

APPENDIX R

Materials from April 27 PAC Meeting



Project Advisory Committee (PAC)

AGENDA

**Wednesday, April 27, 2005
6 p.m.**

- I. Welcome
- II. Comments on PAC #7 Meeting Minutes
- III. Review Tonight's Agenda
- IV. Review Site Scoring and Weighting Results
- V. Consensus on Recommended Siting Alternatives
- VI. Next Steps
- VII. Closing Remarks

SWAC Meeting

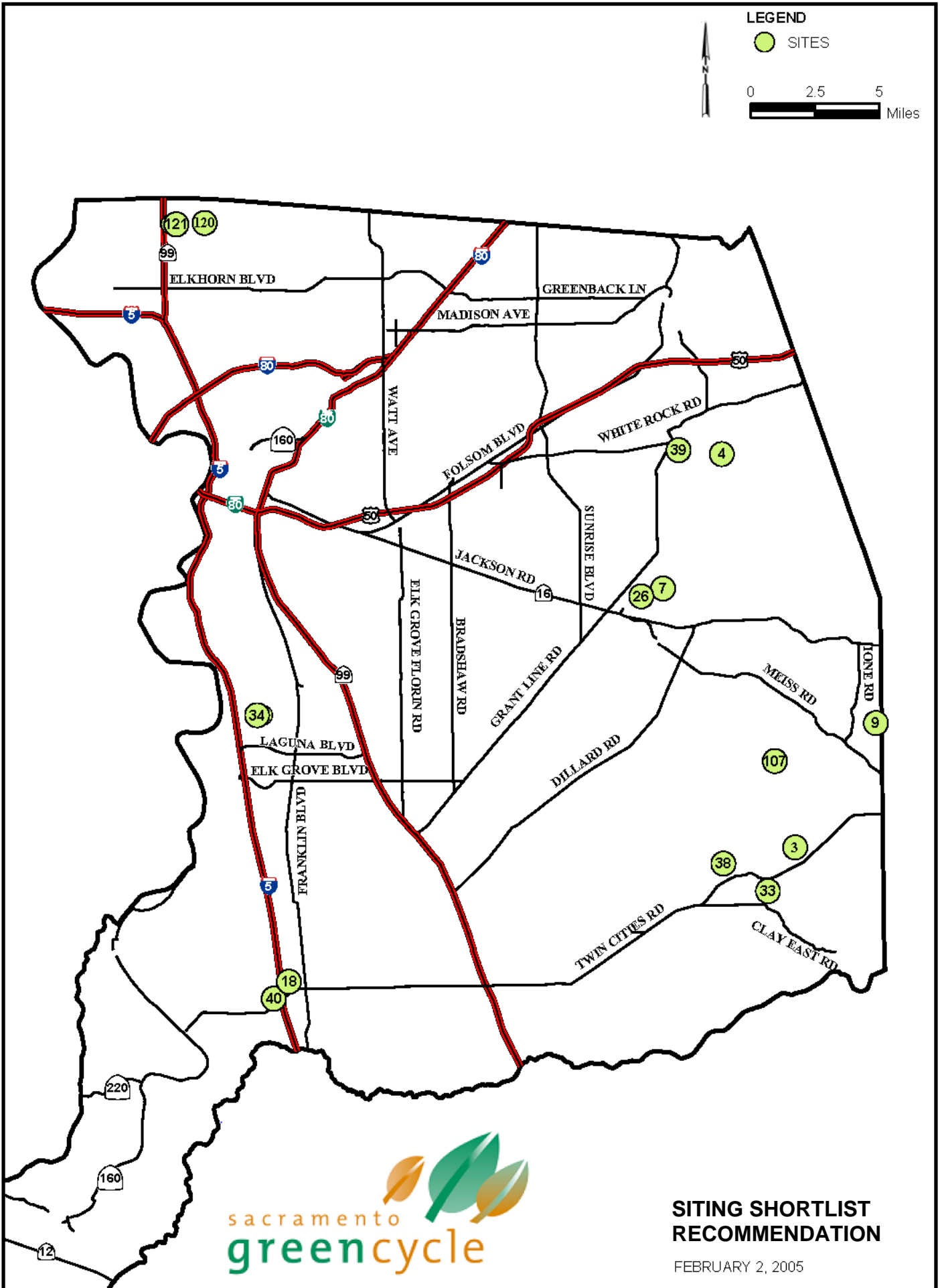
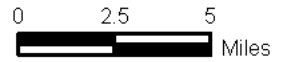
May 13, 2005
11:30 a.m.
County of Sacramento
Department of Water Quality
10545 Armstrong Avenue
1st Floor, Conference Room #170
Mather, CA 95655

SWA Board Meeting

June 9, 2005
3:00 p.m.
County Administration Center
700 H Street
Room #1450
Sacramento, CA 95814

LEGEND

SITES



SITING SHORTLIST
RECOMMENDATION

FEBRUARY 2, 2005



Comparison of Site Rank Order for Each Analytical Method

| Rank Order | Site #'s | | |
|------------|----------|----------|----------|
| | Method A | Method B | Method C |
| 1 | 40 | 40 | 40 |
| 2 | 4 | 4 | 4 |
| 3 | 18 | 18 | 18 |
| 4 | 7 | 7 | 7 |
| 5 | 26 | 107 | 26 |
| 6 | 38 | 26 | 39-A |
| 7 | 107 | 38 | 107 |
| 8 | 39-A | 3 | 39-B |
| 9 | 9 | 9 | 38 |
| 10 | 3 | 39-A | 120/121 |
| 11 | 39-B | 39-B | 120/121 |
| 12 | 120/121 | 120/121 | 9 |
| 13 | 120/121 | 120/121 | 3 |
| 14 | 33 | 33 | 33 |
| 15 | 34 | 34 | 34 |



Method A = Category Weights Only Method

| Site No. | | 3 | 4 | 7 | 9 | 18 | 26 | 33 | 34 | 38 | 39-A | 39-B | 40 | 107 | 120 | 121 |
|---|--------|--|-----|-----|-----|-----|-----|-----|-----|-----|------|------|-----|-----|-------|-------|
| Category | Weight | <i>Weighted Scores = Category Weight x Average Score of Criteria</i> | | | | | | | | | | | | | | |
| Land Use Compatibility | 28 | 98 | 126 | 56 | 140 | 98 | 70 | 28 | 28 | 112 | 84 | 84 | 98 | 112 | 28 | 28 |
| Site Ownership (<i>willing seller/lesor</i>) | 20 | 100 | 100 | 100 | 40 | 20 | 100 | 20 | 20 | 80 | 40 | 20 | 100 | 80 | 40 | 40 |
| Site-Specific Natural Resource Impacts (<i>known natural, species, and water resources, site use</i>) | 21 | 63 | 84 | 105 | 95 | 95 | 84 | 84 | 32 | 105 | 95 | 95 | 95 | 84 | 63 | 63 |
| Transportation Cost Impacts | 18 | 38 | 62 | 72 | 34 | 72 | 67 | 48 | 61 | 38 | 62 | 62 | 72 | 40 | 76 | 76 |
| Transportation Social Impacts | 15 | 23 | 75 | 38 | 15 | 75 | 38 | 23 | 23 | 23 | 68 | 68 | 75 | 38 | 75 | 75 |
| Site Acquisition Cost (<i>cost/acre</i>) | 8 | 40 | 32 | 32 | 40 | 40 | 40 | 40 | 40 | 40 | 16 | 16 | 40 | 40 | 8 | 8 |
| Site Development Costs (<i>on-site road improvements, soil permeability, electric utility availability</i>) | 10 | 27 | 30 | 43 | 30 | 50 | 43 | 43 | 27 | 37 | 33 | 37 | 37 | 27 | 30 | 30 |
| TOTAL WEIGHTED SCORE | 120 | 389 | 509 | 446 | 393 | 450 | 442 | 286 | 230 | 435 | 398 | 381 | 516 | 420 | 320 | 320 |
| <i>Resulting Rank Order</i> | | 10 | 2 | 4 | 9 | 3 | 5 | 14 | 15 | 6 | 8 | 11 | 1 | 7 | 12/13 | 12/13 |

Note: All scores are rounded to the nearest whole number



Method B = Weighted Average Method

| Site No. | 3 | 4 | 7 | 9 | 18 | 26 | 33 | 34 | 38 | 39-A | 39-B | 40 | 107 | 120 | 121 | |
|---|------------|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Category/Criterion | Weight | <i>Weighted Scores = Weighted Average Criteria Score x Category Weight</i> | | | | | | | | | | | | | | |
| Land Use Compatibility | 28 | 110 | 114 | 80 | 140 | 110 | 58 | 28 | 28 | 88 | 35 | 35 | 110 | 136 | 28 | 28 |
| Distance to closest incompatible land use | 14 | 4 | 4 | 3 | 5 | 4 | 2 | 1 | 1 | 3 | 1 | 1 | 4 | 5 | 1 | 1 |
| Known permitting obstacles | 1 | | | | | | | | | | | | | | | |
| Site Ownership (willing seller/lesor) | 20 | 100 | 100 | 100 | 40 | 20 | 100 | 20 | 20 | 80 | 40 | 20 | 100 | 80 | 40 | 40 |
| Site-Specific Natural Resource Impacts (known natural, species, and water resources, site use) | 21 | 63 | 84 | 105 | 95 | 95 | 84 | 84 | 32 | 105 | 95 | 95 | 95 | 84 | 63 | 63 |
| Transportation Cost Impacts | 18 | 34 | 65 | 62 | 28 | 73 | 60 | 39 | 61 | 34 | 65 | 65 | 73 | 34 | 83 | 83 |
| Distance to closest freeway | 13 | | | | | | | | | | | | | | | |
| Distance from transfer points | 8 | 2 | 4 | 3 | 2 | 4 | 3 | 2 | 3 | 2 | 4 | 4 | 4 | 2 | 5 | 5 |
| Road improvements needed (turn lanes, road widening, bridges, road paving to site, traffic signals) | 4 | | | | | | | | | | | | | | | |
| Transportation Social Impacts | 15 | 22 | 75 | 35 | 15 | 75 | 35 | 22 | 23 | 22 | 68 | 68 | 75 | 35 | 75 | 75 |
| Distance of surface street haul routes with residential land uses | 12 | 1 | 5 | 2 | 1 | 5 | 2 | 1 | 2 | 1 | 5 | 5 | 5 | 2 | 5 | 5 |
| Number of existing immobile populations along surface street haul routes | 10 | | | | | | | | | | | | | | | |
| Site Acquisition Cost (cost/acre) | 8 | 40 | 32 | 32 | 40 | 40 | 40 | 40 | 40 | 40 | 16 | 16 | 40 | 40 | 8 | 8 |
| Site Development Costs (on-site road improvements, soil permeability, electric utility availability) | 10 | 27 | 30 | 43 | 30 | 50 | 43 | 43 | 27 | 37 | 33 | 37 | 37 | 27 | 30 | 30 |
| TOTAL WEIGHTED SCORE | 182 | 396 | 499 | 458 | 388 | 462 | 420 | 276 | 230 | 405 | 352 | 335 | 529 | 437 | 327 | 327 |
| <i>Resulting Rank Order</i> | | 8 | 2 | 4 | 9 | 3 | 6 | 14 | 15 | 7 | 10 | 11 | 1 | 5 | 12/13 | 12/13 |

Note: All scores are rounded to the nearest whole number



Method C = Category Weight + Criteria Weight Method

| Site No. | 3 | 4 | 7 | 9 | 18 | 26 | 33 | 34 | 38 | 39-A | 39-B | 40 | 107 | 120 | 121 | |
|---|------------|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Category/Criterion | Weight | Weighted Scores = (Category Weight x Average Score) + (Criterion Weight x Criterion Score) | | | | | | | | | | | | | | |
| Land Use Compatibility | 28 | 98 | 126 | 56 | 140 | 98 | 70 | 28 | 28 | 112 | 84 | 84 | 98 | 112 | 28 | 28 |
| Distance to closest incompatible land use | 14 | 56 | 56 | 42 | 70 | 56 | 28 | 14 | 14 | 42 | 14 | 14 | 56 | 70 | 14 | 14 |
| Known permitting obstacles | 1 | 3 | 5 | 1 | 5 | 3 | 3 | 1 | 1 | 5 | 5 | 5 | 3 | 3 | 1 | 1 |
| Site Ownership (willing seller/lessor) | 20 | 100 | 100 | 100 | 40 | 20 | 100 | 20 | 20 | 80 | 40 | 20 | 100 | 80 | 40 | 40 |
| Site-Specific Natural Resource Impacts (known natural, species, and water resources, site use) | 21 | 63 | 84 | 105 | 95 | 95 | 84 | 84 | 32 | 105 | 95 | 95 | 95 | 84 | 63 | 63 |
| Transportation Cost Impacts | 18 | 38 | 62 | 72 | 34 | 72 | 67 | 48 | 61 | 38 | 62 | 62 | 72 | 40 | 76 | 76 |
| Distance to closest freeway | 13 | 26 | 52 | 26 | 13 | 65 | 26 | 26 | 52 | 26 | 52 | 52 | 65 | 13 | 65 | 65 |
| Distance from transfer points | 8 | 8 | 24 | 40 | 16 | 16 | 40 | 8 | 16 | 8 | 24 | 24 | 16 | 24 | 40 | 40 |
| Road improvements needed (turn lanes, road widening, bridges, road paving to site, traffic signals) | 4 | 14 | 14 | 20 | 10 | 20 | 17 | 20 | 17 | 14 | 14 | 14 | 20 | 10 | 10 | 10 |
| Transportation Social Impacts | 15 | 23 | 75 | 38 | 15 | 75 | 38 | 23 | 23 | 23 | 68 | 68 | 75 | 38 | 75 | 75 |
| Distance of surface street haul routes with residential land uses | 12 | 12 | 60 | 12 | 12 | 60 | 12 | 12 | 24 | 12 | 60 | 60 | 60 | 12 | 60 | 60 |
| Number of existing immobile populations along surface street haul routes | 10 | 20 | 50 | 40 | 10 | 50 | 40 | 20 | 10 | 20 | 40 | 40 | 50 | 40 | 50 | 50 |
| Site Acquisition Cost (cost/acre) | 8 | 40 | 32 | 32 | 40 | 40 | 40 | 40 | 40 | 40 | 16 | 16 | 40 | 40 | 8 | 8 |
| Site Development Costs (on-site road improvements, soil permeability, electric utility availability) | 10 | 27 | 30 | 43 | 30 | 50 | 43 | 43 | 27 | 37 | 33 | 37 | 37 | 27 | 30 | 30 |
| TOTAL WEIGHTED SCORE | 182 | 527 | 770 | 627 | 530 | 720 | 608 | 387 | 364 | 561 | 606 | 590 | 786 | 592 | 560 | 560 |

Resulting Rank Order

13 2 4 12 3 5 14 15 9 6 8 1 7 10/11 10/11

Note: All scores are rounded to the nearest whole number



Siting Shortlist Evaluation Table

| Category/Criterion | Description | Scoring Scale (1 to 5 points) |
|--|--|--|
| Land Use Compatibility Category Weight: 28 | | |
| 1. Distance to closest incompatible land use Criterion Weight: 14 | Prefer sites with a maximum distance from incompatible land use areas | 5 = Greater than 2 miles from incompatible land uses 4 = Greater than 1.25 miles and less than or equal to 2 miles from such land uses 3 = Greater than 4,000 feet and less than or equal to 1.25 miles from such land uses 2 = Greater than 2,000 feet and less than or equal to 4,000 feet from such land uses 1 = Greater than 0 and less than or equal to 2,000 feet from such land uses |
| 2. Known permitting obstacles Criterion Weight: 1 | Prefer sites with no known permitting issues | 5 = None known 3 = Some expected, but mitigable 1 = Obstacles would make cost/other project aspects prohibitive or infeasible |
| Site Ownership Category Weight: 20 | | |
| 1. Willing seller/lessor | Prefer sites with willing seller/lessor | 5 = Yes, willing to sell/lease 4 = Maybe willing to sell/lease 2 = Not able to make contact with owner 1 = No, not willing to sell/lease |
| Site-Specific Natural Resources Category Weight: 21 | | |
| 1. Known natural resource impacts | Prefer sites with minimal impact on natural resources | 5 = Minimal impact anticipated 3 = Moderate impact anticipated 1 = Extensive impact anticipated |
| 2. Species impacts | Prefer sites with minimal impact on species | 5 = Minimal impact anticipated 3 = Moderate impact anticipated 1 = Extensive impact anticipated |
| 3. Water resource impacts | Prefer sites with minimal impact on water resources | 5 = Minimal impact anticipated 3 = Moderate impact anticipated 1 = Extensive impact anticipated |
| 4. Site use | Prefer sites where change from current use to facility use has least potential natural resource impact | 5 = Minimal impact anticipated 3 = Moderate impact anticipated 1 = Extensive impact anticipated |

| Category/Criterion | Description | Scoring Scale (1 to 5 points) |
|---|--|---|
| Transportation Cost Impacts Category Weight: 18 | | |
| 1. Distance to closest freeway Criterion Weight: 13 | Prefer sites with shortest distance to the freeway | 5 = Less than 1 mile to closest freeway 4 = Greater than or equal to 1 mile and less than 5 miles to closest freeway 3 = Greater than or equal to 5 miles and less than 10 miles to closest freeway 2 = Greater than or equal to 10 miles and less than 15 miles to closest freeway 1 = Greater than or equal to 15 miles to closest freeway |
| 2. Distance from transfer points Criterion Weight: 8 | Prefer sites with shortest distance from north and south transfer points | 5 = Less than or equal to 40 miles from north and south transfer points 4 = Greater than 40 miles and less than or equal to 50 miles from transfer points 3 = Greater than 50 miles and less than or equal to 60 miles from transfer points 2 = Greater than 60 miles and less than or equal to 70 miles from transfer points 1 = Greater than 70 miles from transfer points |
| 3. Road improvements needed a. turn lanes b. road widening c. bridges d. road paving to site e. traffic signals Criterion Weight: 4 | Prefer sites with least amount of road improvements needed | 5 = No 1 = Yes 5 = No; 1 = Yes for any road improvement elements anticipated |
| Transportation Social Impacts Category Weight: 15 | | |
| 1. Distance of surface street haul routes with residential land uses Criterion Weight: 12 | Prefer sites with least existing residential land use along surface street portion of access route from north and south transfer points (portions not along a freeway, or major arterial, but including 2-lane highway) | 5 = 0 miles of existing residential land use along surface street portion of access route from north and south transfer points 4 = Less than or equal to 1 mile of such land use 3 = Greater than 1 mile and less than or equal to 2 miles of such land use 2 = Greater than 2 miles and less than or equal to 3 miles of such land use 1 = Greater than 3 miles of such land use |
| 2. Number of existing immobile populations within 2,000 feet along surface street haul routes Criterion Weight: 10 | Prefer sites with fewest existing immobile populations within 2,000 feet along surface street portion of access route from north and south transfer points (portions not along a freeway, or major arterial, but including 2-lane highway) | 5 = 0-2 immobile populations along access routes from north and south transfer points 4 = 3-4 immobile populations along access routes 3 = 5-6 immobile populations along access routes 2 = 7-8 immobile populations along access routes 1 = 9 or more immobile populations along access routes |

| Category/Criterion | Description | Scoring Scale (1 to 5 points) |
|--|---|--|
| Site Acquisition Cost Category Weight: 8 | | |
| 1. Acquisition cost per acre | Prefer sites with lowest acquisition cost per acre | 5 = Less than \$5,000 per acre 4 = Greater than or equal to \$5,000 and less than \$10,000 per acre 3 = Greater than or equal to \$10,000 and less than \$20,000 per acre 2 = Greater than or equal to \$20,000 and less than \$40,000 per acre 1 = Greater than or equal to \$40,000 per acre |
| Site Development Costs Category Weight: 10 | | |
| 1. Extent of on-site road improvements needed | Prefer sites with least amount of on-site road improvements needed | 5 = Minimal improvements anticipated 3 = Moderate improvements anticipated 1 = Extensive improvements anticipated |
| 2. Soil permeability | Prefer site soil permeability to meet or exceed anticipated compost pad performance standard of 1.0E-06 | 5 = Meets standard 1 = Does not meet standard |
| 3. Electric utility availability (interconnection potential) | Prefer sites with best interconnection potential | 5 = Great interconnection potential 4 = Very good interconnection potential 3 = Good interconnection potential 2 = Bad interconnection potential 1 = Very bad interconnection potential |