD/NITRILE GLOVES FOR OFFICERS

Check Number	Check Date	Vendor Number	Vendor Name	Net Amount	Invoice #	Description
057325	06/15/23	DEM00	DEMCO	1618.58	7317045	LIB/ELK CREEK LIB BOOKS CART & SHELVING
057326	06/15/23	DEP21	DEPARTMENT OF FINANCE	100.00	06012023	PD/PARKING CITE ASSESSEMENT FOR MAY 2023
057327	06/15/23	DOJ03	DEPARTMENT OF JUSTICE	32.00	660323	PD/DOJ FINGERPRINT APP
057328	06/15/23	EIN02	Gregory P. Einhorn	4000.00	12466MAY	CA/CONTRACT SERVICES
057329	06/15/23	EIS00	Employers Investigative S	580.00 1204.25	5050603 5050649	PD/BACKGROUND CHECK - VIPS CANDIDATE PD/INTERNAL AFFAIRS INVESTIGATION
			Check Total.....:	1784.25		
057330	06/15/23	FAR03	Farwest Steel Corporation	6969.27 1280.53	108600 1997536	FD/MEASURE A- RADIO REPEATER TOWER SUPPLIES FD/1-RADIO SIGNAL UPGRADE SUPPLIES
			Check Total.....:	8249.80		
057331	06/15/23	GAY01	GAYNOR TELESYSTEMS INC	914.48	42301	PD/KEY FOBS FOR CITY HALL & OPD
057332	06/15/23	GOL01	GOLDEN STATE RISK	60020.68	EB000902	DENTAL/VISION HEALTH INSURANCE
057333	06/15/23	GOL05	GOLDEN STATE EMERGENCY VE	100.53	C1039443	FD/MEASURE A- PARTS FOR E27
057334	06/15/23	GRA02	GRAINGER, INC.	1147.87	05/31-6/0	PW/WATER/STREET/SHOP SUPPLIES/REC & POOL SUPPLIES
057335	06/15/23	GRA11	GRACIE GLOBAL LLC.	3000.00	06072023	PD/LEVEL 1 FULL CERTIFICATION SEP 4-8,2023
057336	06/15/23	GRE01	GREG'S HEATING AND A/C	15950.00	25334	FD/MEASURE A-RADIO REPEATER/ 2 AC'S REPEATER ROOM
057337	06/15/23	HAN06	HANGAR 14 SOLUTIONS, LLC	3080.00	04012023	FD/MEASURE A- EMERGENCY RESPONSE SERVICE
057338	06/15/23	HEI01	VIRGIL HEISE	100.00	5012023	FD/JANITORIAL
057339	06/15/23	HOU05	HOUSING TOOLS	3605.00	2785,2747	Liberty Bell-HOME
057340	06/15/23	IWO00	IWORQ	5000.00	200546	PW/IWORQ SOFTWARE RENEWAL
057341	06/15/23	JAS01	JASPER ENQINE EXCHANGE, I	5353.02	12693187	PD/FLEET EQUIPMENT MAINTENANCE
057342	06/15/23	KEL01	KELLER SUPPLY COMPANY	1415.54	21828264	PW/MULTI-CHLOR (WELLS)
057343	06/15/23	LEA02	LLC / SACRAMENTO VALLEY D	35.00	5212	COUNCIL/MEETING 5/29/2023
057344	06/15/23	LES00	LES SCHWAB	750.39	556201	PW/PARKS EQUIPMENT MAINTENANCE
057345	06/15/23	LIF00	Life Assist Inc.	673.44 258.82	1328944 1333081	FD/MEASURE A-MEDICAL SUPPLIES PD/MEASURE A- IDX BLS BACKPACK-FIRST AID KIT
			Check Total.....:	932.26		
057346	06/15/23	LIN00	LINCOLN AQUATICS	8156.47	6/623	REC/POOL SUPPLIES & EQUIPMENT
057347	06/15/23	MAC02	MACQUARIE EQUIPMENT CAPIT	92.05 43.10 44.18	93353 95541 81010 2ND	FD/MEASURE A-PRINTER LEASE REC/Printer Lease FD/MEASURE A- PRINTER LEASE
			Check Total.....:	179.33		
057348	06/15/23	MAT04	MATSON & ISOM	6171.00	88964	Monthly Services (JUNE)
057349	06/15/23	MET02	METAL BUILDING SOLUTIONS,	34180.00 68123.00 59550.00	23-P-1015 23-P-1016 23-P-1017	CH/ARPA 2A-DOWN PAYMENT ROOF MATERIALS LIB/MATERIALS FOR LIBRARY ROOF LIB/METERIALS FOR HVAC
			Check Total.....:	161853.00		
057350	06/15/23	MEZ00	JODY MEZA	423.48	05212023	LIB/TRAVEL & CHILDREN'S PROGRAMMING SUPPLIES
057351	06/15/23	MIS01	MissionSquare - 304591	1772.52	6471117	457 PLAN/ 304591
057352	06/15/23	MJB00	MJB WELDING SUPPLY, INC	12.40	05312023	PW/CYLINDER RENTAL
057353	06/15/23	NAP00	NAPA AUTO PARTS	588.96 4958.95	5252023 05252023	FD/BATTERIES AND CAP FOR E38 MULTI DEPT/FLEET MAINTENANCE, SUPPLIES
			Check Total.....:	5547.91		
057354	06/15/23	NOR06	NOR-MAC INC.	128.89	20865-001	PW/PARK SUPPLIES
057355	06/15/23	NOR29	NORTH VALLEY INDUSTRIES I	150.85	3748	REC/1 UNIT ADULT SOCCER NORTH VALLEY FIELD MAY
057356	06/15/23	NOR34	NorCal Containers	4500.00	6530	FD/MEASURE A- RADIO REPEATER 20' CONTAINER

Check Number	Check Date	Vendor Number	Name	Net Amount	Invoice #	Description
057357	06/15/23	NOR37	NORTH STATE SCREENPRINTIN	1609.31 963.86	195666 195667	REC/FOOTBALL REC/YOUTH SOCCER
Check Total.....:				2573.17		
057358	06/15/23	NUS00	NUSO, LLC	104.73	130767577	FD/MEASURE A-PHONE LINES
057359	06/15/23	ONT00	ANDREW ONTIVEROS	205.00	2876	REC/SWIM LESSONS REFUND CANCELLATION
057360	06/15/23	ORE00	O'REILLY AUTO	1602.28	05282023	PD/PW/FLEET EQUIPMENT MAINTENANCE PW/SHOP SUPPLIES
057361	06/15/23	ORH00	ORLAND HARDWARE	3013.82 63.54 1337.59	05272023 1464,1527 MAY272023	MULTI DEPT/MISC. SUPPLIES,EQUIPMENT MAINTENANCE/BM PD/POCKET HOSE, HOSE REPAIR SUPPLIES FD/MEASURE A-BUILDING SUPPLIES, ENGINE EQUIPMENT
Check Total.....:				4414.95		
057362	06/15/23	ORL15	Orland Saw & Mower	193.93 2218.49	51032 050700	FD/MEASURE A- MCLEOD PW/PARK EQUIPMENT MAINTENANCE/MULTI DEPT-SUPPLIES
Check Total.....:				2412.42		
057363	06/15/23	PAC07	PACE ANALYTICAL SERVICES,	1291.22	776,829,8	PW/LAB SERVICES
057364	06/15/23	PAP01	PAPE MACHINERY	246.72	MAY31-JUN	PARKS/MOWER & FLEET EQUIPMENT MAINTENANCE
057365	06/15/23	PAR11	PARK PLANET	2062.71	2300500	REC/PLAYGROUND REPLACEMENT PARTS LELY
057366	06/15/23	PAX00	WYATT PAXTON	8590.63	660	BD/APRIL 2023 PROFESSIONAL SERVICES/MILEAGE
057367	06/15/23	PEN00	PENWORTHY CO.	225.90	0590932	LIB/CHILDREN'S BOOKS
057368	06/15/23	PGE00	PG&E	36955.46	06022023	MULTI-DEPTS/UTILITY USAGE
057369	06/15/23	QUI02	QUILL CORP.	167.16 203.74 228.54 42.01	3273420 32654495 32703831 32796379	MULTI DEPTS/SUPPLIES PD/MISC OFFICE SUPPLIES MULTI DEPTS/SUPPLIES MULTI DEPTS/OFFICE SUPPLY
Check Total.....:				641.45		
057370	06/15/23	RIP00	RIPALOG, LLC	2400.00	023070118	PD/RIPA LOG ANNUAL SUBSCRIPTION JUL2023-JUN2024
057371	06/15/23	ROC00	ROCKY MOUNTAIN COMM SYSTE	3032.95	13275	FD/MEASURE A RADIO REPEATER & DASH MOUNTS
057372	06/15/23	ROY00	Royal Aire	50.00	06062023	BLDG/REFUND FOR DOUBLE PAYMENT ON REVISION FEE
057373	06/15/23	SEI00	ROY R SELER, C.P.A	3525.00	30556	ACCOUNTING PROFESSIONAL SERVICES
057374	06/15/23	SIM01	SIMPLOT	355.58	47714	PARKS/CHEMICALS
057375	06/15/23	STO04	Jeffrey G. Dunn	225.00	05302023	PEST CONTROL SERVICES MAY
057376	06/15/23	STR02	STRYKER SALES, INC.	550.34	4178313M	FD/MEASURE A-2 LUCAS POWER CORDS,1 LUCAS CAR CABLE
057377	06/15/23	STR03	STREAM IT NETWORKS LLC	50.00	06000192	LIB/BAYLISS LIBRARY INTERNET
057378	06/15/23	SUN02	SUNRISE ENVIRONMENTAL	2115.20	138874	PW/STREE/SHOP SUPPLIES
057379	06/15/23	SUN05	Sun Life Financial	4431.81	052423	Gap Insurance (MAY 2023)
057380	06/15/23	SWR00	STATE WATER RESOURCES CON	17568.42	06142023	EVA WELL PAYMENT
057381	06/15/23	T-M00	T-MOBILE	58.80	05212023	LIB/WIFI HOTSPOT
057382	06/15/23	USA04	USA Blue Book	159.10	693172	PW/SEWER SUPPLIES
057383	06/15/23	VAL02	VALLEY ROCK PRODUCTS	2208.56	79312,793	PW/DWR/REC/PUMPTRACK SUPPLIES
Cash Account Total.....:				452149.18		
Total Disbursements.....:				452149.18		
Cash Account Total.....:				.00		

REPORT.: 06/01/23
 RUN....: 06/01/23 Time: 14:55
 Run By.: Deysy Guerrero

CITY OF ORLAND
 Warrant Register

Warrant Number	Date	Payroll Date	**Employee** Num	Name	Actual Period	Fiscal Period	Gross Amount
14535	06/01/23	05/31/23	BAR02	BARBER, ZACHARY	06-23	12-23	2580.49
14536	06/01/23	05/31/23	CLO01	CLOYD, HANNAH	06-23	12-23	314.50
14537	06/01/23	05/31/23	HAR00	ZOLLERHARRIS, TRAVIS	06-23	12-23	2019.62
14538	06/01/23	05/31/23	OVI00	OVITZ, BRADEN	06-23	12-23	165.00
14539	06/01/23	05/31/23	PER00	PEREZ, MARGARITA T	06-23	12-23	2006.14
14540	06/01/23	05/31/23	SUA03	SUAREZ, ARMANDO RUEDA	06-23	12-23	1539.76
14541	06/01/23	05/31/23	TES00	TESTERMAN, RUBY	06-23	12-23	549.00
206517	06/01/23	05/31/23	ALV01	ALVA, MICAELA	06-23	12-23	2027.61
206518	06/01/23	05/31/23	AND00	ANDRADE, EDGAR	06-23	12-23	3702.97
206519	06/01/23	05/31/23	BAL00	BALDRIDGE, THEA	06-23	12-23	433.50
206520	06/01/23	05/31/23	BIA00	BIANCHINI, ANN	06-23	12-23	136.00
206521	06/01/23	05/31/23	BOW00	BOWERS, LINDA	06-23	12-23	408.00
206522	06/01/23	05/31/23	CAR03	CARR, PETER R	06-23	12-23	6153.85
206523	06/01/23	05/31/23	CES00	CESSNA, KYLE A	06-23	12-23	5283.91
206524	06/01/23	05/31/23	CHA01	CHANEY, JUSTIN	06-23	12-23	4633.08
206525	06/01/23	05/31/23	CON00	CONTRERAS, ISAAC	06-23	12-23	110.50
206526	06/01/23	05/31/23	COR00	CORTES, JOVANY	06-23	12-23	1661.55
206527	06/01/23	05/31/23	CRA00	CRANDALL, JEREMY	06-23	12-23	2323.45
206528	06/01/23	05/31/23	ESP00	ESPINOSA, LETICIA	06-23	12-23	2150.02
206529	06/01/23	05/31/23	FEN03	FENSKE, JOSEPH H	06-23	12-23	2988.19
206530	06/01/23	05/31/23	FLO00	FLORES, JOSE D	06-23	12-23	3648.50
206531	06/01/23	05/31/23	GAM00	GAMBOA, YADIRA	06-23	12-23	349.80
206532	06/01/23	05/31/23	GUE01	GUERRERO, DEYSY D	06-23	12-23	2596.16
206533	06/01/23	05/31/23	GUE02	GUERRERO, JORGE	06-23	12-23	2448.29
206534	06/01/23	05/31/23	HEN00	HENDERSON, OLIVIA	06-23	12-23	76.00
206535	06/01/23	05/31/23	JOH01	JOHNSON, SEAN KARL	06-23	12-23	5032.49
206536	06/01/23	05/31/23	LOP01	LOPEZ, ESAU	06-23	12-23	1661.53
206537	06/01/23	05/31/23	LOP02	LOPEZ, JOEL	06-23	12-23	1661.55
206538	06/01/23	05/31/23	LOW00	LOWERY, KATHERINE	06-23	12-23	3561.04
206539	06/01/23	05/31/23	MAR02	MARTINDALE, RYAN EUGENE	06-23	12-23	3338.95
206540	06/01/23	05/31/23	MAR04	MARTINEZ, IRMA	06-23	12-23	408.00
206541	06/01/23	05/31/23	MEJ00	APARICIO, LILIA MEJIA	06-23	12-23	2780.48
206542	06/01/23	05/31/23	MEZ00	MEZA, JODY L	06-23	12-23	3859.13
206543	06/01/23	05/31/23	MIL00	MILLS, DARYL A	06-23	12-23	3212.52
206544	06/01/23	05/31/23	MON03	MONDRAGON, MEAGAN N	06-23	12-23	1476.50
206545	06/01/23	05/31/23	MYE00	MYERS, KEVIN	06-23	12-23	658.54
206546	06/01/23	05/31/23	OLI00	OLIVER, LINDA	06-23	12-23	340.00
206547	06/01/23	05/31/23	ORO04	OROZCO, JORDAN	06-23	12-23	182.75
206548	06/01/23	05/31/23	PAI01	PAILLON, MICHAEL	06-23	12-23	2325.86
206549	06/01/23	05/31/23	PAN00	PANIAGUA, BLANCA A	06-23	12-23	698.82
206550	06/01/23	05/31/23	PEN01	PENDERGRASS, REBECCA A	06-23	12-23	3244.50
206551	06/01/23	05/31/23	PHI00	PHILLIPS, AMELIA	06-23	12-23	76.50
206552	06/01/23	05/31/23	PIN00	PINEDO, EDGAR ESTEBAN	06-23	12-23	3543.03
206553	06/01/23	05/31/23	POR00	PORRAS, ESTEL	06-23	12-23	1914.97
206554	06/01/23	05/31/23	PUN00	PUNZO, GUILLERMO	06-23	12-23	2068.87
206555	06/01/23	05/31/23	RIC01	RICE, GERALD W	06-23	12-23	2269.62
206556	06/01/23	05/31/23	RIV00	RIVERA, ISRAEL	06-23	12-23	2045.35
206557	06/01/23	05/31/23	ROD00	RODRIGUES, ANTHONY	06-23	12-23	2413.69
206558	06/01/23	05/31/23	ROE00	ROENSPIE, THOMAS LUKE	06-23	12-23	3583.60
206559	06/01/23	05/31/23	ROM00	ROMERO, ARNULFO	06-23	12-23	2903.87
206560	06/01/23	05/31/23	SAN01	SANCHEZ, MELANIE CARRIL	06-23	12-23	41.25
206561	06/01/23	05/31/23	SAN02	SANDOVAL, LUCILA	06-23	12-23	1901.97
206562	06/01/23	05/31/23	SCH03	SCHMITKE, JENNIFER	06-23	12-23	2503.10
206563	06/01/23	05/31/23	SHA02	SHANNON, KYLE ANTHONY	06-23	12-23	1053.00
206564	06/01/23	05/31/23	STE01	STEWART, ROY E	06-23	12-23	2960.95
206565	06/01/23	05/31/23	SUA02	SUAREZ, BRYAN E	06-23	12-23	2399.74
206566	06/01/23	05/31/23	SUT00	SUTTON, BRANDON KIJANA	06-23	12-23	2878.16
206567	06/01/23	05/31/23	SWI00	SWINHART, ROBERT	06-23	12-23	1970.35
206568	06/01/23	05/31/23	VAL00	VALENZUELA, BRENDA	06-23	12-23	316.54
206569	06/01/23	05/31/23	VLA00	VLACH, RAYMOND JOSEPH	06-23	12-23	5061.08
206570	06/01/23	05/31/23	VLA02	VLACH, ZOE	06-23	12-23	178.50
206571	06/01/23	05/31/23	VON00	VONASEK, EDWARD J	06-23	12-23	4383.93
206572	06/01/23	05/31/23	WAT03	WATHEN, AIDEN	06-23	12-23	62.00
206573	06/01/23	05/31/23	ZIN00	PEREZ, ARNULFO ZINTZUN	06-23	12-23	1539.76

 132818.38

REPORT.: Jun 15 23 Thursday
 RUN...: Jun 15 23 Time: 13:07
 Run By.: Leticia Espinosa

CITY OF ORLAND
 Cash Disbursement Detail Report - Payroll Vendor Payment(s)
 Check Listing for 06-23 thru 06-23 Bank Account.: 1001

PAGE: 004
 ID #: PY-DP
 CTL.: ORL

Check Number	Check Date	Vendor Number	Name	Net Amount	Invoice #	Description
19152	06/01/23	EDD01	STATE OF CALIFORNIA	3806.32	C30601	STATE INCOME TAX
19153	06/01/23	ESD00	STATE OF CALIFORNIA	1181.35	C30601	SDI
19154	06/01/23	OPO00	OPOA TREASURER	628.00	C30601	OPOA DUES
19155	06/01/23	STA00	STATE DISURSEMENT UNIT	83.07	C30601	GARNISHMENTS
19156	06/01/23	TEH00	UMPQUA BANK	11614.84	C30601	FEDERAL INCOME TAX
				16258.50	1C30601	FICA
				3802.40	2C30601	MEDICARE
			Check Total.....:	31675.74		
19157	06/01/23	UPE00	UPEC, LOCAL 792	525.55	C30601	UPEC, LOCAL 792*
			Cash Account Total.....:	37900.03		
			Total Disbursements.....:	37900.03		

MINUTES OF THE ORLAND CITY COUNCIL
REGULAR MEETING HELD JUNE 6, 2023

CALL TO ORDER

Meeting called to order by Mayor Chris Dobbs at 6:30 PM.

Meeting opened with Pledge of Allegiance

ROLL CALL

Councilmembers present:	Councilmembers John McDermott, Jeffrey Tolley, Matt Romano, Vice Mayor Bruce Roundy, Mayor Chris Dobbs
Councilmembers absent:	None
Staff present:	City Manager Pete Carr; Recreation Director Joe Fenske; Police Chief Joe Vlach; Fire Chief Justin Chaney; City Clerk Jennifer Schmitke; City Attorney Greg Einhorn
Staff present online:	Public Works Director Ed Vonasek

CONSENT CALENDAR

- A. Warrant List (payable obligations)
- B. Approve City Council Minutes for May 16, 2023
- C. Receive and file Library Commission Minutes from March 13, 2023
- D. Sale of Surplus Fire Equipment – Engine 25
- E. Award contract for replacement of City Hall/PD Roof, Library Roof, and HVAC
- F. Award contract for Traffic Safety Study on Newville at 9th Street/Tehama Street

Action: Vice Mayor Roundy moved, seconded by Councilmember McDermott, to approve the consent calendar. Motion carried by a voice vote 5-0.

PRESENTATION – Tim Olson, Vice President, Financial Center Manager, Merchants Bank (Orland Branch)

Mr. Olson presented a check to Mayor Dobbs in the amount of \$1,000 for the “Every Child Swims” program. Mayor Dobbs thanked Mr. Olson and stated the community appreciates the donation.

ADMINISTRATIVE BUSINESS

A. Habitat for Humanity Purpose Place Phase 2

City Manager Pete Carr shared with Council that Habitat for Humanity staff is requesting support for an expansion of the Purpose Place project. Mr. Carr briefly updated the Council on the status of construction and resident applications. Mr. Carr explained that Habitat for Humanity is proposing a Phase 2 of the project. Phase 2 would include two new properties which would add 16 additional units with a mix of studio and 2-bedroom units and an office building to provide extra services for tenants. Mr. Carr stated that the Phase 2 application is influenced by the State’s program for Homekey Round 3 funding, which has a deadline of July 28th.

Vice Mayor Roundy mentioned that Glenn County Board of Supervisors voted to support the proposed Phase 2 of this project.

Councilmember McDermott asked if the City Chiefs had any concerns with the project. Chief Chaney stated he is neutral on the project but shared that with the increase of units there will be more of a demand on city services.

Councilmember Romano asked about the prospective tenants and what services they are provided through the County. Chief Vlach shared that the tenants that he interviewed were all from Orland or the Glenn County area. Councilmember Romano shared his concerns about the small amount of green space the tenants have and would like to see a better area with more landscaping and trees, with less asphalt. Councilmember Romano suggested that the office building on Newville be moved closer to the road with parking in the back of the building.

Mayor Dobbs shared that he as well as other Councilmembers have received a lot of push back from the community about this project. Mayor Dobbs expressed that he would like time to prove to the community that this project is a success before adding another phase. Mayor Dobbs stated that without the community's support this project would not succeed. Mayor Dobbs explained that the Council all unanimously supports the project, but he would like to see it be successful before expanding.

Vice Mayor Roundy shared he had the opportunity to visit a similar Habitat four Humanity project with the previous council. Vice Mayor Roundy stated he understands that the new councilmembers may have questions and concerns about the project, and shared that he wished that the newer council could also go for a tour where their questions or concerns would be answered.

Councilmember Tolley shared his experiences with talking to the community about the project and stated he supports and believes in this project but knows it will take time for the citizens of Orland to agree and trust this project.

Joseph Hale, Habitat for Humanity Chief Executive Officer, introduced the team working on the Habitat for Humanity Purpose Place project and spoke briefly about the County services that will be provided for residents and training that the management team goes through to help residents. Mr. Hale spoke about Phase 2 of the project and shared Habitats plans to help be a community partner regarding additional services that the City may have to provide. Mr. Hale shared that most residents are from Orland with a handful coming from Willows.

Additional Habitat staff shared success stories from another site, spoke about the landscaping concepts and activity areas for the project and thanked Councilmember Romano for sharing his ideas about adding more greenspace and moving the office building forward.

Two new residents of the Purpose Place project came forward, shared their stories, and thanked Council and the community for allowing them to be part of the project and giving them a chance to give back to the community.

Grant Carmon, Orland citizen, shared his positive experience working with Habitat for Humanity and stated his support for Phase 2 of the project.

Rebecca Pendergrass, Orland citizen, shared she is supportive of the project but stated her concerns about expanding Purpose Place into a Phase 2 before Phase 1 is completed and shown successful.

Billy Irvin, Orland citizen, stated his concerns about adding more residents to the area and whether there would be a cost to the City for Phase 2 reminding Council that the City waived impact fees for the project.

Councilmember Tolley shared he is not against the project, he stated that many people will benefit from the program and facility. Councilmember Tolley explained that the Phase 2 addition could possibly be a yes in the future, but not right now.

Councilmember Romano and Vice Mayor Roundy stated they wanted to see the project completed and beautiful for the community and new residents.

Councilmember McDermott shared his concerns about the City waiving fees for Phase 1. City Manager Carr stated the City waived \$112k in impact fees.

Action: Councilmember Romano moved, seconded by Vice Mayor Roundy, to approve Phase 2 with the addition of more green space and moving the office space forward. Motion failed by a roll call vote 2-3.

AYES: Councilmember Romano and Vice Mayor Roundy

NOES: Councilmembers Tolley, McDermott and Mayor Dobbs

B. Letter to Caltrans – Traffic Calming on State Route 32/Walker St

City Manager Pete Carr spoke to Council about the letter that Council asked City staff to draft regarding improvements to Walker Street. Mr. Carr briefly discussed the traffic calming measures and Complete Street features that Council would like to see included in the Walker Street Streetscape Master Plan which was adopted by City Council in 2018 and will be funded by Caltrans.

Action: Councilmember McDermott moved, seconded by Councilmember Tolley, to approve the letter as drafted and authorized the Mayor to execute. Motion carried by a voice vote 5-0.

C. Project List for County Matching Grant

Recreation Director Joe Fenske shared with Council that the Glenn County Board of Supervisors offered the City of Orland \$200,000 of American Rescue Plan Act (ARPA) funding if the City would match the investment in recreation facility improvement projects.

Mr. Fenske explained that he shared the offer from the County with the Recreation Commission. Mr. Fenske presented the Commission with an updated project list and results from the Recreation survey, which was sent out Fall of 2022, at the May 24th meeting for the Commission to review. Mr. Fenske reported that after reviewing the project list the Recreation Commission voted 3-0 to match the County if the funding would go to City ball fields.

The Recreation Commission also recommended spending \$3,500 on a field feasibility study to help the City identify critical areas that need to be improved for the following fields: Bihler, Vinsonhaler, Lely West, Lely North, and Lely South. Mr. Fenske stated upgrades for the fields could consist of the following: new fencing, lighting, new dugouts, or infield improvements.

Currently the City has budgeted \$170,000 of ARPA funding for lighting at Lely North and South Fields and set aside \$40,000 for Lely softball fields, those two combined would match the County \$200,000.

Councilmembers discussed park areas that need improvements and asked questions about updates. Mr. Fenske shared that the improvements would not just benefit softball and little league but the entire community.

Councilmember Tolley referenced the recreation survey that went out in Fall 2022 stating only 17% of the community responded and asked how the City will be helping the rest of the community that doesn't play baseball. Mr. Fenske stated he was only presenting the Recreation Commissions recommendation on how the City should use the County funds. Mr. Fenske mentioned to Council a few improvements that the City has made over the last couple of years including upgrades to the pool, playgrounds, a new splash pad, upgraded basketball courts, new pickleball facility and upgrading the tennis courts.

Colleen Cecil, Orland Little League Board member, shared her appreciation of the support Orland Little League has received from the City or Orland over the past years and she stated her support of the City upgrading ball fields with the County funds.

Pete Rosales, Orland resident, shared his experience playing on the baseball fields in Orland from a young age to now watching his own kids play on the same fields. Mr. Rosales expressed his support in working with the County to get the fields the upgrades they need.

Billy Irvin, Orland resident, shared his thoughts about the conditions of the baseball fields and shared his support in getting the fields upgraded using the County funds.

Russell Pierce, Orland Little League Board member, stated his support for the City working with the County to upgrade recreation facilities that need improvements.

Debra Foggerty, Orland resident, shared her support for the ball fields upgrades.

Action: Councilmember McDermott moved, seconded by Councilmember Romano, to accept the Recreation Commission recommendation to leverage investments in ball field improvements for Glenn county match funding. Motion carried by a voice vote 4-1. Councilmember Tolley asked to go on record stating he does not agree with all the money going specifically to ball field upgrade, he would like the money to be split up because not everyone plays the sports that use the fields or facilities.

D. Fiscal Year 2023-2024 Budget Adoption

Mr. Carr presented the fifth and completed proposed draft budget to Council for the next fiscal year 2023-2024 which starts July 1. Mr. Carr briefly explained the changes Council asked to be made to the budget including updates to library labor expenses, rate adjustments made to the planning and engineering pages and reallocating certain expenditures from Street/Gas Tax fund to the General Fund Public Works Street account. Council asked questions and discussed budget items. City Staff was directed to amend the wording for the Chamber updates and quarterly amounts.

Action: Councilmember Tolley moved, seconded by Councilmember McDermott to adopt the proposed budget as presented for fiscal year 2023-2024 with an amendment on the Chamber of Commerce's quarterly reports and payment amounts. The motion carried by a voice vote 5-0.

ORAL AND WRITTEN COMMUNICATIONS

PUBLIC COMMENTS: None

CITY COUNCIL COMMUNICATIONS AND REPORTS

Councilmember Romano:

- Nothing to Report;

Councilmember McDermott:

- Will attend the Planning Commission meeting on June 15th;

Councilmember Tolley:

- Nothing to Report;

Vice Mayor Roundy:

- Suggested a future agenda item to Council regarding the possibility of a new path for the Honeybee Discovery Center location;

Mayor Dobbs

- Nothing to Report.

CITIZEN COMMENTS ON CLOSED SESSION – NONE

CLOSED SESSION OPENED AT 8:37 PM

CLOSED SESSION ENDED AT 9:19 PM – No reportable action.

MEETING ADJOURNED AT 9:19 PM

Jennifer Schmitke, City Clerk

Chris Dobbs, Mayor

CITY OF ORLAND ARTS COMMISSION
MINUTES
May 17, 2023

The Wednesday, May 17, 2023 meeting was called to order at 7:02 PM by Chairman Rae Turnbull at the Orland Art Center. Commissioners present were: Jill & Steve Elliott, Jim Scribner and Paddy Turnbull. Absent: Commissioners Mason Greeley, Mary Rose Kennedy, and Council Liaison Bruce Roundy. The minutes of the April 19, 2023 meeting were approved as emailed with no corrections or additions (motion made by Paddy Turnbull, seconded by Jim Scribner - motion carried). Financial Reports covering April 1 ~ 30, 2023 provided by Letty Espinosa were reviewed and filed for audit.

COMMISSIONER REPORTS AND UPDATE:

- (1) Commissioner Rae Turnbull reported on the Arts Commission's advisory role on future plans for Mill Street school public art mural to be done by selected art students of Orland High School. Grant monies from Upstate California Creative Corps provides the funding for the student artists and the professional artist who will guide the students involved in this project.

ITEMS FOR DISCUSSION AND ACTION:

- (1) Final placement of the new "pull down" screen that will provide the viewing surface for slide and video presentations was discussed. Placement on the west wall was agreed upon, but final placement will be determined by Rancho Electric technicians once available electrical connection is confirmed. Rancho Electric will mount the screen prior to the next artist's reception on June 2nd.
- (2) During the last few minutes of the meeting commission members completed the installation of the bell that allows handicapped persons to ask for assistance in gaining entrance to the gallery. Commission members also demonstrated how the bell works.

There being no further business, the meeting adjourned at 7:32 p.m.

Next scheduled meeting: Wednesday, June 21st, 2023 at 7:00 p.m.

Respectfully submitted by Jill Elliott and Rae Turnbull

**PLANNING COMMISSION MINUTES
April 20, 2023**

1. Call to Order – The meeting was called to order by Chairperson Stephen Nordbye at 5:30 PM.

2. Pledge of Allegiance

3. Roll Call:

Commissioner’s present –	Chairperson Stephen Nordbye, Vice Chairperson Wade Elliott Commissioners Sharon Lazorko, Michelle Romano, and Vern Montague
Commissioner’s absent -	None
Councilmember present -	Councilmember McDermott
Staff present-	City Planner Scott Friend and City Clerk Jennifer Schmitke

4. ORAL AND WRITTEN COMMUNICATIONS

Citizen Comments

Steve Butler, Precision Surveying, and applicant representative for the proposed Penbrook Tentative Subdivision Map project, presented a letter on behalf of Lakeport Parkside, LLC (Penbrook Subdivision) proposing a text change to the City’s Circulation Element and requesting that the matter be placed on the next Planning Commission meeting agenda for discussion/action.

City Planner Scott Friend shared that item can only be added to next month’s agenda as a discussion/direction item due to State requirements for such action and due to mandatory timeframes contained in State statutes.

Chairperson Nordbye stated the item would be added to the next agenda.

5. CONSENT CALENDAR

Approval of Prior Minutes: March 16, 2023

ACTION: Commissioner Lazorko moved, seconded by Commissioner Romano to approve consent calendar as presented. Motion carried unanimously by a voice vote, 5-0.

6. PUBLIC HEARING

Conditional Use Permit: CUP 2023-01 – Harvest Baptist Church Temporary Tent Structure (1202 Railroad Avenue)

City Planner Scott Friend presented a request to approve a Conditional Use Permit (CUP) to permit the erection of a temporary event tent structure to act as an interim sanctuary for the Harvest Baptist Church on an existing parcel identified as 1202 Railroad Avenue. Mr. Friend stated that the parcel is currently developed with existing Sanctuary and Parsonage, the parcel is designated *Light Industrial/Commercial (I-L/C)* on the General Plan land use map and located in the *M-L (Limited Industrial)* zoning district.

Mr. Friend explained that the parcel is currently owned by the Harvest Baptist Church, due to the small size of the building they are requesting the use of a temporary tent structure that would be 40'X60' in size to accommodate the growing number of patrons for large attendance weekends and events.

Mr. Friend shared with the Commission an amendment to the staff report where condition #26 was changed to reflect that the duration of time in which the proposed tent structure is permitted to be erected onsite shall be a max of 180 days from date of approval of the Conditional Use Permit, instead of 12 months as noted in the project Conditions of Approval.

Isaac Davis, Harvest Baptist Church Pastor shared that it is his goal is to build a whole new church but until then the church plans on upgrading the sanctuary and the temporary tent will allow for services to still take place will upgrades are happening. Mr. Davis stated the use of the tent is usually around Easter Sunday and that 180 days would work for his growing congregation.

Chairperson Nordbye asked if the Commission would use wording that states the tent can be up for 180 calendar days. Mr. Friend asked City Building Official Wyatt Paxton, who confirmed that is the way he would phrase the text.

Commissioners asked questions to City Staff and Mr. Davis about their needs and about the CUP. Mr. Davis noted that he appreciated the Commissions help and consideration for his needs.

Chairperson Nordbye opened the Public Hearing at 5:48 PM.

With no comments, Chairperson Nordbye closed the Public Hearing at 5:48 PM.

ACTION: Vice Chairperson Elliott moved, seconded by Chairperson Nordbye that the Planning Commission approve the project (CUP 2023-01) and determine that the proposed action is exempt from further review pursuant to Section 15311 of the Public Resources Code and approve Planning Commission Resolution PC 2023-01, approving Conditional Use Permit 2023-01 as recommended in the staff report and amending Condition of Approval number 26 to identify that the use permit will be granted with the restriction of not to exceed 180 days in one calendar year and would continue with the land moving forward. Motion carried, 5-0 by a voice vote.

7. ITEMS FOR DISCUSSION

Mr. Friend brought to Commission a discussion about Streetscapes and Roundabouts.

Mr. Friend referred to "Streetscapes" as the natural and built fabric of the street and defined it as the design quality of the street and its visual effect.

- 1: The appearance or view of a street
- 2: A work of art depicting a view of a street

Mr. Friend spoke about Streetscape design guidelines, explained typical Streetscape objectives, and described Streetscape public art, utilities, and roadway reconfiguration.

Mr. Friend gave examples and showed pictures of nearby communities with a Streetscape plan. Mr. Friend shared the City's vision for the Walker Street Streetscape Improvement Master Plan describing the concept and the goals for the project.

Commission members discussed concerns they have with the Walker Street Streetscape project and asked questions about funding. The Commission was in consensus that they would like to see a recommendation from staff to move forward with the Streetscape project, upgrading and updating downtown to make it ready for Caltrans to begin the project.

Mr. Friend described “Roundabouts”, also known as a rotary or traffic circle, is a type of circulation intersection or junction in which road traffic is permitted to flow in one direction around a central island, and priority is typically given to traffic already in the junction.

Mr. Friend spoke about opportunities for roundabouts in Orland, explained pros and cons and showed pictures of different types of roundabouts.

The Commission discussed roundabouts and asked questions about where they would be useful within the City.

8. STAFF REPORT

Mr. Friend thanked the Commissioners that were able to attend the Planning Commissioner training in Oroville.

Mr. Friend shared that the City Council held a public hearing at the April 18th meeting for the multi-tenant sign zoning code amendment and that was approved unanimously by the City Council and will be put on the May 2nd agenda for final review and approval.

Mr. Friend reminded Commissioners that when they want to discuss a matter with fellow Commissioners Staff need 72 hours before the meeting to review the item and add it to the agenda to be discussed unless it is an emergency item.

9. COMMISSIONERS REPORTS

- Chairperson Nordbye nothing to report.
- Vice Chairperson Elliott nothing to report.
- Commissioner Romano attended Planning Commissioner training in Oroville.
- Commissioner Montague attended the Planning Commissioner training in Oroville.
- Commissioner Lazorko attended the Planning Commissioner training in Oroville.

10. FUTURE AGENDA ITEMS

Mr. Friend shared that Commissioner Romano has a presentation on streetscapes and roundabouts that she would like to add to the next agenda.

11. ADJOURNMENT – 6:48 PM

Respectfully submitted,

Jennifer Schmitke, City Clerk

Stephen Nordbye, Chairperson

PUBLIC WORKS & SAFETY COMMISSION

Meeting Minutes

February 14, 2023

1. Call to Order

The meeting was called to order by Chairperson Paschall at 4:00pm

2. Pledge of Allegiance – led by Police Chief, Joe Vlach

3. Roll Call

Present: Chairperson James Paschall Sr., Vice Chairperson Monica Rossman, Commissioner Emil Cavagnolo Commissioner Byron Denton, Chairperson David Kelly.

Councilmembers: Councilmember Roundy, Councilmember Romano, Councilmember McDermott

Staff: Joe Vlach, Police Chief; Ed Vonasek, Director of Public Works; Jennifer Schmitke, Secretary/City Clerk; Justin Chaney, Fire Chief, Paul Rabo; City Engineer.

4. Oral and Written Communications

A. Citizen Business: None

5. Election of Commission Chair and Vice Chair 2023

Vice Chairperson Rossman nominated Chairperson Kelly. Commissioner Denton nominated Chairperson Paschall. Commission voted in Commissioner Kelly as the new Chairperson. Motion carried to approve new Commission Chairperson 4-1. Ayes: Kelly, Rossman, Cavagnolo, and Paschall; Noes: Denton; Abstain: None, Absent: None.

Commissioner Denton nominated Chairperson Paschall, with no other nominations being made the Commission voted in Chairperson Paschall as the new Vice Chairperson.

6. Consent Calendar

A. Approval of April 12, 2022 minutes

Commissioner Rossman motioned, seconded by Vice Chairperson Paschall to approve the April 12, 2022 minutes as presented, motion carried 5-0 by the following voice vote. Ayes: Kelly, Cavagnolo, Denton, Rossman and Paschall; Noes: None; Abstain: None; Absent: None.

B. Approval of December 13, 2022 minutes

Commissioner Rossman motioned, seconded by Commissioner Denton to approve the December 13, 2022 minutes as presented, motion carried 5-0 by the following voice vote. Ayes: Kelly, Cavagnolo, Denton, Rossman and Paschall; Noes: None; Abstain: None; Absent: None.

PUBLIC WORKS & SAFETY COMMISSION MINUTES

February 14, 2023

Page 2

7. Public Works

A. Wastewater Treatment Plant Conceptual Improvements

City Engineer Paul Rabo shared, with the Commission an analysis of Orland's Wastewater Treatment Plant.

Commissioner Denton stated, his concerns and asked Mr. Rabo if he had a comparison that showed the cost of keeping the current wastewater treatment plant running vs creating a new wastewater treatment plant.

Vice Chairperson Paschall voiced his concerns about installing a new treatment plant, and shared he was interested in seeing what it would cost the City to fix the current treatment plant vs a completely new plant being installed. Vice Chairperson Paschall stated he was interested in getting an estimate in total gallons showing what the treatment plant goes through a day.

Councilmember Roundy shared his concerns and agreed with Vice Chairperson Paschall about looking at the comparison costs of fixing the plant vs a new filtration plant.

Mr. Rabo informed the Commission that with the measuring equipment at the filtration plant, the average is .6 million gallons per day, on a peak it is .9 million gallons. The original plant was designed to do 2 million gallons a day with a peak of 6 million. Mr. Rabo shared that he looked up what it would cost to install a new filtration plant like the City of Corning currently has and its about 10-15 million per million gallons a day.

Mr. Rabo explained to the Commission how the City would have to close and drain 2 ponds at a time to allow the dirt to dry out enough allowing for excavation, dredging, and rebuilding of the pond walls to allow for more wastewater. Mr. Rabo shared the process would take a full year for the ponds to fully dry up.

Commissioner Cavagnolo shared, that he likes the idea of building up the levees using the current material but also knowing that we need to find a solution that will accommodate the future growth of the City. He would like to see a formalized project for upgrading the treatment plant and a funding plan showing how much it will cost over a 10-year period at a future meeting.

Council member Roundy encouraged the Commission to come up with a plan and then bring it to City Council.

The Commission unanimously expressed their interest in seeing a plan for the treatment plant within the next 6 months.

B. Future Street Sign Locations/Traffic Mitigations Sites

Director Vonasek shared, that Mark Smith with the Orland Unified School District has shared with him his concerns with stop sign issues around town. Mr. Smith is hoping to come to a future meeting to address his concerns. Director Vonasek asked the Commission to drive

PUBLIC WORKS & SAFETY COMMISSION MINUTES

February 14, 2023

Page 3

around town and look for areas in town where there is the need for stop signs or temporary speed bumps to help with traffic litigation.

Chairperson Kelly shared; he would like to investigate a better solution for the speed bumps on 8th Street. Chairperson Kelly asked staff to look into a price for removing the speed bumps by the next meeting.

Commissioner Rossman said, she would like to see the flashing stop signs around all the schools and would like to discuss the traffic around Dutch Bros at next meeting.

Director Vonasek said, there will be a traffic study done at the corner of 9th Street and Newville (Dutch Bros corner) soon and it will give us information for what will be the best solution for traffic control.

C. Public Works Department Update

Director of Public Works, Ed Vonasek updated the Commission that the Public Works Department was almost fully staffed but are now down 2 workers due to injuries. Director Vonasek shared that the Department of Water Resources (DWR) Project is still on going.

Commissioner Denton would like to share his appreciation for the Public Works Department.

D. Groundwater Well Level Update

Director Vonasek stated, that the City's shallower wells are responding more favorably than the deeper wells but as a whole they are coming up.

8. Public Safety

A. Fire Department Update

Fire Chief Chaney shared, that the Orland Volunteer Fire Department's (OVFD) Spaghetti feed turnout was about the same as the last couple years. Chief Chaney shared that the Fireman's Ball is coming up next month so the Volunteers will be out knocking on doors for donations.

Commissioner Denton shared his appreciation for the Fire Department.

B. Police Department Update

Police Chief Vlach announced, that the City is getting close to completing several public safety facility security and IT upgrade projects with Public Works and outside contractors. Chief Vlach shared that they will be going live soon with the new key card entry system.

Chief Vlach stated that Orland PD is down a person, and they have 2 openings and they are looking to hiring and open the testing cycle soon.

9. Commissioner Projects

A. Discussion: None.

PUBLIC WORKS & SAFETY COMMISSION MINUTES

February 14, 2023

Page 4

10. General

A. Schedule of Next Meeting

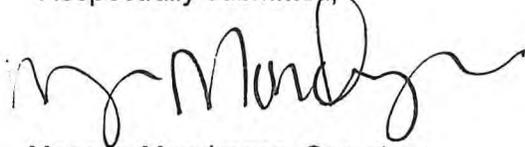
The next regularly scheduled Commission meeting will take place at Carnegie Center at 4 pm, April 11, 2023

11. Commissioner Communications

None.

11. ADJOURNMENT – 5:19 PM

Respectfully submitted,



Meagan Mondragon, Secretary



David Kelly, Chair

**CITY OF ORLAND
CITY COUNCIL ORDINANCE 2023-03**

AMENDING SECTION 10.20.010 OF THE ORLAND MUNICIPAL CODE

The City Council of the City of Orland does ordain as follows:

FINDINGS.

Amendment to Orland Municipal Code (OMC) Section 10.20.010 is needed to align the code section with modern truck weight limits.

OMC § 10.20.010 currently makes it unlawful for commercial vehicles weighing or carrying a load in excess of four tons (8,000 lbs.) to utilize city streets in commercial and residential zones, with exceptions for purposes of delivery and pickup in the normal operation of a commercial business and upon designated truck routes within the city limits.

Modern trucks (e.g.: Ford F250, F350, Chevy 2500, 3500, etc.) are in most circumstances registered to the State of California as “commercial vehicles” and have a curb weight of 6,000 – 7,700 lbs. and payload capacity of 3,800 – 7,000 lbs. and can total 9,900 to 14,000 lbs. (total weight, or GVWR). This means most modern trucks driven by ordinary people in Orland are technically in violation of OMC § 10.20.010.

For reference, a semi-truck with an empty trailer weighs around 35,000 lbs. The maximum weight for a semi-truck with a loaded trailer legally allowed in the United States is 80,000 lbs. A semi-truck without a trailer weighs between 10,000 and 25,000 lbs.

To correct this, the weight limit in OMC § 10.20.010 should be increased to 26,000 pounds.

NOW THEREFORE, section 10.20.010(A) of the Orland Municipal Code is amended as follows:

10.20.010 - Commercial vehicles over 26,000 pounds ~~four tons~~ permitted when.

A. It is unlawful for commercial vehicles weighing or carrying a load in excess of 26,000 pounds ~~four tons~~ to utilize city streets in commercial and residential zones, except as follows

I HEREBY CERTIFY that the above and foregoing Ordinance was duly and regularly introduced and read at a regular meeting held on the 20th day of June, 2023, and was passed and adopted by the City Council of the City of Orland at a regular meeting thereof duly held on the 5th day of July, 2023, by the following vote, to wit:

CITY OF ORLAND

CITY COUNCIL AGENDA ITEM #: 4.G.

MEETING DATE: June 20, 2023

TO: Honorable Mayor and Council
FROM: Pete Carr, City Manager
SUBJECT: **Side Letter with the United Public Employees of California (UPEC) Local 792 Mid-Managers Unit (Consent/Action)**

Council will be presented with the proposed pay scale changes for the Library Director position.

BACKGROUND:

After reviewing the pay scale of the Library Director position, it was discovered that the current pay scale does not fall within the range that most public agencies are using.

DISCUSSION:

The City finds it desirable to adjust the salary range for the Library Director outside of the normal MOU cycle.

Attachment: Side Letter with UPEC Local 792 – Mid-Managers Unit.

RECOMMENDATION: Approve the side letter and authorize the City Manager to sign it.

Fiscal Impact of Recommendation: No fiscal budget impact as this was anticipated in the recently adopted budget.

CITY COUNCIL

Chris Dobbs, Mayor
Bruce T. Roundy, Vice-Mayor
Jeffrey A. Tolley
John McDermott
Mathew Romano

CITY OF ORLAND

INCORPORATED 1909

815 Fourth Street
ORLAND, CALIFORNIA 95963
Telephone (530) 865-1600
Fax (530) 865-1632



CITY OFFICIALS

Jennifer Schmitke
City Clerk

Leticia Espinosa
City Treasurer

CITY MANAGER

Peter R. Carr

May 31, 2023

SIDE LETTER AGREEMENT BETWEEN CITY OF ORLAND AND UPEC LOCAL 792 ORLAND LIBRARY DIRECTOR COMPENSATION

This letter confirms agreement between the City of Orland and the United Public Employees of California, Local 792, that the salary for the position of Library Director will be adjusted as follows effective July 1, 2023:

Current Scale Per MOU:

	Step 1	Step 2	Step 3	Step 4	Step 5
Annual	\$69,225.38	\$72,686.65	\$76,320.98	\$80,137.03	\$84,143.88
Monthly	\$5,768.78	\$6,057.22	\$6,360.08	\$6,678.09	\$7,011.99
Bi-Weekly	\$2,662.51	\$2,795.64	\$2,935.42	\$3,082.19	\$3,236.30
Hourly	\$33.28	\$34.95	\$36.69	\$38.53	\$40.45

New Scale - July 1, 2023:

	Step 1	Step 2	Step 3	Step 4	Step 5
Annual	\$84,621.00	\$88,852.05	\$93,294.65	\$97,959.39	\$102,857.35
Monthly	\$7,051.75	\$7,404.34	\$7,774.55	\$8,163.28	\$8,571.45
Bi-Weekly	\$3,254.65	\$3,417.39	\$3,588.26	\$3,767.67	\$3,956.05
Hourly	\$40.68	\$42.72	\$44.85	\$47.10	\$49.45

Peter R. Carr
City Manager

Date

Ryan Friesen
Labor Relations Representative

Date

CITY OF ORLAND

CITY COUNCIL AGENDA ITEM #: 5.A.

MEETING DATE: June 20, 2023

TO: Honorable Mayor and Council

FROM: Paul Rabo, City Engineer

SUBJECT: Proposed Projects (Various Fiscal Years) Funded by SB1: The Road Repair and Accountability Act (Discussion/Action)

The City of Orland must develop a list of all projects proposed to receive funding from the Road Maintenance and Rehabilitation Account (RMRA), created by SB 1.

BACKGROUND

Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 was passed by the Legislature and signed into law in April 2017 in order to address the significant multi-modal transportation funding shortfalls statewide. SB1 includes accountability and transparency provisions that will ensure the residents of Orland are aware of the projects proposed for funding and which projects have been completed each fiscal year. Since 2017 the City has used SB1 funds in the reconstruction of Tehama Street and downtown alleys and for the design of the M ½ reconstruction. The City has expended a total of \$522,731 in SB1 funds.

DISCUSSION

The City will receive approximately \$160,000 in the next SB1 funding cycle. These funds will be used to supplement monies received from previous funding cycles to repair or rehabilitate city streets in various locations. See Attachment B for the current list of SB1 projects.

Attachment:

- A. Resolution 2023-03
- B. Current SB1 Project list

RECOMMENDATION

Adopt Resolution 2023-03 and authorize the City Manager or his designee to submit to the California Transportation Commission the City's 2023/2024 SB1 project list.

Fiscal Impact of Recommendation: None.

RESOLUTION NO. 2023-03**RESOLUTION ADOPTING A LIST OF PROJECTS FOR FISCAL YEAR 2023-24 FUNDED BY SB 1: THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017**

WHEREAS, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 (Chapter 5, Statutes of 2017) was passed by the Legislature and Signed into law by the Governor in April 2017 to address the significant multi-modal transportation funding shortfalls statewide; and

WHEREAS, SB 1 includes accountability and transparency provisions that will ensure the residents of our City are aware of the projects proposed for funding in our community and which projects have been completed each fiscal year; and

WHEREAS, the City must adopt by resolution a list of projects proposed to receive fiscal year funding from the Road Maintenance and Rehabilitation Account (RMRA), created by SB 1, which must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement; and

WHEREAS, the City, will receive an estimated \$204,500 in RMRA funding in Fiscal Year 2023-24 from SB 1; and

WHEREAS, this is the seventh year in which the City is receiving SB 1 funding and will enable the City to continue essential road maintenance and rehabilitation projects, safety improvements, repairing and replacing aging bridges, and increasing access and mobility options for the traveling public that would not have otherwise been possible without SB 1; and

WHEREAS, the City has undergone a robust public process to ensure public input into our community's transportation priorities/the project list; and

WHEREAS, the City used a Pavement Management System to develop the SB 1 project list to ensure revenues are being used on the most high-priority and cost-effective projects that also meet the community's priorities for transportation investment; and

WHEREAS, the funding from SB 1 will help the City reconstruct various portions of streets including Road M1/2 from Walker Street up to Bryant Street, Eighth Street from CA SR32 to South Street, Yolo Street from Sixth Street to Papst Avenue; and

WHEREAS, the 2020 California Statewide Local Streets and Roads Needs Assessment found that the City's streets and roads are in an at-risk condition and this revenue will help us increase the overall quality of our road system and over the next decade will bring our streets and roads into an excellent condition; and

WHEREAS, the SB 1 project list and overall investment in our local streets and roads infrastructure with a focus on basic maintenance and safety, investing in complete streets infrastructure,

and using cutting-edge technology, materials and practices, will have significant positive co-benefits statewide.

NOW, THEREFORE IT IS HEREBY RESOLVED, ORDERED AND FOUND by the City Council of the City of Orland, State of California, as follows:

1. The foregoing recitals are true and correct.
2. The following list of newly proposed projects will be funded in-part or solely with Fiscal Year 2023-24 Road Maintenance and Rehabilitation Account revenues:

Reconstruct Road M ½ bordered by Walker Street on the south to Bryant Street to the north. This project will include ADA Curb Ramp Installation (New), ADA Curb Ramp Rehab/Repair (Existing), Pavement Rehab/Repair (existing), Paving and/or striping Rehab/Repair (Existing Safety), Sidewalk and /or Crosswalk Rehab/Repair Existing). Estimated useful life: 15 years at minimum, 20 years at a maximum. Anticipated year of construction 2024/2025.

Repair commercial routes in the downtown area bordered by Walker Street to the South, Tehama Street to the north, Sixth Street to the west, Third Street to the east. This project will include ADA Curb Ramp Rehab/Repair (Existing), Pavement Rehab/Repair (Existing) and Sidewalk and/or Crosswalk Rehab/Repair(existing). Estimated useful Life: 15 years at a minimum, 20 years at a Maximum. Anticipated year of construction 2024.

Reconstruct a portion of Eighth Street between CA32 at the north to South Street. This project will include ADA Curb Ramp Installation (New), ADA Curb Ramp Rehab/Repair (Existing), Pavement Rehab/Repair (existing), Paving and/or striping Rehab/Repair (Existing Safety), Sidewalk and /or Crosswalk Rehab/Repair Existing). Estimated useful life: 15 years at minimum, 20 years at a maximum. Anticipated year of construction 2024.

Reconstruct a portion of Yolo Street from 6th Street at the west to Papst Avenue at the East. This project will include ADA Curb Ramp Installation (New), ADA Curb Ramp Rehab/Repair (Existing), Pavement Rehab/Repair (existing), Paving and/or striping Rehab/Repair (Existing Safety), Sidewalk and /or Crosswalk Rehab/Repair Existing). Estimated useful life: 15 years at minimum, 20 years at a maximum. Anticipated year of construction 2025.

Reconstruct a portion of South Street from I5 interchange at the City of Orland's Right of Way at the west to Past Avenue at the East. This project will include ADA Curb Ramp Installation (New), ADA Curb Ramp Rehab/Repair (Existing), Pavement Rehab/Repair (existing), Paving and/or striping Rehab/Repair (Existing Safety), Sidewalk and /or Crosswalk Rehab/Repair Existing). Estimated useful life: 15 years at minimum, 20 years at a maximum. Anticipated year of construction 2025.

Repair commercial routes in the downtown area bordered by Walker Street to the north, Mill Street to the south, Sixth Street to the west, Third Street to the east. This project will include ADA Curb Ramp Rehab/Repair (Existing), Pavement Rehab/Repair (Existing) and Sidewalk and/or Crosswalk Rehab/Repair(existing). Estimated useful Life: 15 years at a minimum, 20 years at a Maximum. Anticipated year of construction 2023.

PASSED AND ADOPTED by the City Council of the City of Orland, State of California this 20th day of June 2023, by the following vote:

AYES:

NAYS:

ABSENT:

Chris Dobbs, Mayor

Attest:

Jennifer Schmitke, City Clerk

Adopted City Submitted - Fiscal Year 2022-23 Local Streets and Roads List of Projects													
October 7, 2022													
City	Agency County	Priorty Status	Fiscal Year Initially Proposed	Project Type	Title	Description	Location	Components	Est Start	Est Completion	Est Useful Life	Assembly District	Senate District
Orland	Glenn County	Carried Over	21/22	Road Maintenance & Rehabilitation	Plans for Rehabilitation of Road M1/2	Project will include: preparation of plans, specifications, estimates, and project scope development	Road M1/2 from SR 32 to Bryant Street	Preliminary Engineering ¹	07/2022	12/2023	15-20	3	4
Orland	Glenn County	Carried Over	22/23	Road Maintenance & Rehabilitation	Downtown Repair	Project will include: Rehabilitation and repair of existing curb ramps	Area bounded by Walker Street to the north, Mill Street to the south, Sixth Street to the west, Third Street to the east	Construction	07/2023	06/2024	15-20	3	4
Orland	Glenn County	Carried Over	20/21	Road Maintenance & Rehabilitation	Downtown Commerical Routes Repair	Project will include: Rehabilitation and repair of existing curb ramps	Area bounded by Walker Street to the north, Colusa Street to the south, Sixth Street to the west and Third Street to the east	Construction	07/2024	06/2025	15-20	3	4
Orland	Glenn County	Carried Over	22/23	Road Maintenance & Rehabilitation	Reconstruct a portion of Eighth Street between CA32 at the north to South Street	Project will include: Rehabilitation and repair of existing curb ramps and roadway pavement, new sidewalks, crosswalk striping and ADA curb ramps	Eighth Street from SR 32 to South Street	Construction	07/2024	06/2025	15-20	3	4
Orland	Glenn County	Carried Over	22/23	Road Maintenance & Rehabilitation	Reconstruct a portion of Yolo Street from 6th Street at the west to Papst Avenue at the East	Project will include: Rehabilitation and repair of existing curb ramps, sidewalks, roadway pavement and crosswalk striping and installation of new ADA curb ramps and roadway paving	Reconstruct a portion of Yolo Street from 6th Street to Papst Avenue	Construction	07/2025	06/2026	15-20	2	4
Orland	Glenn County	Carried Over	22/23	Road Maintenance & Rehabilitation	Reconstruct of South Street	Project will include: Rehabilitation and repair of existing curb ramps, sidewalks, roadway pavement and crosswalk striping and installation of new ADA curb ramps, sidewalks, roadway paving and striping, and crosswalk striping	Reconstruct a portion of South Street from the easterly I-5 interchange to Past Avenue	Construction	07/2025	06/2026	15-20	3	4

Notes:

1. Construction funds are being provided by County/State/Federal sources. Construction will be during the 25/26 fiscal year.

CITY OF ORLAND

CITY COUNCIL AGENDA ITEM #: 5.B.

MEETING DATE: June 20, 2023

TO: Honorable Mayor and Council
FROM: Scott Friend, City Planner
SUBJECT: Design Standards (Discussion/Information)

This staff report has been prepared to support a presentation by City Staff on the subject of Design Review and Design Standards. This report will be supplemented with a short presentation by staff on the subject at the meeting. No action is requested on this matter and the presentation is for information purposes only.

BACKGROUND/DISCUSSION

The City of Orland Municipal Code (OMC) and the City of Orland General Plan both present Goals and Objectives and provide standards and guidelines for design considerations in the City. Staff has been asked to provide the City Council with information regarding the City's existing Design Review policies and procedures and to address with the City Council how existing City processes within Planning Department handle and address design considerations.

Staff will present a brief presentation to the City Council outlining the existing programs and policies of the City of Orland and will provide an overview of how design considerations are incorporated into the decision-making process for new project applications.

RECOMMENDATION

No recommendations are made with this report.

Fiscal Impact of Recommendation: None / NA.

Attachment:

None – note: a brief presentation will be provided to the City Council at the meeting to addressing the design related existing programs and policies of the City of Orland.

CITY OF ORLAND

CITY COUNCIL AGENDA ITEM #:5.C.

MEETING DATE: June 20, 2023

TO: Honorable Mayor and Council
FROM: Scott Friend, City Planner
SUBJECT: Vehicle Miles Traveled (VMT) (Discussion/Informational)

In September of 2013, then Governor Jerry Brown signed into law California Senate Bill 743. Approval and adoption of the bill changed the way that the California Environmental Quality Act (CEQA) evaluates potential impacts associated with vehicle travel. Specifically, SB 743 now requires that CEQA analyses now require the use of a Vehicle Miles Traveled (VMT) threshold instead of a Level of Service threshold for transportation impacts. This staff report and the attached documentation present a draft of a proposal that will be introduced to the Planning Commission at their July 2023 meeting requesting that the City of Orland adopt locally appropriate and locally sensitive thresholds or standards to use in CEQA VMT analyses.

BACKGROUND/DISCUSSION

On September 27, 2013, Governor Jerry Brown signed California Senate Bill 743 (SB 743) into law. The goal of this legislation is to reform transportation impact analysis under the California Environmental Quality Act (CEQA). SB 743 modified the CEQA Guidelines to require Vehicle Miles Traveled (VMT) as the primary metric of transportation impacts. The requirement of the use of VMT for CEQA analysis went into effect on July 1, 2020.

RECOMMENDATION

None. Information only.

Fiscal Impact of Recommendation: None.

Attachment:

- A. *DRAFT* Planning Commission Staff Report regarding the setting of local VMT Thresholds for use in CEQA VMT analyses.



CITY OF ORLAND Staff Report

TO: **City of Orland Planning Commission**
FROM: Scott Friend, AICP – City Planner
MEETING DATE: July 20, 2023; 5:30 p.m., Carnegie Center, 912 Third Street, Orland, CA 95963

SUBJECT: **City of Orland Draft Vehicle Miles Traveled (VMT) Screening Threshold:**
With the adoption of SB 743, CEQA analyses now require the use of a Vehicle Miles Traveled (VMT) threshold instead of a Level Of Service threshold for transportation impacts. This action allows the City to adopt a locally appropriate VMT threshold. The following is a recommendation for this threshold.

Environmental Review: The courts have determined that the adoption of thresholds is not a “project” and therefore is not subject to CEQA¹. No environmental review is required.

Summary:

On September 27, 2013, Governor Jerry Brown signed California Senate Bill 743 (SB 743) into law. The goal of this legislation is to reform transportation impact analysis under the California Environmental Quality Act (CEQA). SB 743 modified the CEQA Guidelines to require Vehicle Miles Traveled (VMT) as the primary metric of transportation impacts. The requirement of the use of VMT for CEQA analysis went into effect on July 1, 2020.

Associated with this change are impact significance thresholds recommended by the State that are not fully sensitive to the land use context of the City of Orland. The CEQA Guidelines have traditionally allowed the significance of impacts to vary with the setting (Section 15064(b)(1)) noting the differences between urban and rural areas. Absent this sensitivity in current State recommendations for the use of VMT as the primary metric for transportation impacts, the following discussion presents evidence for an alternative VMT threshold option for the City of Orland and provides a staff suggested VMT screening threshold.

Project Background:

Prior to implementation of SB 743, lead agencies used vehicle Level of Service (LOS) analysis to determine transportation-related environmental impacts under CEQA. LOS measures vehicular delay, or the additional driving time encountered by drivers during the most congested times of travel. LOS relies on letter grades to describe the comfort and convenience of driving from a driver’s perspective. While getting a good LOS grade (e.g., LOS A-C) may be desirable to drivers, it represents inefficient use of public space, not to mention a variety of other adverse environmental effects. SB 743 removes the use of LOS to determine traffic impacts under CEQA and allows agencies to adopt an alternative system of measurement for impacts. Rather than using letter grade,

¹ California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal. 4th 369.

VMT measures the number of miles traveled by a vehicle per day. For example, one vehicle traveling 10 miles in one day including trips to and from work, school, the grocery store, a fast food restaurant for lunch, etc. would have a VMT of 10. Generally, for use in a CEQA analysis, VMT represents the average VMT of all vehicle miles traveled within a defined area such as a city or county. While it may seem counter intuitive, the number of persons per vehicle has no bearing on VMT and is not considered a factor in determining a project's VMT.

Incorporating VMT into transportation impact analysis is a transformative change that shifts the focus from measuring impacts *to drivers* to measuring the impact *of driving*. VMT helps describe the environmental consequences of land use and transportation network decisions while LOS describes traffic operations effects.

Local agencies may continue to use LOS analysis for other purposes unrelated to CEQA. The SB 743 requirement for the use VMT instead of LOS for CEQA analyses came into effect on July 1, 2020. At this time, while VMT is discussed in the City's General Plan, the City does not have a formally adopted VMT threshold or guidelines for this threshold.

In December 2018, the California State Office of Planning and Research (OPR) prepared the Technical Advisory on Evaluating Impacts in CEQA that includes VMT threshold recommendations that vary based on whether a project is located within a metropolitan planning organization (MPO)² or not. For projects within an MPO, OPR recommends the use of urban quantitative thresholds. In rural counties, OPR recognizes rural areas should be treated differently based on their land use and transportation context. However, the OPR recommendations fail to recognize that cities in rural areas and not within an MPO boundary such as the City of Orland, function differently. This distinction is important because while OPR recommends that rural areas outside of an MPO political boundary be treated differently when it comes to VMT thresholds, no VMT thresholds were provided by OPR, therefore leaving the choice of threshold up to the rural Lead Agency.

Discussion:

Determining VMT Thresholds

The dichotomy between an MPO, an urban city, and a rural city/community is important to understand because there are few quantifiable methods of reducing VMT available for use that would apply to rural cities such as Orland.

The OPR Technical Advisory on Evaluating Transportation Impacts in CEQA relies on largely urban methods of reducing VMT contained in the 2010 California Air Pollution Control Officers Association (CAPCOA) report Quantifying Greenhouse Gas Mitigation Measures, and notes that reduction of VMT in rural areas may need to be evaluated on a "case-by-case basis".

The CAPCOA document recommended measures that include increasing population density, encouraging housing near urban cores or employment, and an increase in transit accessibility. While several of the land use design measures may apply to areas within the City of Orland's purview, most of the OPR Technical Advisory VMT reduction measures do not apply in rural cities because of the distances involved between vehicle trip origins and destinations, lack of high

² A Metropolitan Planning Organization (MPO) is the policy board of an organization created and designated to carry out the metropolitan transportation planning process. MPOs are required to represent localities in all urbanized areas (UZAs) with populations over 50,000, as determined by the U.S. Census. MPOs are designated by agreement between the governor and local governments that together represent at least 75 percent of the affected population (including the largest incorporated city, based on population) or in accordance with procedures established by applicable state or local law.

population density/concentration, the limited ability of a small rural city to attract large employment generating projects to the city, the limited ability of a small rural city to increase public transit at a level needed to reduce VMT, and the desire to protect the small town character and qualities of a rural city.

Existing City Factors That Reduce VMT

OPR has determined that certain actions can be used to reduce VMT. The City of Orland already promotes or requires some of these actions, such as:

- The City promotes Complete Streets³ which include sidewalks and potentially bicycle lanes on all streets.
- The Orland Municipal Code (OMC) requires electrical vehicle charging infrastructure in all new residential single family, duplex, triplex and fourplex garages/carports and at least one station for multifamily complexes of more than 50 units (OMC Chapters 17.20, 17.24, 17.28),
- The City allows electric vehicle charging stations as an administratively permitted use in all commercial, industrial, and public facilities zoning districts (OMC Chapters 17.36, 17.40, 17.42, 17.44, 17.48, 17.52, and 17.64),
- The City promotes the construction and use of recreation trails such as the pending Orland recreation trail,
- The City is a member agency of the Glen County Transportation Commission and participates in the Glenn County Active Transportation Plan which promotes the development of alternative transportation such as bike lanes and sidewalks, and
- All residential areas in the City are within 0 to 1.5 miles of commercial and industrial areas, schools, parks, and city government agencies. This increases the potential for pedestrian and bicycle travel within the City and reduces the dependence on vehicles for local trips.

The above actions are, in part, designed to reduce the dependence on vehicle travel in the City and increase the use of alternative transportation, thereby decreasing VMT, which is one of the main goals of SB 743.

Methodology for Establishing Threshold

In 2014 the California Air Resources Board (CARB) stated that “Achieving California’s long-term criteria pollutant and GHG emissions goals requires four strategies to be employed: (1) improve vehicle efficiency and develop zero emission technologies, (2) reduce the carbon content of fuels and provide market support to get these lower-carbon fuels into the marketplace, (3) plan and build communities to reduce vehicular GHG emissions and provide more transportation options, and (4) improve the efficiency and throughput of existing transportation systems.”

The first two criteria are the responsibility of the State of California and offer very little potential for the City to influence. The State mandates vehicle efficiency and negotiates directly with manufacturers. While the City can, and does, encourage recharging stations, requires charging outlets within garages and parking spaces for new residential development, and applies the

³ Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people and user groups, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

California Building Code (CBC) for all development in the city, the structural change in vehicle efficiency is a state responsibility and fuel efficiency and composition is a state-level matter.

Similarly, since the early 1990s, CARB has regulated the composition of vehicle fuels sold in the state through the California Reformulated Gasoline Regulations. In September 2020, Governor Newsom approved Executive Order N-79-20, which states:

“It shall be a goal of the State that 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. It shall be a further goal of the State that 100 percent of medium- and heavy-duty vehicles in the State be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. It shall be further a goal of the State to transition to 100 percent zero emission off-road vehicles and equipment by 2035 where feasible.”

The order goes on to direct CARB to meet this same target for medium and heavy-duty vehicles as well as off road equipment to be zero emissions. This area of reduction is also in the sole authority and responsibility of the State.

The final two criteria are at least partially within the ability of the City to influence. The City, through General Plan land use designations and zoning influences where development occurs, as well as the density and intensity of each land use.

The California Air Resources Board (CARB) in its 2018 progress report notes that “California cannot meet its climate goals without curbing growth in single-occupancy vehicle activity.” In other words, vehicle efficiency and better fuels are necessary, but insufficient, to address GHG emissions from the transportation system. Land use patterns and transportation options also will need to change to support reductions in vehicle travel/VMT desired by the State to meet its GHG goals and targets.

New development has the potential to reduce VMT through project design. For example, if a project extends an existing pedestrian/bicycle network and therefore ensures connectivity and compatibility with multi-modal mobility plans, the project could reduce vehicle travel. Ensuring connectivity to existing or planned service uses reduces the need for vehicle trips and therefore reduces VMT.

Existing VMT Data

Fehr and Peers, a well-known and well respected transportation consulting firm in California, has designed a web-based VMT analysis tool, using census block group data and other information. This tool, titled *VMT+ Providing VMT Per Capital Estimates Across California*⁴, provides a VMT determination by census block group, by city, by county, by MPO, and statewide. This tool was used by staff to determine the average VMT for the City by census block groups within the City and surrounding areas of Glenn County⁵ and for the City itself. This tool also provided VMTs for Glenn County and the State. Shown below is the comparison of VMT estimates. **Attachment A** provides the output of the VMT tool by census block group with the City boundaries overlaid.

As shown in this table, the average Glenn County VMT is 28.8 miles per day for residential uses and 18.9 miles per day for commercial, industrial and office uses while the average State VMT is

⁴ The VMT analysis tool can be found at:

<https://fehrandpeers.maps.arcgis.com/apps/dashboards/e73ae2a501884a50ad2cae390fc6297b>

⁵ Census block groups in the City of Orland do not necessarily follow city boundaries and may also include areas that are in Glenn County jurisdiction.

21.2 miles and 15.3 miles respectively. As shown, the average VMT for the City of Orland is 28.1 miles per day for residential uses and 17.8 miles per day for commercial, industrial and office uses. The average VMT by block group is 22.8 miles per day for residential uses and 13.2 miles per day for commercial, industrial and office uses. However, as shown in **Attachment A**, much of the area within the block groups is outside of the City’s boundaries and therefore the VMT factors include sparsely developed areas which affects the outcome.

For informational purposes, the land use project VMT thresholds recommended by OPR for projects in MPO areas are listed below.

- For residential projects, OPR recommends a project threshold of 15 percent below the existing VMT per capita, either measured as a regional VMT per capita or as city VMT per capita. The VMT for the residential metric only includes VMT generated by residents, some of which starts and ends outside the area.
- For office projects, OPR recommends a project threshold of 15 percent below the existing regional VMT per employee. The VMT for the office metric only includes VMT generated by workers employed in the area.
- For retail projects, OPR recommends a project threshold of any net increase in total area VMT.

If the City were to only use block group data for those portions in the City, the City would meet the OPR suggested 15 percent below regional VMT, which in Orland’s case, the regional VMT factor would be the Glenn County VMT. The average City VMT is 2.5 percent below the County VMT for residential uses and 5.8 percent below the County VMT for commercial/industrial/office uses. However, the OPR thresholds listed above are recommendations and the City is not required to adopt these thresholds. Additionally, the OPR thresholds are for MPO areas and urban cites and are not realistic for rural cities and counties. Finally, SB 743 does not provide any requirements for the amount of VMT reduction. Therefore, the City can and should adopt its own VMT analysis requirements and screening thresholds.

Block Group #	VMT ¹							
	Residential				Commercial/Industrial/Office			
	BG	City	County	State	BG	City	County	State
			28.8	21.2			18.9	15.3
60210101011	21.7	30.4			12.7	19.8		
60210101012	25.8	23.4			15.0	13.8		
60210101013	25.6	23.4			17.3	13.8		
60210101021	20.5	30.4			11.4	19.8		
60210101022	22.7	30.4			11.1	19.8		
60210101023	20.5	30.4			11.4	19.8		
Average	22.8	28.1	28.8	21.2	13.2	17.8	18.9	15.3
Percent below/above County VMT	20.8% below	2.5% below	-		26.1% below	5.8% below	-	
Percent below/above State VMT	7.5% above	32.4% above	35.8% above	-	14.1% below	16.3% above	23.5% above	-

Notes: 1) VMT is a measurement of the average number of miles traveled by a vehicle per day for the particular block group, city, county, or state.

Since the average City VMT and average VMT for block groups within the City fall below the regional VMT (Glenn County), the City currently has a reduced VMT in comparison to the regional VMT and the City meets the expectations of SB 743. Therefore, a VMT screening threshold can be used for proposed projects within the current City boundaries to determine if a proposed development project would be required to complete a VMT analysis. The staff recommended VMT screening threshold is presented below.

Recommended VMT Screening Thresholds

In order to not require every new proposed development project in the City to do a VMT analysis, each new development project can be evaluated to determine if it can be screened out from needing a separate VMT analysis. The determination can be made during consultation with the Planning Department prior to proceeding with an application. All projects not meeting the screening thresholds would be required to complete a VMT analysis. Note that these screening determinations are not absolute, and the City may determine that a project specific VMT analysis must be prepared to support a project. Below is the staff recommended screening thresholds.

Staff Recommended Screening Thresholds for VMT

Based on the OPR Technical Advisory, and the discussion provided herein, the following projects are considered to have a *de minimis* effect on VMT and the City may determine that a project specific VMT analysis is unnecessary. Any projects that cannot meet these screening thresholds must complete a VMT analysis.

De Minimis Residential, Commercial, Industrial, and Office Development Projects:

- Projects statutorily or categorically exempt from CEQA.
- Any project that generates or attracts 110 or fewer trips per day. Depending on project location, this may correspond to the following “approximate” development potentials:
 - 10-15 single family housing units or 16-20 multi-family, condominiums, or townhouse housing units
 - 10,000 sq. ft. of office
 - 15-20,000 sq. ft. of light industrial
 - 63,000 sq. ft. of warehousing
- Locally serving retail 50,000 square feet or less. Examples of local serving includes, but is not limited to schools, civic buildings, grocery stores, retail stores, medical buildings, cleaners, offices, and other land uses intended to serve the local community and to improve the convenience of obtaining services locally.
- Projects within the existing City boundaries that include the following:
 - The project is consistent with the General Plan land use designation and densities for the project site.
 - The project provides for pedestrian connection (trails, sidewalks, cul-de-sac with pedestrian access to adjacent roadway) to existing or planned pedestrian systems.
 - The project either includes or provides access to complementary land uses that would encourage residents to stay local for some of the local trips.
 - The project has been designed to connect to the adjacent city facilities for walking and bicycling, and where appropriate, provides transit stops consistent with Glenn Transit Service specifications.

De Minimis Transportation Projects:

The City may make transportation system improvements independent of, or concurrent with, development projects. The following improvements are shown in the OPR Technical Advisory as not considered to increase VMT and would therefore not be required to complete a VMT analysis.

- Rehabilitation, maintenance, replacement, safety, and repair projects that are designed to improve the condition of existing transportation assets and that do not add additional motor vehicle capacity.
- Roadside safety devices or hardware installation such as median barriers and guardrails.
- The addition of an auxiliary lane of less than one mile in length and designed to improve roadway safety.
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, two-way left turn lanes, or emergency breakdown lanes that are not used as through lanes.
- The addition of roadway capacity on local or collector streets provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit.
- Conversion of existing general-purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially increase vehicle travel.
- Addition of a new lane that is permanently restricted to use only by transit vehicles.
- Reduction in number of through lanes.
- Grade separation to separate vehicles from rail, transit, pedestrians or bicycles, or to replace a lane in order to separate preferential vehicles (e.g. buses, trucks) from general vehicles.
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features.
- Installation of traffic metering systems, detection systems, cameras, changeable message signs and other electronics designed to optimize vehicle, bicycle, or pedestrian flow.
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow.
- Installation of roundabouts or traffic circles.
- Installation or reconfiguration of traffic calming devices.
- Initiation of new transit service.
- Conversion of streets from one-way to two-way operation with no net increase in the number of traffic lanes.
- Removal or relocation of off-street or on-street parking spaces.
- Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs).
- Addition of traffic wayfinding signage.
- Rehabilitation and maintenance projects that do not add motor vehicle capacity.
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way.
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve nonmotorized travel.
- Installation of publicly available alternative fuel/charging infrastructure.

Environmental Determination:

The California Environmental Quality Act (CEQA) is intended to inform government decision makers and the public about the potential environmental effects of proposed activities and to prevent significant, avoidable environmental damage. The CEQA Guidelines Section 15064.7 defines “Thresholds of Significance” as:

Section 15064.7:

(a) A threshold of significance is an identifiable quantitative, qualitative or performance level of a particular environmental effect, non-compliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less than significant.

(b) Each public agency is encouraged to develop and publish thresholds of significance that the agency uses in the determination of the significance of environmental effects. Thresholds of significance to be adopted for general use as part of the lead agency’s environmental review process must be adopted by ordinance, resolution, rule, or regulation, and developed through a public review process and be supported by substantial evidence. Lead agencies may also use thresholds on a case-by-case basis as provided in Section 15064(b)(2).

Nothing in the CEQA Guidelines states that adopting a threshold is subject to environmental review. This is further supported by the *California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal. 4th 369* court decision. Initially, the litigation concerned whether BAAQMD’s adoption of thresholds was a “project” subject to CEQA review. The trial court found that it was and issued a writ of mandate invalidating the thresholds for failure to comply with CEQA. The First District Court of Appeal reversed, finding that the thresholds were not subject to CEQA review for two reasons. First, the CEQA Guidelines establish the required procedure for enacting generally applicable thresholds of significance, and prior CEQA review is not part of that process. Second, the thresholds were not a “project” because the “environmental change” alleged by California Building Industry Association (CBIA) was speculative and not reasonably foreseeable. The Supreme Court did not grant review over this issue and thus the Court of Appeal’s holding that the act of adopting thresholds is not a project under CEQA stands. As such, CEQA does not apply to the adoption of VMT thresholds.

Recommendation:

Based upon the information contained in this report and after consideration of the attributes specific to the proposed site, staff is recommending that the Planning Commission **recommend for approval** to the City Council, the adoption of VMT screening thresholds as provided herein.

Specifically, staff recommends that the following actions take place:

1. *Adoption of VMT Screening Thresholds:* Move to approve Planning Commission Resolution PC 2023-__, recommending for approval to the City Council the adoption of VMT Screening Thresholds for the City as provided in **Attachment B**.

ATTACHMENTS

- **Attachment A – VMT Analysis Tool Output**
- **Attachment B – Planning Commission Resolution PC 2023-__**

Find Your VMT

On the map, use the magnifying glass or bookmark to find your area of interest.

Use the selector to select and view block group VMT values.

Select

Regional Filters

Select a single or multiple filters to create a subset of block groups VMT below or above regional VMT averages. Regions are jurisdictionally based: City / Unincorporated County (UC), County, or MPO.

- HBX Filter by City / Uninc County**
Below or above City VMT average
- HBW Filter by City / Uninc County**
Below or above City VMT average
- HBX Filter by County**
Below or above County VMT average
- HBW Filter by County**
Below or above County VMT average
- HBX Filter by MPO**
Below or above MPO VMT average
- HBW Filter by MPO**
Below or above MPO VMT average

Orland, CA, USA
✕
🔍
📖

California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land... Powered by Esri

Select your Block Group

Your Block Group Data

If unselected all block groups in the mapview will list

Block Group: 060210101012

HBX VMT: 25.8

- Higher than the City / UC VMT average
- 0 - < 15% below the County VMT average
- Not Applicable
- Higher than the Statewide VMT average

HBW VMT: 15.0

- Higher than the City / UC VMT average
- ≥ 15% below the County VMT average
- Not Applicable
- 0 - < 15% below the Statewide VMT average

City: Orland

HBX VMT: 23.4, HBW VMT: 13.8

County: Glenn

HBX VMT: 28.8, HBW VMT: 18.9

MPO:

HBX VMT:, HBW VMT:

Statewide VMT Averages:

HBX: 21.1, HBW: 15.3

Jurisdiction	Vehicle Miles Traveled
BG	25.8
City	23.4
County	28.8
MPO	-

Jurisdiction	Vehicle Miles Traveled
BG	15.0
City	13.8
County	18.9
MPO	-

VMT+ | Providing VMT Per Capita Estimates Across California

Derived from 2019 StreetLight Data

Find Your VMT

On the map, use the magnifying glass or bookmark to find your area of interest -

Use the selector to select and view block group VMT values.

Regional Filters

Select a single or multiple filters to create a subset of block groups VMT below or above regional VMT averages. Regions are jurisdictionally based: City / Unincorporated County (UC), County, or MPO.

- HBX Filter by City / Uninc County**
Below or above City VMT average
- HBW Filter by City / Uninc County**
Below or above City VMT average
- HBX Filter by County**
Below or above County VMT average
- HBW Filter by County**
Below or above County VMT average
- HBX Filter by MPO**
Below or above MPO VMT average
- HBW Filter by MPO**
Below or above MPO VMT average

Your Block Group Data

If unselected all block groups in the map view will list

Block Group: 060210101011

HBX VMT: 21.7

- ≥ 15% below the City / UC VMT average
- ≥ 15% below the County VMT average
- Not Applicable
- Higher than the Statewide VMT average

HBW VMT: 12.7

- ≥ 15% below the City / UC VMT average
- ≥ 15% below the County VMT average
- Not Applicable
- ≥ 15% below the Statewide VMT average

City: Unincorporated Glenn County
HBX VMT: 30.4, **HBW VMT:** 19.8

County: Glenn
HBX VMT: 28.8, **HBW VMT:** 18.9

MPO:
HBX VMT: , **HBW VMT:**

Statewide VMT Averages:
HBX: 21.1, **HBW:** 15.3

Jurisdiction	Vehicle Miles Traveled
EG	21.7
City	30.4
County	28.8
MPO	-

Jurisdiction	Vehicle Miles Traveled
EG	12.7
City	19.8
County	18.9
MPO	-

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Derived from 2019 StreetLight Data

Find Your VMT

On the map, use the magnifying glass or bookmark to find your area of interest -

Use the selector to select and view block group VMT values.

Regional Filters

Select a single or multiple filters to create a subset of block groups VMT below or above regional VMT averages. Regions are jurisdictionally based: City / Unincorporated County (UC), County, or MPO.

HBX Filter by City / Uninc County
Below or above City VMT average

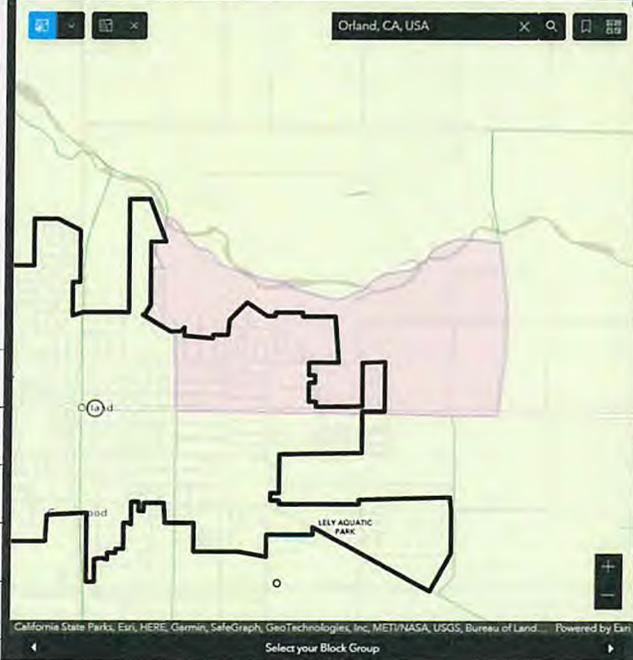
HBW Filter by City / Uninc County
Below or above City VMT average

HBX Filter by County
Below or above County VMT average

HBW Filter by County
Below or above County VMT average

HBX Filter by MPO
Below or above MPO VMT average

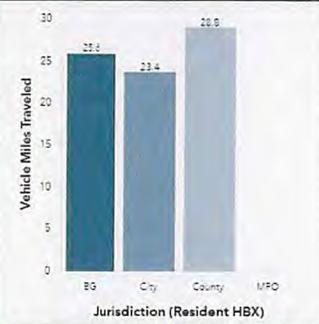
HBW Filter by MPO
Below or above MPO VMT average



Your Block Group Data

If unselected all block groups in the map view will list:

Block Group: 060210101013
HBX VMT: 25.6
 Higher than the City / UC VMT average
 0 - < 13% below the County VMT average
 Not Applicable
 Higher than the Statewide VMT average
HBW VMT: 17.3
 Higher than the City / UC VMT average
 0 - < 15% below the County VMT average
 Not Applicable
 Higher than the Statewide VMT average
City: Orlando
 HBX VMT: 23.4, HBW VMT: 13.8
County: Glenn
 HBX VMT: 28.8, HBW VMT: 18.9
MPO:
 HBX VMT, HBW VMT:
Statewide VMT Averages:
 HBX: 21.1, HBW: 15.3



Attachment A

VMT+ | Providing VMT Per Capita Estimates Across California

Derived from 2019 StreetLight Data

Find Your VMT

On the map, use the magnifying glass or bookmark to find your area of interest -

Use the selector to select and view block group VMT values.

Regional Filters

Select a single or multiple filters to create a subset of block groups VMT below or above regional VMT averages. Regions are jurisdictionally based: City / Unincorporated County (UC), County, or MPO.

HBX Filter by City / Uninc County
Below or above City VMT average

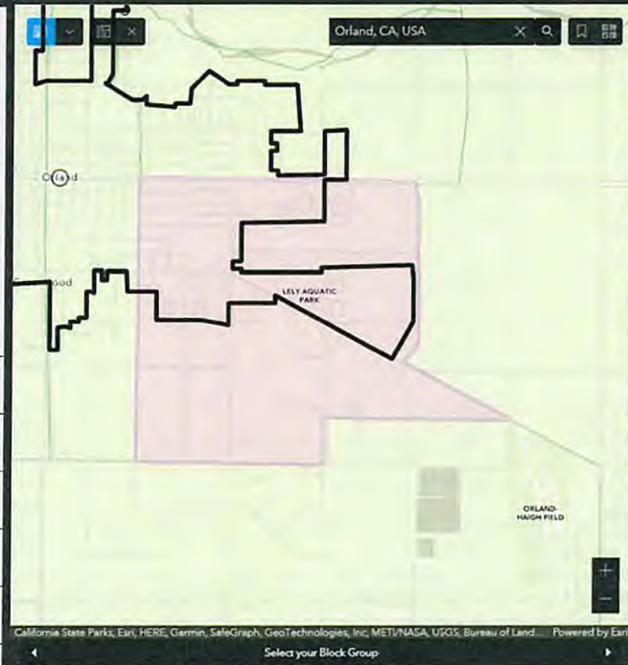
HBW Filter by City / Uninc County
Below or above City VMT average

HBX Filter by County
Below or above County VMT average

HBW Filter by County
Below or above County VMT average

HBX Filter by MPO
Below or above MPO VMT average

HBW Filter by MPO
Below or above MPO VMT average



Your Block Group Data

If unselected all block groups in the map view will list.

Block Group: 060210101023

HBX VMT: 22.8

- ≥ 15% below the City / UC VMT average
- ≥ 15% below the County VMT average
- Not Applicable
- Higher than the Statewide VMT average

HBW VMT: 13.8

- ≥ 15% below the City / UC VMT average
- ≥ 15% below the County VMT average
- Not Applicable
- 0 - < 15% below the Statewide VMT average

City: Unincorporated Glenn County

HBX VMT: 30.4, HBW VMT: 19.8

County: Glenn

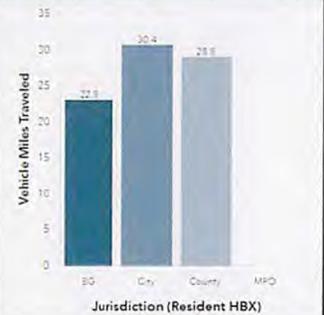
HBX VMT: 28.8, HBW VMT: 18.9

MPO:

HBX VMT: , HBW VMT:

Statewide VMT Averages:

HBX: 21.1, HBW: 15.3



Attachment A

VMT+ | Providing VMT Per Capita Estimates Across California

Derived from 2019 StreetLight Data

FEHR + PEERS

Find Your VMT

On the map, use the magnifying glass or bookmark to find your area of interest.

Use the selector to select and view block group VMT values.

Regional Filters

Select a single or multiple filters to create a subset of block groups VMT below or above regional VMT averages. Regions are jurisdictionally based: City / Unincorporated County (UC), County, or MPO.

HBX Filter by City / Uninc County
Below or above City VMT average

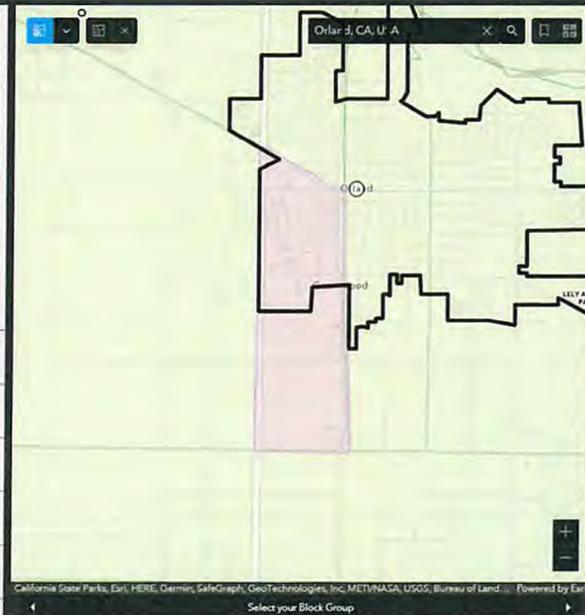
HBW Filter by City / Uninc County
Below or above City VMT average

HBX Filter by County
Below or above County VMT average

HBW Filter by County
Below or above County VMT average

HBX Filter by MPO
Below or above MPO VMT average

HBW Filter by MPO
Below or above MPO VMT average



Your Block Group Data

If unselected all block groups in the map view will list

Block Group: 050210101021

HBX VMT: 20.5

- ≥ 15% below the City / UC VMT average
- ≥ 15% below the County VMT average
- Not Applicable
- 0 - < 15% below the Statewide VMT average

HBW VMT: 11.4

- ≥ 15% below the City / UC VMT average
- ≥ 15% below the County VMT average
- Not Applicable
- ≥ 15% below the Statewide VMT average

City: Unincorporated Glenn County

HBX VMT: 30.4, HBW VMT: 19.8

County: Glenn

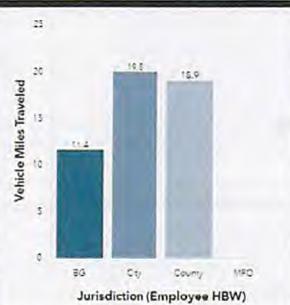
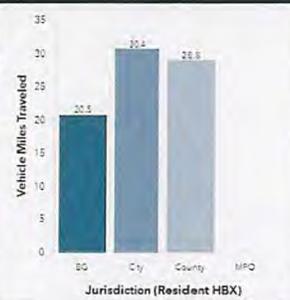
HBX VMT: 28.8, HBW VMT: 18.9

MPO:

HBX VMT, HBW VMT:

Statewide VMT Averages:

HBX: 21.1, HBW: 15.3



Attachment A