



REGULAR MEETING AGENDA
Graton Community Services District (GCS D)
Meeting of the GCS D Board of Directors
Monday, April 19, 2021 at 6:00 PM

Various Locations- Teleconference Meeting Pursuant to Executive Order N-29-20

Notice of Teleconferenced Meeting

Pursuant to the Governor's Executive Order N-29-20 (dated March 17, 2020), members of the Board of Directors may participate via teleconference. Teleconference locations are not open to the public pursuant to California Governor Executive Order N-29-20. For this meeting, there will be no physical location from which members of the public may observe/comment.

Board Members Teleconferencing: Dave Clemmer, Matt Johnson, Karin Lease, David Upchurch and Jennifer Butler. **Members of the Public may participate and provide public comments to teleconference meetings as follows:**

1. If you wish to submit a public comment on agenda items in advance of the meeting, please send to joseortiz.gcsd@gmail.com. Emails received prior to the meeting will be included in the public record. The Board President will read public comments at the Board meeting, not to exceed three minutes (approximately 300 words).

If you wish to submit a public comment during the meeting, please use the following information: Join URL: <https://us02web.zoom.us/j/85354306570>

2. or dial by your location United States
Meeting ID: 853 5430 6570
Join from a PC, Mac, iPad, iPhone or Android device:

In the event of a Zoom Bombing, the Zoom meeting will be terminated and a new meeting, login credentials below, will be used to continue the District's business. The log-in credentials will not be made public and only written comments will be allowed for the remainder of the meeting.

Public testimony will be taken at the direction of the Board President and members of the public may only comment during times allotted for public comments. If you wish to request a disability-related modification or accommodation, please contact the District by email at lindamartinez.gcsd@gmail.com.

1. **CALL TO ORDER** _____
2. **ROLL CALL** - Determination of a Quorum

Board President, Dave Clemmer, _____; Board Vice President, Matt Johnson _____
Karin Lease, _____; David Upchurch, _____; Board Secretary, Jennifer Butler _____

3. APPROVE ORDER OF THE AGENDA

Motion to approve the order of the agenda.

Board President, Dave Clemmer, ___; Board Vice President Matt Johnson, ____; Karin Lease, ____; David Upchurch, ___; Board Secretary, Jennifer Butler_____

4. PUBLIC COMMENT

Members of the public are invited to address the Board on those items which fall under the authority of the Board. The Public Comment section is intended to provide an opportunity for members of the public to address the Board on items that are not on the Agenda. For items that are on the Agenda, speakers are encouraged to provide comments at the time the item is taken up by the Board. For those wishing to address the Board on any Agenda or non-agendized item, please complete a Speaker Card located at the entrance to the and submit it to the Board President. For telecommunication meetings, please use the Raise Hand function on the Zoom platform to indicate you would like to make a comment. Please be sure to indicate the Agenda Item # you wish to address or the topic of your public comment. Comments will be limited to three minutes per speaker. Speakers should understand that except in very limited situations, State law precludes the Board from taking action on or engaging in extended deliberations concerning items of business which are not on the Agenda. GOVERNMENT CODE 54954.2. (2) No action or discussion shall be undertaken on any item not appearing on the posted agenda, except that members of a legislative body or its staff may briefly respond to statements made or questions posed by persons exercising their public testimony rights under Section 54954.3. In addition, on their own initiative or in response to questions posed by the public, a member of a legislative body or its staff may ask a question for clarification, make a brief announcement, or make a brief report on his or her own activities. Furthermore, a member of a legislative body, or the body itself, subject to rules or procedures of the legislative body, may provide a reference to staff or other resources for factual information, request staff to report back to the body at a subsequent meeting concerning any matter, or take action to direct staff to place a matter of business on a future agenda.

5. CONSENT CALENDAR

All items listed on the consent calendar are considered to be routine and non-controversial by staff. However, if discussion is required, the item(s) will be removed from the consent agenda and will be discussed after the consent agenda is approved.

- A. Confirm Expenditures and Revenue (Transactions) List for March 2021
- B. Review March 2021 Operations & Construction Financial Summaries
- C. Review and approval of Regular Meeting Minutes from March 15, 2021
- D. Review and approval of Special Meeting Minutes from March 29, 2021

Motion to approve the items on the consent calendar.

Board President, Dave Clemmer, ___; Board Vice President, Matt Johnson ___; Karin Lease, ___; David Upchurch, ___; Board Secretary, Jennifer Butler ___

6. ACTION ITEMS

- A. Consideration of Environmental Analysis and Project Approval for the Occidental Wastewater Transport and Treatment project

For the following items listed, the Board will receive staff presentation, ask questions of staff, open up a time for public comments, and thereafter close public comments to deliberate on the proposed motions.

1. Consideration of Resolution 210419A to adopt a Recirculated Initial Study/Mitigated Negative Declaration (IS/MND) prepared for the Occidental Wastewater Transport and Treatment project

Motion to adopt Resolution 210419A

Board President, Dave Clemmer, ___; Board Vice President, Matt Johnson ___; Karin Lease, ___; David Upchurch, ___; Board Secretary, Jennifer Butler ___

2. Consideration of Resolution 210419B to approve the Occidental Wastewater Transport and Treatment project

Motion to adopt Resolution 210419B

Board President, Dave Clemmer, ___; Board Vice President, Matt Johnson ___; Karin Lease, ___; David Upchurch, ___; Board Secretary, Jennifer Butler ___

7. DISCUSSION ITEMS

- A. Review and approve Auditor's Report for Fiscal Year ending June 30, 2020
- B. Status of 2021-2022 preliminary budget

8. GENERAL MANAGER'S REPORT TO THE BOARD

- A. Treatment Plant Operations Update
- Operations report
 - Overtime report
- B. Construction Update
- Report on Post Meeting Action Items

- Meetings, Correspondence & Outreach

9. SUGGESTED ITEMS FOR FUTURE AGENDA

- a. Pending items/old business
- b. Future items/new business

ADJOURNMENT _____

3737656.1

Expenditure Transactions

Criteria: Post On = 3/1/2021..3/31/2021; Fund = 77101,77103; Transaction Type = Actual; Accounting Period = 1..12

Posted Date	Journal Date	Journal ID	Fund	Department	Account	TCA	Amount	Journal Header Description	Line Description
Fund Code 77101 -- Graton CSD - Sanitation									
Account Type 00005 -- All Expense/Expenditure Accts									
Character 50000 -- Salaries and Employee Benefits									
Category 50700 -- Local Bd Salaries and Wages									
Account 50701 -- Perm Position - Local Bds									
3/19/2021	3/9/2021	AP00232430	77101	62030100	50701	GCS100	5,336.59	Graton Community Services District	GCS100 Payroll PPE 02-28-2021
3/30/2021	3/25/2021	AP00233247	77101	62030100	50701	GCS100	<u>7,016.20</u>	Graton Community Services District	GCS100 Payroll 3/19/21
Total Perm Position - Local Bds							12,352.79		
Account 50703 -- Overtime - Local Bds									
3/19/2021	3/9/2021	AP00232430	77101	62030100	50703	GCS100	323.34	Graton Community Services District	GCS100 Payroll PPE 02-28-2021
3/30/2021	3/25/2021	AP00233247	77101	62030100	50703	GCS100	<u>122.01</u>	Graton Community Services District	GCS100 Payroll 3/19/21
Total Overtime - Local Bds							445.35		
Account 50706 -- Vacation Pay - Local Bds									
3/19/2021	3/9/2021	AP00232430	77101	62030100	50706	GCS100	646.18	Graton Community Services District	GCS100 Payroll PPE 02-28-2021
3/30/2021	3/25/2021	AP00233247	77101	62030100	50706	GCS100	<u>219.67</u>	Graton Community Services District	GCS100 Payroll 3/19/21
Total Vacation Pay - Local Bds							865.85		
Account 50707 -- Standby Pay - Local Bds									
3/19/2021	3/9/2021	AP00232430	77101	62030100	50707	GCS100	1,106.26	Graton Community Services District	GCS100 Payroll PPE 02-28-2021
3/30/2021	3/25/2021	AP00233247	77101	62030100	50707	GCS100	<u>1,285.22</u>	Graton Community Services District	GCS100 Payroll 3/19/21
Total Standby Pay - Local Bds							2,391.48		
Total Local Bd Salaries and Wages							16,055.47		
Category 50750 -- Local Boards - Retirement									
Account 50753 -- FICA Retirement - Local Bds									
3/19/2021	3/9/2021	AP00232430	77101	62030100	50753	GCS100	459.57	Graton Community Services District	GCS100 Payroll PPE 02-28-2021
3/30/2021	3/25/2021	AP00233247	77101	62030100	50753	GCS100	<u>535.87</u>	Graton Community Services District	GCS100 Payroll 3/19/21
Total FICA Retirement - Local Bds							995.44		
Account 50755 -- PERS - Local Bds									
3/19/2021	3/9/2021	AP00232430	77101	62030100	50755	GCS100	462.59	Graton Community Services District	GCS100 Payroll PPE 02-28-2021
3/30/2021	3/25/2021	AP00233247	77101	62030100	50755	GCS100	<u>559.48</u>	Graton Community Services District	GCS100 Payroll 3/19/21
Total PERS - Local Bds							1,022.07		
Account 50756 -- Medicare - Local Bds									
3/19/2021	3/9/2021	AP00232430	77101	62030100	50756	GCS100	107.48	Graton Community Services District	GCS100 Payroll PPE 02-28-2021
3/30/2021	3/25/2021	AP00233247	77101	62030100	50756	GCS100	<u>125.33</u>	Graton Community Services District	GCS100 Payroll 3/19/21
Total Medicare - Local Bds							232.81		
Total Local Boards - Retirement							2,250.32		
Category 50800 -- Local Boards - Emp. Benefits									
Account 50801 -- Health Ins - Local Bds									
3/22/2021	3/15/2021	AP00232549	77101	62030100	50801	GCS100	<u>1,527.32</u>	California Choice	Health Insurance April 2021
Total Health Ins - Local Bds							1,527.32		
Account 50803 -- Dental - Local Bds									
3/19/2021	3/9/2021	AP00232430	77101	62030100	50803	GCS100	<u>214.60</u>	WOLFPACK INSURANCE SERVICES INC Dental & Vision Ins April 2021	
Total Dental - Local Bds							214.60		
Account 50805 -- Vision - Local Bds									
3/19/2021	3/9/2021	AP00232430	77101	62030100	50805	GCS100	<u>20.60</u>	WOLFPACK INSURANCE SERVICES INC Dental & Vision Ins April 2021	
Total Vision - Local Bds							20.60		
Total Local Boards - Emp. Benefits							1,762.52		
Total Salaries and Employee Benefits							20,068.31		
Character 51000 -- Services and Supplies									
Category 51020 -- Communication Expense									
Account 51021 -- Communication Expense									
3/15/2021	3/9/2021	AP00231906	77101	62030100	51021	GCS100	<u>550.73</u>	US Bank National Association	Graton Cal Card Feb. 2021
Total Communication Expense							550.73		
Total Communication Expense							550.73		
Category 51030 -- Household Expense									
Account 51031 -- Waste Disposal Services									
3/22/2021	3/15/2021	AP00232549	77101	62030100	51031	GCS200	<u>328.49</u>	WASTE MANAGEMENT INC	Waste Mgmt Svcs
Total Waste Disposal Services							328.49		
Total Household Expense							328.49		
Category 51060 -- Maintenance - Equipment									
Account 51061 -- Maintenance - Equipment									
3/15/2021	3/9/2021	AP00231906	77101	62030100	51061	GCS100	<u>4.24</u>	US Bank National Association	Graton Cal Card Feb. 2021
Total Maintenance - Equipment							4.24		
Total Maintenance - Equipment							4.24		
Category 51200 -- Professional & Specialized									
Account 51207 -- Client Accounting Services									
3/22/2021	3/18/2021	0000232314	77101	62030100	51207	GCS100	1,128.71	Client Acct Svcs PPE 1-11-21	Client Acct Svcs PPE 1-11-21
3/22/2021	3/19/2021	0000232375	77101	62030100	51207	GCS100	<u>621.05</u>	Client Acct Svcs PPE 1-25-21	Client Acct Svcs PPE 1-25-21
Total Client Accounting Services							1,749.76		
Account 51212 -- Outside Counsel - Legal Advice									
3/17/2021	3/9/2021	AP00232164	77101	62030100	51212	GCS100	<u>5,610.00</u>	EDWARD LOUIS KREISBERG	Labor & Employment Svcs Feb.
Total Outside Counsel - Legal Advice							5,610.00		
Account 51231 -- Testing/Analysis									
3/19/2021	3/9/2021	AP00232430	77101	62030100	51231	GCS300	<u>991.80</u>	Brelje & Race Laboratories Inc	Samples Submitted in Feb. 2021
Total Testing/Analysis							991.80		
Account 51237 -- Process Service									
3/19/2021	3/9/2021	AP00232430	77101	62030100	51237	GCS100	252.84	Graton Community Services District	GCS100 Payroll PPE 02-28-2021
3/30/2021	3/25/2021	AP00233247	77101	62030100	51237	GCS100	<u>116.34</u>	Graton Community Services District	GCS100 Payroll 3/19/21
Total Process Service							369.18		
Account 51244 -- Permits/License/Fees									
3/30/2021	3/25/2021	AP00233247	77101	62030100	51244	GCS100	<u>2,332.00</u>	COUNTY OF SONOMA	Solid Waste Comp Facility 4yr
Total Permits/License/Fees							2,332.00		
Total Professional & Specialized							11,052.74		
Category 52060 -- Maintenance - Equipment									
Account 52061 -- Fuel/Gas/Oil									
3/15/2021	3/9/2021	AP00231906	77101	62030100	52061	GCS100	<u>84.49</u>	US Bank National Association	Graton Cal Card Feb. 2021
Total Fuel/Gas/Oil							84.49		

Account 52063 -- Vehicle Parts									
3/15/2021	3/9/2021	AP00231906	77101	62030100	52063	GCSD100	105.00	US Bank National Association	Graton Cal Card Feb. 2021
Total Vehicle Parts							<u>105.00</u>		
Total Maintenance - Equipment							<u>189.49</u>		
Category 52070 -- Maintenance - Bldg & Improve									
Account 52072 -- Chemicals									
3/29/2021	3/25/2021	AP00233121	77101	62030100	52072	GCSD300	2,143.50	AQUA BEN CORPORATION	Hydrofloc 820- 275 gal tote
3/29/2021	3/25/2021	AP00233121	77101	62030100	52072	GCSD300	2,074.43	AQUA BEN CORPORATION	Hydrofloc 820-275 gal tote
Total Chemicals							<u>4,217.93</u>		
Total Maintenance - Bldg & Improve							<u>4,217.93</u>		
Category 52110 -- Office Supplies Expense									
Account 52114 -- Freight/Postage									
3/15/2021	3/9/2021	AP00231906	77101	62030100	52114	GCSD100	15.15	US Bank National Association	Graton Cal Card Feb. 2021
Total Freight/Postage							<u>15.15</u>		
Total Office Supplies Expense							<u>15.15</u>		
Category 52190 -- Utilities Expense									
Account 52191 -- Utilities Expense									
3/1/2021	3/1/2021	AP00230874	77101	62030100	52191	GCSD100	252.98	PACIFIC GAS & ELECTRIC	Decom & Public Purpose Prog.
3/1/2021	3/1/2021	AP00230874	77101	62030100	52191	GCSD100	20.33	PACIFIC GAS & ELECTRIC	Gas & Electric Svcs Feb. 2021
3/1/2021	3/1/2021	AP00230874	77101	62030100	52191	GCSD200	14.69	PACIFIC GAS & ELECTRIC	Gas & Electric Svcs Feb. 2021
3/1/2021	3/1/2021	AP00230874	77101	62030100	52191	GCSD200	353.96	PACIFIC GAS & ELECTRIC	Gas & Electric Svcs Feb. 2021
3/1/2021	3/1/2021	AP00230874	77101	62030100	52191	GCSD300	6,182.99	PACIFIC GAS & ELECTRIC	Gas & Electric Svcs Feb. 2021
3/1/2021	3/1/2021	AP00230874	77101	62030100	52191	GCSD400	5,165.96	PACIFIC GAS & ELECTRIC	Gas & Electric Svcs Feb. 2021
3/19/2021	3/9/2021	AP00232430	77101	62030100	52191	GCSD300	1,888.55	PACIFIC GAS & ELECTRIC	GEG/GNR1 Gas Svc March
3/22/2021	3/15/2021	AP00232549	77101	62030100	52191	GCSD100	239.65	PACIFIC GAS & ELECTRIC	Decom & Public Purpose Prog
3/26/2021	3/25/2021	AP00233025	77101	62030100	52191	GCSD100	222.41	PACIFIC GAS & ELECTRIC	D&P Purpose Pgm Chg Feb 21
3/30/2021	3/25/2021	AP00233247	77101	62030100	52191	GCSD100	16.97	PACIFIC GAS & ELECTRIC	4780 Ross Rd - Elec gen/deliv
3/30/2021	3/25/2021	AP00233247	77101	62030100	52191	GCSD200	14.14	PACIFIC GAS & ELECTRIC	3280 Ross Rd -Graton Lift #2
3/30/2021	3/25/2021	AP00233247	77101	62030100	52191	GCSD200	309.71	PACIFIC GAS & ELECTRIC	Ross Rd - Graton Lift #1
3/30/2021	3/25/2021	AP00233247	77101	62030100	52191	GCSD300	6,505.67	PACIFIC GAS & ELECTRIC	250 Ross Ln/Graton Elec gen/de
3/30/2021	3/25/2021	AP00233247	77101	62030100	52191	GCSD400	890.78	PACIFIC GAS & ELECTRIC	4780 Ross Rd - Trans Pump
Total Utilities Expense							<u>22,078.79</u>		
Total Utilities Expense							<u>22,078.79</u>		
Total Services and Supplies							<u>38,437.56</u>		
Character 57000 -- Other Financing Uses									
Category 57010 -- Transfers Out									
Account 57011 -- Transfers Out - within a Fund									
3/22/2021	3/17/2021	0000232077	77101	62030100	57011		103,450.00	Graton Transfer Ops to Constru	Transfer frm Ops to Const
Total Transfers Out - within a Fund							<u>103,450.00</u>		
Total Transfers Out							<u>103,450.00</u>		
Total Other Financing Uses							<u>103,450.00</u>		
Total All Expense/Expenditure Accts							<u>161,955.87</u>		
Total Graton CSD - Sanitation							<u>161,955.87</u>		
Fund Code 77103 -- Graton CSD - Sanitation Const.									
Account Type 00001 -- All Asset Accounts									
Character 19000 -- Capital Assets									
Category 19800 -- Proprietary Capital Purchases									
Account 19831 -- Acq-CIP-Bldg & Impr									
3/26/2021	3/25/2021	AP00233025	77103	62030300	19831	GCSD501	13,170.25	GHD Inc	Prof Svc & Reim Expense 153334
Total Acq-CIP-Bldg & Impr							<u>13,170.25</u>		
Total Proprietary Capital Purchases							<u>13,170.25</u>		
Total Capital Assets							<u>13,170.25</u>		
Total All Asset Accounts							<u>13,170.25</u>		
Account Type 00005 -- All Expense/Expenditure Accts									
Character 53000 -- Other Charges									
Category 53100 -- Long Term Debt Retirement									
Account 53103 -- Interest on LT Debt									
3/23/2021	3/17/2021	AP00232650	77103	62030300	53103		46,619.67	Westamerica Bank	GCSD April Debt Pymt 20-21
Total Interest on LT Debt							<u>46,619.67</u>		
Total Long Term Debt Retirement							<u>46,619.67</u>		
Total Other Charges							<u>46,619.67</u>		
Character 59000 -- Administrative Control Accts									
Category 59001 -- Administrative Control Accts									
Account 59004 -- Administrative Control Account									
3/23/2021	3/17/2021	AP00232650	77103	62030300	59004		56,830.63	Westamerica Bank	GCSD April Debt Pymt 20-21
Total Administrative Control Account							<u>56,830.63</u>		
Account 59005 -- Admin Control Acct Clearing									
3/23/2021	3/17/2021	AP00232650	77103	62030300	59005		(56,830.63)	Westamerica Bank	GCSD April Debt Pymt 20-21
Total Admin Control Acct Clearing							<u>(56,830.63)</u>		
Total Administrative Control Accts							<u>-</u>		
Total Administrative Control Accts							<u>-</u>		
Total All Expense/Expenditure Accts							<u>46,619.67</u>		
Total Graton CSD - Sanitation Const.							<u>59,789.92</u>		
Total							<u>221,745.79</u>		

Run: 4/1/2021 10:21 AM Data Last Updated: 4/1/2021 5:20:56 AM

**Graton Community Services District
Summary Report
3-31-2021**

OPERATIONS					Estimates		Year to Date	Actuals with Estimates	Budget
	July-Sept	Oct-Dec	Jan-Mar	Apr-June					
Beginning Cash Balance:	614,355	343,785	652,372	392,494					
Revenues									
Property Taxes	(32,299)	534,796	-	496,473	502,497	998,970	1,031,891		
Sewer Fees	2,598	7,373	-	17,517	9,971	27,488	29,000		
Disaster Reimbursement / Grants	-	-	-	-	-	-	-		
Sewer Permits	-	-	-	-	-	-	-		
Other Miscellaneous	(3,549)	1,427	651	9,544	(1,471)	8,073	16,500		
Total Revenue	(33,251)	543,597	651	523,534	510,997	1,034,532	1,077,391		
Expenses									
Salaries & Employee Benefits	42,820	85,230	67,514	87,078	195,564	282,642	352,200		
Utilities	22,903	26,103	33,137	23,053	82,143	105,196	120,000		
Legal Services	-	-	-	-	-	-	-		
Contract Services	8,978	38,791	8,370	40,095	56,139	96,234	102,000		
Testing (Brelje & Race)	2,572	2,528	7,042	5,501	12,142	17,643	20,000		
Chemicals	9,628	-	17,497	5,272	27,125	32,396	50,000		
Accounting Services	-	7,500	-	12,000	7,500	19,500	12,600		
Consulting Services	3,116	5,026	4,707	6,851	12,849	19,700	35,000		
Depreciation	-	-	-	157,494	-	157,494	475,000		
Equipment	-	-	-	M	-	-	(7,000)		
Transfers Out (To Construction) - Debt Srvc	103,450	-	103,450	-	206,900	206,900	506,900		
Other Miscellaneous	60,361	69,832	18,813	50,523	149,006	199,529	220,850		
Total Expenses	253,827	235,010	260,530	387,867	749,367	1,137,234	1,887,550		
Other Cash Inflows/Outflows:									
- SRF Loan Proceeds	-	-	-	-					
- Audit Adjustment - PY SRF Loan proceeds	-	-	-	-					
Cash Adjustments (Accruals):	16,508	-	-	-					
Ending Cash Balance - Operations:	343,785	652,372	392,494	528,161					

CONSTRUCTION					Estimates		Year to Date	Actuals with Estimates	Budget
	July-Sept	Oct-Dec	Jan-Mar	Apr-June					
Beginning Cash Balance:	86,415	70,381	136,687	13,148					
Revenues									
Connection Fees	18,634	66,253	-	20,704	84,886	105,590	167,716		
State Grant Revenue (adjusted to Revenue)	-	-	-	-	-	-	-		
Transfers In (From Operations) - Debt Service	103,450	-	-	-	103,450	103,450	506,900		
Other Miscellaneous	(499)	210	171	921	(118)	803	(500)		

Total Revenue	121,584	66,463	171	21,625	188,218	209,843	674,116
Expenses							
Capital Asset Expenses	12,231	157	20,260	55,163	12,388	100,199	325,000
Interest Expense - Municipal Finance	25,315	-	46,620	25,228	25,315	122,478	94,585
Disposed Capital Asset	-	-	-	-	-	-	-
Total Expenses	37,546	157	66,880	80,391	37,703	222,676	419,585

Other Cash Inflows / Outflows:

- SRF Loan Proceeds	-	-	-	-	-	-	-
- Principal Payments - Municipal Finance	(55,485)	-	(56,831)	-	-	-	-
- Audit Adjustment - PY SRF Loan proceeds	-	-	-	-	-	-	-
Cash Adjustments (Accruals):	(44,586.79)	-	-	(35,466.57)	-	-	-

Ending Cash Balance - Construction:	70,381	136,687	13,148	(81,084)			
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Capital Project Summary	Proj Balance 7/1/2020	Year to Date Expenses	Project Total Life to Date
- Receiving Station (GCSD501)	117,287.08	19,611	136,898
- Plant Improvements (GCSD504)	10,057,967	28,876	10,086,843
- Groundwater Monitoring Wells (GCSD505)	-	1,868	1,868
- Totals	10,175,254	50,354	10,225,609

Graton Community Services District - Debt Summary

Municipal Finance Corporation

- Interest Rate: 4.85%
- Maturity Date: 4/5/2033
- Outstanding Balance 6/30/20: **\$1,977,945.85**

Payments:	<u>Jul - Sep</u>	<u>Oct - Dec</u>	<u>Jan - Mar</u>	<u>Apr - Jun</u>	<u>Totals</u>	<u>Principal Balance YE</u>
- Principal	55,485	-	56,831	-	112,316	1,865,630
- Interest	47,965	-	46,620	21,364	94,585	
Total MFC Payments	103,450	-	103,450	21,364	206,901	

Revenue and Expenditure Balances YTD

Criteria: As Of = 3/31/2021 (75% of Year Elapsed); Fund = 77101,77103; Accounting Period = 1..12; Group = Report,Fund9,Account2,Account3,Account4,Account5

Account	Title	Original Budget	Adjusted Budget	Month-To-Date Actual	Quarter-To-Date Actual	Year-To-Date Actual	Year-To-Date Pre-Encumb.	Year-To-Date Encumbrances	Year-To-Date Remaining Balance
Fund Code 77101 -- Graton CSD - Sanitation									
Account Type 00001 -- All Asset Accounts									
Character 19000 -- Capital Assets									
Category 19800 -- Proprietary Capital Purchases									
19820	Acq-Machinery and Equipment	4,000.00	(7,000.00)	-	-	-	-	-	(7,000.00)
Total All Asset Accounts		4,000.00	(7,000.00)	-	-	-	-	-	(7,000.00)
Account Type 00004 -- All Revenues									
40002	Prop Tax - CY,Secured	-	-	-	-	0.23	-	-	(0.23)
40003	Direct Charges - CY	995,000.00	1,005,391.00	-	-	524,611.60	-	-	480,779.40
40050	Property Tax Accrual	5,000.00	6,000.00	-	-	(23,861.31)	-	-	29,861.31
40101	Prop Taxes - CY, Unsecured	-	-	-	-	33.93	-	-	(33.93)
40111	Supplemental Prop Taxes - CY	-	-	-	-	47.97	-	-	(47.97)
40202	Direct Charges - Prior Year	20,000.00	20,000.00	-	-	1,664.88	-	-	18,335.12
40999	Penalties and Costs on Taxes	500.00	500.00	-	-	-	-	-	500.00
44002	Interest on Pooled Cash	5,000.00	12,500.00	-	651.28	2,078.25	-	-	10,421.75
44050	Unrealized Gains and Losses	5,000.00	6,000.00	-	-	(3,549.08)	-	-	9,549.08
45221	Sewer/Water Usage Fees	15,000.00	29,000.00	157.44	157.44	10,128.39	-	-	18,871.61
46027	Insurance Claims Reimbursement	-	(1,000.00)	-	-	-	-	-	(1,000.00)
46040	Miscellaneous Revenue	-	(1,000.00)	-	-	-	-	-	(1,000.00)
Total All Revenues		1,045,500.00	1,077,391.00	157.44	808.72	511,154.86	-	-	566,236.14
Account Type 00005 -- All Expense/Expenditure Accts									
50701	Perm Position - Local Bds	340,000.00	322,200.00	12,352.79	33,188.76	103,164.32	-	-	219,035.68
50703	Overtime - Local Bds	-	-	445.35	2,570.24	4,738.86	-	-	(4,738.86)
50706	Vacation Pay - Local Bds	-	-	865.85	2,301.57	9,683.36	-	-	(9,683.36)
50707	Standby Pay - Local Bds	-	-	2,391.48	7,670.62	21,999.15	-	-	(21,999.15)
50710	Sick Pay - Local Boards	-	-	-	3,033.09	5,627.94	-	-	(5,627.94)
50711	Holiday Pay - Local Boards	-	-	-	5,124.60	8,947.70	-	-	(8,947.70)
50753	FICA Retirement - Local Bds	-	-	995.44	3,341.11	9,557.99	-	-	(9,557.99)
50755	PERS - Local Bds	30,000.00	30,000.00	1,022.07	3,374.88	9,852.40	-	-	20,147.60
50756	Medicare - Local Bds	-	-	232.81	781.39	2,235.34	-	-	(2,235.34)
50757	HSA Reimbursement - Local Bds	-	-	-	-	782.49	-	-	(782.49)
50801	Health Ins - Local Bds	-	-	1,527.32	4,553.98	15,395.04	-	-	(15,395.04)
50803	Dental - Local Bds	-	-	214.60	643.80	2,471.93	-	-	(2,471.93)
50805	Vision - Local Bds	-	-	20.60	61.80	239.40	-	-	(239.40)
50806	Unemployment - Local Bds	-	-	-	868.00	868.00	-	-	(868.00)
51021	Communication Expense	8,500.00	5,150.00	550.73	1,604.33	6,234.57	-	-	(1,084.57)
51031	Waste Disposal Services	3,500.00	3,700.00	328.49	404.94	927.64	-	-	2,772.36
51042	Insurance - Premiums	37,000.00	49,000.00	-	-	37,963.24	-	-	11,036.76
51061	Maintenance - Equipment	25,000.00	25,000.00	4.24	2,495.14	23,526.53	-	-	1,473.47
51071	Maintenance - Bldg & Improve	8,000.00	13,300.00	-	-	4,099.30	-	-	9,200.70
51206	Accounting/Auditing Services	12,600.00	12,600.00	-	-	7,500.00	-	-	5,100.00
51207	Client Accounting Services	34,000.00	34,000.00	1,749.76	4,293.25	25,109.68	-	-	8,890.32
51212	Outside Counsel - Legal Advice	18,000.00	26,000.00	5,610.00	5,940.00	13,849.42	-	-	12,150.58
51225	Training Services	1,500.00	(1,000.00)	-	-	-	-	-	(1,000.00)
51226	Consulting Services	35,000.00	35,000.00	-	4,707.18	12,848.68	-	-	22,151.32
51231	Testing/Analysis	20,000.00	20,000.00	991.80	7,041.83	12,142.13	-	-	7,857.87
51237	Process Service	2,800.00	3,600.00	369.18	991.20	2,268.84	-	-	1,331.16
51244	Permits/License/Fees	9,000.00	8,000.00	2,332.00	2,332.00	11,726.75	-	-	(3,726.75)
51301	Publications and Legal Notices	600.00	1,200.00	-	-	988.00	-	-	212.00
51401	Rents and Leases - Equipment	2,000.00	4,500.00	-	-	153.00	-	-	4,347.00
51402	Rents and Leases - Heavy Eq	-	1,200.00	-	-	-	-	-	1,200.00
51421	Rents and Leases - Bldg/Land	1,200.00	-	-	-	-	-	-	-
51601	Training/Conference Expenses	1,500.00	2,000.00	-	-	225.39	-	-	1,774.61

51602	Business Travel/Mileage	2,500.00	1,000.00	-	-	-	-	-	1,000.00
51801	Other Services	8,900.00	9,300.00	-	-	8,937.96	-	-	362.04
51803	Other Contract Services	96,000.00	102,000.00	-	8,370.00	56,138.67	-	-	45,861.33
51916	County Services Chgs	7,500.00	7,500.00	-	-	-	-	-	7,500.00
51934	ERP System Charges	-	-	-	-	454.80	-	-	(454.80)
51935	Unclaimable ERP System Charges	-	-	-	-	10.62	-	-	(10.62)
52021	Clothing, Uniforms, Personal	1,500.00	1,500.00	-	-	422.67	-	-	1,077.33
52041	Household Supplies Expense	-	-	-	38.64	138.28	-	-	(138.28)
52042	Janitorial Supplies	500.00	500.00	-	32.06	116.64	-	-	383.36
52043	Safety Supplies/Equipment	-	-	-	32.70	85.74	-	-	(85.74)
52061	Fuel/Gas/Oil	3,000.00	3,000.00	84.49	377.90	1,086.54	-	-	1,913.46
52062	Tires/Lubes	-	-	-	-	46.55	-	-	(46.55)
52063	Vehicle Parts	-	2,400.00	105.00	121.32	3,190.82	-	-	(790.82)
52072	Chemicals	60,000.00	50,000.00	4,217.93	17,496.85	27,124.63	-	-	22,875.37
52081	Medical/Laboratory Supplies	500.00	500.00	-	-	605.37	-	-	(105.37)
52091	Memberships/Certifications	5,000.00	5,000.00	-	-	3,861.00	-	-	1,139.00
52101	Other Supplies	1,500.00	1,500.00	-	-	645.62	-	-	854.38
52111	Office Supplies	2,000.00	500.00	-	134.42	927.34	-	-	(427.34)
52114	Freight/Postage	-	-	15.15	15.15	15.15	-	-	(15.15)
52141	Minor Equipment/Small Tools	3,000.00	2,000.00	-	-	1,388.06	-	-	611.94
52142	Computer Equipment/Accessories	-	5,000.00	-	-	-	-	-	5,000.00
52181	Business Meals/Supplies	750.00	500.00	-	-	-	-	-	500.00
52191	Utilities Expense	105,000.00	120,000.00	22,078.79	33,137.03	82,143.07	-	-	37,856.93
53402	Depreciation Expense	475,000.00	475,000.00	-	-	-	-	-	475,000.00
54333	Computer Equipment	5,000.00	5,000.00	-	-	-	-	-	5,000.00
57011	Transfers Out - within a Fund	356,900.00	506,900.00	103,450.00	103,450.00	206,900.00	-	-	300,000.00
Total All Expense/Expenditure Accts		1,724,750.00	1,894,550.00	161,955.87	260,529.78	749,366.62	-	-	1,145,183.38
Total Graton CSD - Sanitation		683,250.00	810,159.00	161,798.43	259,721.06	238,211.76	-	-	571,947.24
Fund Code 77103 -- Graton CSD - Sanitation Const.									
Account Type 00001 -- All Asset Accounts									
19831	Acq-CIP-Bldg & Impr	215,000.00	325,000.00	13,170.25	20,260.25	32,648.25	-	-	292,351.75
19832	Acq-CIP-Infrastructure	175,000.00	350,000.00	-	-	-	-	-	350,000.00
Total All Asset Accounts		390,000.00	675,000.00	13,170.25	20,260.25	32,648.25	-	-	642,351.75
Account Type 00004 -- All Revenues									
44002	Interest on Pooled Cash	-	(500.00)	-	171.49	381.26	-	-	(881.26)
44050	Unrealized Gains and Losses	-	-	-	-	(499.26)	-	-	499.26
46024	Connection Fees	186,350.00	167,716.00	2,070.40	2,070.40	86,956.80	-	-	80,759.20
47101	Transfers In - within a Fund	356,900.00	506,900.00	103,450.00	103,450.00	206,900.00	-	-	300,000.00
Total All Revenues		543,250.00	674,116.00	105,520.40	105,691.89	293,738.80	-	-	380,377.20
Account Type 00005 -- All Expense/Expenditure Accts									
53103	Interest on LT Debt	104,850.00	94,585.00	46,619.67	46,619.67	71,934.63	-	-	22,650.37
59004	Administrative Control Account	102,051.00	102,051.00	56,830.63	56,830.63	112,315.74	-	-	(10,264.74)
59005	Admin Control Acct Clearing	(102,051.00)	(102,051.00)	(56,830.63)	(56,830.63)	(112,315.74)	-	-	10,264.74
Total All Expense/Expenditure Accts		104,850.00	94,585.00	46,619.67	46,619.67	71,934.63	-	-	22,650.37
Total Graton CSD - Sanitation Const.		(48,400.00)	95,469.00	(45,730.48)	(38,811.97)	(189,155.92)	-	-	284,624.92
Total		634,850.00	905,628.00	116,067.95	220,909.09	49,055.84	-	-	856,572.16

Run: 4/1/2021 10:45 AM Data Last Updated: 4/1/2021 5:20:56 AM



REGULAR MEETING MINUTES
Graton Community Services District (GCSD)
Meeting of the GCSD Board of Directors
Monday, March 15, 2021 at 6:00 PM

Various Locations – Teleconference Meeting Pursuant to Executive Order N-29-20

1. CALL TO ORDER 6:07 PM

2. ROLL CALL - Determination of a Quorum

Board President, Dave Clemmer, H; Board Vice President, Matt Johnson, H; Karin Lease, A; David Upchurch, H; Board Secretary, Jennifer Butler H.

3. APPROVE ORDER OF THE AGENDA

Matt Johnson Motioned to approve the order of the agenda and Dave Upchurch seconded.

Board President, Dave Clemmer, Y; Board Vice President, Matt Johnson, Y; Karin Lease, A; David Upchurch, Y; Board Secretary, Jennifer Butler, Y.

4. PUBLIC COMMENT

Members of the public are invited to address the Board on those items which fall under the authority of the Board. For those wishing to address the Board on any Agenda or non-agendized item, please complete a Speaker Card located at the entrance to the and submit it to the Board President. Please be sure to indicate the Agenda Item # you wish to address or the topic of your public comment. Comments will be limited to three minutes per speaker. Speakers should understand that except in very limited situations, State law precludes the Board from taking action on or engaging in extended deliberations concerning items of business which are not on the Agenda. GOVERNMENT CODE 54954.2. (2) No action or discussion shall be undertaken on any item not appearing on the posted agenda, except that members of a legislative body or its staff may briefly respond to statements made or questions posed by persons exercising their public testimony rights under Section 54954.3. In addition, on their own initiative or in response to questions posed by the public, a member of a legislative body or its staff may ask a question for clarification, make a brief announcement, or make a brief report on his or her own activities. Furthermore, a member of a legislative body, or the body itself, subject to rules or procedures of the legislative body, may provide a reference to staff or other resources for factual information, request staff to report back to the body at a subsequent meeting concerning any matter, or take action to direct staff to place a matter of business on a future agenda.

DISABLED ACCOMMODATION: If you have a disability which requires an accommodation, an alternative format or requires another person to assist you while attending this meeting, please contact staff at the Graton Community Services District office at (707) 823-1542 as soon as possible (no later than 10 days before the scheduled meeting) to ensure that arrangements for accommodation may be provided.

5. CONSENT CALENDAR

- A. Confirm Expenditures and Revenue (Transactions) List for February 2021
- B. Review February 2021 Operations & Construction Financial Summaries
- C. Review and approval of Regular Meeting Minutes from February 16, 2021
- D. Review and approval of Ad Hoc Meeting Minutes from February 11, 2021

Matt Johnson Motioned to approve the items on the consent calendar and Dave Upchurch seconded.

Board President, Dave Clemmer, Y; Board Vice President, Matt Johnson, Y; Karin Lease, A; David Upchurch, Y; Board Secretary Jennifer Butler Y.

6. ACTION ITEMS

None

7. DISCUSSION ITEMS

- A. Review and approve Auditors Report for Fiscal Year ending June 30, 2020

Ms. Sally Westgate from Goranson & Associates attended the meeting to present the Auditors Report for Fiscal Year ending June 30, 2020. Upon review of the audit with the Board, they had several questions for the auditor. At that time, the auditor advised she would like to provide a more detailed presentation of the audit and answers to their questions at the next Board meeting.

- B. Status of policy manual update project

Jose advised the Board he still owes them the personnel policies and will email them out next week. He recommended the Board review the policies that have already been emailed to them and provide suggested changes or comments to Jose to present to the Board.

- C. Status of the Occidental wastewater transport project

Jose advised the Board he had a community meeting regarding the Occidental Wastewater Project. The initial study and negative declaration was circulated and we does not anticipate many responses. We will wait until the public comment period ends then we will take action to either amend or adopt the project.

- D. Evaluation of routine tasks

Dave Upchurch advised the designated committee has not prepared the list of routine tasks. In addition, Jose mentioned there may be possible schedule changes taking place.

E. Update on video surveillance

Jose found a wired four camera set that is motion activated. It will only record when activity is detected. He would like to look into other systems that are powered through the internet and will advise what he finds.

F. Status of Director-led revenue saving projects

- Floating solar panels

Dave Upchurch advised he is working on getting a pond design together and will be submitting the information to PG&E.

- Chemicals

Dave Clemmer mentioned he has found a vendor in Windsor that provides a significant savings for citric acid. The plant has been advised when the next order of citric acid is needed they are to order from the new vendor.

- PG&E

Dave Upchurch mentioned he is reviewing what he believes to be excessive charges that had not seen before from PG&E. He will review and let the Board know of his findings.

- Composting Operation

Dave Upchurch advised he is still looking for a bio solids company and will advise once he has a company he would like the Board to consider.

- Opportunities to lease district owned land

Dave Upchurch mentioned he had nothing new to report on leasing district owned land opportunities at this time.

G. Scope of work for General Management services

Jose sent files to Dave Clemmer listing the scope of work and services for the prior General Manager. Jose reviewed the scope of services with the Board and discussed what they may need. The Board needs to consider if a full time general manager will be needed with benefits or a contracted general manager without benefits. Dave Clemmer suggested a Special Meeting be held on March 29th at 6 p.m. to discuss in greater detail.

8. GENERAL MANAGER'S REPORT TO THE BOARD

A. Treatment Plant Operations Update

- Operations Report
- Overtime report

The Overtime and Operations reports were reviewed and discussed. The Board advises they would like to see a more detailed Operations report listing the description, cause, corrective action and cost.

B. Construction Update

- Report on Post Meeting Action Items

Nothing to report at this time.

- Meetings, Correspondence & Outreach

None

9. **SUGGESTED ITEMS FOR FUTURE AGENDA**

A. Pending items/old business

None

B. Future items/new business

None

Entered Closed Session at 8:40 p.m.

CLOSED SESSION

10. CONFERENCE WITH LEGAL COUNSEL: EXISTING LITIGATION

(Pursuant to paragraph (1) of subdivision (d) of Section 54956.9)

Name of case: Graton Community Services v. Lescure Engineers

Direction given/ No action taken

9. REPORT OUT OF CLOSED SESSION 9:53 p.m.

Dave Upchurch Motioned that we adjourn the meeting Jennifer Butler seconded.

ADJOURNMENT 9:58 PM

Minutes Approved

Date



SPECIAL MEETING MINUTES
Graton Community Services District (GCSD)
Meeting of the GCSD Board of Directors
Monday, March 29, 2021 at 6:00 PM

Various Locations – Teleconference Meeting Pursuant to Executive Order N-29-20

1. CALL TO ORDER 6:00PM

2. ROLL CALL - Determination of a Quorum

Board President, Dave Clemmer, H; Board Vice President, Matt Johnson, H; Karin Lease, A; David Upchurch, H; Board Secretary, Jennifer Butler, H.

3. APPROVE ORDER OF THE AGENDA

Dave Upchurch Motioned to approve the order of the agenda Matt Johnson seconded.

Board President, Dave Clemmer, Y; Board Vice President, Matt Johnson, Y; Karin Lease, A; David Upchurch, Y; Board Secretary, Jennifer Butler, Y.

4. PUBLIC COMMENT

Members of the public are invited to address the Board on those items which fall under the authority of the Board. For those wishing to address the Board on any Agenda or non-agendized item, please complete a Speaker Card located at the entrance to the and submit it to the Board President. Please be sure to indicate the Agenda Item # you wish to address or the topic of your public comment. Comments will be limited to three minutes per speaker. Speakers should understand that except in very limited situations, State law precludes the Board from taking action on or engaging in extended deliberations concerning items of business which are not on the Agenda. GOVERNMENT CODE 54954.2. (2) No action or discussion shall be undertaken on any item not appearing on the posted agenda, except that members of a legislative body or its staff may briefly respond to statements made or questions posed by persons exercising their public testimony rights under Section 54954.3. In addition, on their own initiative or in response to questions posed by the public, a member of a legislative body or its staff may ask a question for clarification, make a brief announcement, or make a brief report on his or her own activities. Furthermore, a member of a legislative body, or the body itself, subject to rules or procedures of the legislative body, may provide a reference to staff or other resources for factual information, request staff to report back to the body at a subsequent meeting concerning any matter, or take action to direct staff to place a matter of business on a future agenda.

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PUBLIC COMMENT (CONTINUED)

Several members of the Graton community (listed below) spoke during the Public Comment period expressing their objections to the Occidental Wastewater Transport and Treatment Project.

Sally Ohlin – 8920 Green Valley Road
Nancy Packard – 9000 Green Valley Road
Anna Kemps- 3920 Hicks Road
Sarah- 8969 & 8955 Green Valley Road
Marcy Greeley- 3242 Sullivan Road
Jacob Harris- 3950 Hicks Road

Nancy & Bill Scott- 3900 Hicks Road
Jeff Mounce- 3850 Hicks Road
Melissa Hall- 8910 Green Valley Road
Jan & Steve Lochner- 3710 Hicks Road
Bruce Johnson – 3850 Hicks Road

The objections that were made are inadequate notice or not notified of project, too much noise, too many trips will be made by the trucks, no place to walk or bike on the road, dangerous to wait at bus stop and to children, creates additional traffic, residential neighborhood is not a good location, spillages, strong odors, decrease in property value due to project, no drawing provided for review of the project, location is in front of houses not in the district and is unfair.

CLOSED SESSION

5. CONFERENCE WITH LEGAL COUNSEL: EXISTING LITIGATION

The Board entered into Closed Session at 6:40 p.m. Direction given/ no action taken.
The Board reported out of Closed Session at 7:39 P.M.

6. DISCUSSION ITEMS

Work/Study Session – Develop an RFP/Scope of Services for recruiting a General Manager at the end of the calendar year.

Dave Clemmer and Dave Upchurch will be on a committee to combine the General Manager drafts into one for the General Manager RFP with Jose Ortiz’ assistance.

Dave Upchurch motioned to adjourn the meeting and Jennifer Butler seconded.

ADJOURNMENT 9:01 PM

Minutes Approved

Date



04/19/21

RESOLUTION NO. 210419A

RESOLUTION OF THE BOARD OF DIRECTORS OF THE GRATON COMMUNITY SERVICES DISTRICT MAKING FINDINGS AND ADOPTING THE RECIRCULATED INITIAL STUDY/MITIGATED NEGATIVE DECLARATION AND THE ASSOCIATED MITIGATION AND MONITORING PROGRAM FOR THE OCCIDENTAL WASTEWATER TRANSPORT AND TREATMENT PROJECT

WHEREAS, the Graton Community Services District (“District”) manages the public sewer system in the unincorporated Graton community in the County of Sonoma, California, serving both residential and commercial users; and

WHEREAS, the District is proposing to undertake the Occidental Wastewater Transport and Treatment Project (“Project”) in partnership with the Sonoma County Water Agency (“Sonoma Water”), a California special district, to provide for the transport, treatment, storage, and disposal of dry weather wastewater flows from the Occidental County Sanitation District (“Occidental”), an entity managed and operated by Sonoma Water; and

WHEREAS, in accordance with the California Environmental Quality Act (Public Resources Code sections 21000, et seq.) (“CEQA”), the District prepared an Initial Study/Mitigated Negative Declaration (“IS/MND”) including a Mitigation Monitoring and Reporting Program for the Project in 2019 with assistance from GHD; and

WHEREAS, in accordance with CEQA Guidelines section 15070, the IS/MND concluded that the Project would not have a significant effect on the environment due to revisions made by the District and any potentially significant impacts would be reduced to a less-than-significant level with mitigation measures; and

WHEREAS, a Notice of Intent to Adopt a MND (“NOI”), was properly published and distributed pursuant to CEQA Guidelines section 15072, and the IS/MND was initially circulated for a 30-day public comment period pursuant to CEQA Guidelines section 15073 from November 6, 2019 to December 5, 2019; and

WHEREAS, subsequent to the circulation of the IS/MND, the Project underwent certain modifications and, as proposed currently, the Project would include: the construction of a wastewater receiving station, concrete driveway pullout, new traffic striping, and sewer lateral connection on developed property within and adjacent to Green Valley Road in Graton, California, and includes other associated improvements such as a retaining wall and above- and below-ground electrical, piping and appurtenances; and

GRATON COMMUNITY SERVICES DISTRICT

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WHEREAS, with assistance from GHD, the IS/MND was revised accordingly to analyze the revised Project and environmental impacts of the proposed changes (the “Recirculated IS/MND”), the final version of which and the associated Mitigation Monitoring and Reporting Program (“MMRP”) are attached hereto and incorporated herein as Exhibit A and A-1, respectively; and

WHEREAS, in accordance with CEQA Guidelines section 15070, the Recirculated IS/MND concluded that the Project would not have a significant effect on the environment due to revisions made by the District and any potentially significant impacts would be reduced to less than significant levels with implementation of proposed mitigation measures, as described in further detail in Exhibit A; and

WHEREAS, the District properly distributed a NOI pursuant to CEQA Guidelines section 15072, published the NOI in the Press Democrat, a newspaper of local circulation on March 9, 2021, mailed the NOI to all property owners within 500 feet of the Project area, and filed the NOI with the Sonoma County Clerk-Recorder’s Office; and

WHEREAS, the Recirculated IS/MND was circulated for a 30-day public comment period pursuant to CEQA Guidelines Sections 15073 and 15073.5 on March 9, 2021, which ended on April 7, 2021 at 5:00 p.m.; and

WHEREAS, 95 comments were received during the comment period from members of the public, and 3 comments were received from three state and local public agencies, where the comments and responses prepared by the District and GHD to these comments are attached and incorporated herein as Exhibits B and B-1, respectively; and

WHEREAS, no public comments received for the Recirculated IS/MND presented substantial new information, or substantial evidence supporting a fair argument the Project will have a significant effect on the environment which cannot be mitigated and would result in the need to prepare an Environmental Impact Report (EIR), or the need to further amend and recirculate the Recirculated IS/MND, as outlined under CEQA Guidelines Section 15073.5; and

WHEREAS, on April 19, 2021, the District Board of Directors (“District Board”) held a lawfully noticed public hearing to solicit public comment and consider the Recirculated IS/MND and Project approval, to take public testimony, and make a determination on the Project; and

WHEREAS, at the public hearing on April 19, 2021, the District Board used independent judgment and analysis to consider the Recirculated IS/MND, the MMRP, the public comments received, and all reports, attachments, recommendations and testimony presented in the record and at the hearing, before taking action; and

GRATON COMMUNITY SERVICES DISTRICT

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WHEREAS, no comments made at the public hearing conducted by the District Board, and no additional information submitted to the District Board, have produced substantial new information requiring substantial revisions that would trigger recirculation of the Recirculated IS/MND or additional environmental review of the proposed Project under CEQA Guidelines section 15073.5.

NOW, THEREFORE BE IT RESOLVED that based on the entirety of the record before it, which includes without limitation, the California Environmental Quality Act, Public Resources Code §21000, et seq. (“CEQA”) and the CEQA Guidelines, 14 California Code of Regulations §15000, et seq.; the IS/MND prepared by GHD, and all appendices thereto; all reports, minutes, and public testimony submitted as part of the District Board’s duly noticed April 19, 2021 meeting and any other evidence (within the meaning of Public Resources Code §21080(e) and §21082.2), the Graton Community Services District Board of Directors hereby resolves as follows:

Section A. Findings

1. The foregoing recitals are true and correct and made a part of this Resolution.
2. The exhibits and attachments, including the Recirculated IS/MND, associated Mitigation Monitoring and Reporting Program (MMRP) (attached as Exhibits A-A1), received comments and responses (attached as Exhibits B – B2), are incorporated by reference as part of this Resolution, as if set forth fully herein.
3. The Recirculated IS/MND was prepared and circulated in accordance with CEQA, Public Resources Code sections 21000-21178, and the CEQA Guidelines, California Code of Regulations, title 14, sections 15000-15387, to address the environmental impacts associated with the Project described above. The District is the lead agency for the environmental review of the Project and the Recirculated IS/MND was prepared under the direction and supervision of the District, and reflects the District’s independent judgment and analysis.
4. The documents and other material constituting the record for these proceedings are located at the Graton Community Services District at 250 Ross Lane, Sebastopol, California 95472, and in the custody of the District General Manager, Jose Ortiz.
5. Based on the whole record before it and on the District Board’s independent judgment and analysis, the District Board finds and determines that:
 - a. Based on evidence in the administrative record, including, without limitation, the analysis and conclusions set forth in the staff and consultant presentation/report, responses to comments, testimony provided at the April



19, 2021 public hearing, the proposed Project will not have any potential significant environmental impacts.

- b. All the requirements of the Public Resources Code, the CEQA Guidelines, and applicable regulations and policies of the District have been satisfied or complied with in connection with the preparation of the Recirculated IS/MND, which is sufficiently detailed so that all of the potentially significant environmental effects of the proposed Project, as well as feasible mitigation measures, have been adequately evaluated.
- c. The District Board has considered all comments and other information submitted to the District in connection with the Recirculated IS/MND.
- d. For the reasons stated herein, there is no substantial evidence in the administrative record supporting a fair argument that the proposed Project may have a significant environmental impact.
- e. The mitigation measures proposed in the Recirculated IS/MND and included in the MMRP, will operate to ensure the impacts of the proposed Project will not exceed established CEQA thresholds of significance.
- f. The Recirculated IS/MND contains a complete, objective, and accurate reporting of the environmental impacts associated with the proposed Project and reflects the independent judgment and analysis of the District.

Section B. Determination

The Board of Directors of the Graton Community Services District hereby makes the findings contained in this Resolution and approves and adopts the Recirculated Initial Study/Mitigated Negative Declaration and associated Mitigation Monitoring and Reporting Program, attached hereto and incorporated herein as Exhibit A and A-1, respectively. The District Board hereby directs staff to prepare and file a Notice of Determination with the Sonoma County Clerk-Recorder's Office within five (5) working days of the approval of the proposed Project.

Section C. Effective Date

This Resolution shall take effect immediately upon its passage and adoption.

GRATON COMMUNITY SERVICES DISTRICT

250 ROSS LANE • MAIL: PO BOX 534, GRATON, CALIFORNIA 95444 • 707/823-1542 • FAX 707/823-3713



DIRECTORS:

CLEMMER, JOHNSON, LEASE, UPCHURCH, BUTLER.

AYES __; NAYS __; ABSTAIN __; ABSENT __.

WHEREUPON, the President of the Board of Directors declared the above and foregoing Resolution duly adopted and SO ORDERED.

Approved: _____ Date _____.

David Clemmer
President, Board of Directors
Graton Community Services District

Attest: _____

Jennifer Butler
Secretary, Board of Directors
Graton Community Services District

3733895.1

Exhibit A

**Recirculated Initial Study /
Mitigated Negative Declaration**

Occidental Wastewater Transport and Treatment Project

RECIRCULATED INITIAL STUDY/
PROPOSED MITIGATED NEGATIVE DECLARATION
SCH No. 2019119006



March 2021

**Recirculated Initial Study/
Proposed Mitigated Negative Declaration
Graton Community Services District
Occidental Wastewater Transport and Treatment Project**

Prepared for:



GRATON
community services district

Graton Community Services District
250 Ross Lane
Sebastopol, California 95472

Prepared by:



GHD
2235 Mercury Way, Suite 150
Santa Rosa, California 95407

March 2021

Table of Contents

1.	Introduction	1-1
1.1	Introduction and CEQA Process.....	1-1
1.2	Summary of Changes to the Project as Evaluated Under the 2019 IS/MND.....	1-2
1.3	Recirculated IS/MND CEQA Process.....	1-3
2.	Project Background and Description	2-1
2.1	Project Background	2-1
2.2	Project Location and Surrounding Land Uses.....	2-2
2.3	Project Description	2-2
2.4	Required Agency Approvals	2-9
2.5	Tribal Consultation.....	2-10
3.	Environmental Factors Potentially Affected	3-1
4.	Environmental Analysis.....	4-1
4.1	Aesthetics	4-1
4.2	Agricultural and Forestry Resources	4-3
4.3	Air Quality	4-4
4.4	Biological Resources	4-8
4.5	Cultural Resources	4-12
4.6	Energy	4-15
4.7	Geology and Soils	4-17
4.8	Greenhouse Gas Emissions.....	4-21
4.9	Hazards and Hazardous Materials	4-23
4.10	Hydrology and Water Quality.....	4-27
4.11	Land Use and Planning	4-30
4.12	Mineral Resources.....	4-31
4.13	Noise.....	4-32
4.14	Population and Housing	4-35
4.15	Public Services	4-36
4.16	Recreation	4-37
4.17	Transportation.....	4-38
4.18	Tribal Cultural Resources	4-42
4.19	Utilities and Service Systems	4-44
4.20	Wildfire.....	4-46
4.21	Mandatory Findings of Significance	4-47
5.	References.....	5-1

6.	Report Preparers	6-1
6.1	Graton Community Services District.....	6-1
6.2	GHD.....	6-1
6.3	Subconsultants	6-1

Tables

Table 2-1	Required Permits and Authorizations	2-10
Table 4.3-1	Construction Air Emissions Associated with Project	4-5

Figures

Figure 1	Regional Location Map	2-3
Figure 2	Proposed GCSD Improvements	2-4
Figure 3	Proposed Wastewater Transportation Route	2-5

1. Introduction

1.1 Introduction and CEQA Process

The Graton Community Services District (Graton CSD), serving as the California Environmental Quality Act (CEQA) Lead Agency, has prepared this Recirculated Initial Study to provide the public, responsible agencies, and trustee agencies with information about the potential environmental effects of the Graton CSD Occidental Wastewater Transport and Treatment Project (project). Graton CSD is a local government agency that manages the public sewer system in the unincorporated community of Graton in Sonoma County. Graton CSD serves about 1,700 rural residents, as well as businesses. Graton CSD also provides reclaimed water to several agricultural producers in the Graton area. Graton CSD is governed by an elected, five-member Board of Directors.

Sonoma Water (formerly known as Sonoma County Water Agency) is a special district that provides flood protection and water supply services to Sonoma and Marin Counties and manages several sanitation zones and districts in Sonoma County. The sanitation zones include Airport/Larkfield/Wikiup, Geyserville, Penngrove, and Sea Ranch. The sanitation districts include the Occidental, Russian River, Sonoma Valley, and South Park County Sanitation Districts.

Graton CSD and Sonoma Water are proposing a project that would provide transport, treatment, storage, and disposal of dry weather wastewater from the Occidental County Sanitation District to the Graton CSD for a 10-year period. The project involves vehicle transport of wastewater from Occidental to Graton and construction of a new receiving station, concrete driveway pullout, retaining wall, and sewer lateral connection within and adjacent to Green Valley Road. Graton CSD would also enter into a 10-year agreement with Sonoma Water for the proposed transport, treatment, storage, and disposal of wastewater from Occidental.

A previous Initial Study/Proposed Mitigated Negative Declaration (IS/MND) was prepared in 2019 for the project that envisioned a proposal to construct a wastewater receiving station at 4115 North Gravenstein Highway. The IS/MND was circulated for a 30 day public review, from November 6, 2019 to December 5, 2019, to allow the public and agencies the opportunity to review and comment on the document. In accordance with the requirements of CEQA, Graton CSD provided a *Notice of Intent to Adopt a Mitigated Negative Declaration* to the public, responsible agencies, and the Sonoma County clerk. Graton CSD published a notice in the Press Democrat, a newspaper of general circulation in the area affected by the proposed project, and the notice was posted at the Sonoma County clerk's office for a period of at least 30 days. The IS/MND was submitted to the State Clearinghouse for review by state agencies, and to responsible and trustee agencies with jurisdiction by law over resources affected by the project. The IS/MND was made available for public review at the Graton CSD Administration Office, at the Forestville Library, as well as online at graton.org. Comments were received from five agencies during the 30-day comment period, as well as from individuals, including letters and verbal comments at a public meeting held on November 18, 2019.

Subsequent to the public review period and prior to considering adoption of the MND, Graton CSD determined that the property at 4115 North Gravenstein Highway would no longer be a viable site for a proposed wastewater receiving station. Therefore, Graton CSD is proposing to revise the wastewater receiving site, transport route, and associated sewer line improvements. Those revisions are evaluated in this Recirculated IS/MND.

The CEQA lead agency for the project is the Graton CSD. The Graton CSD contact person for the project is:

Jose Ortiz, PE, General Manager
Graton Community Services District
250 Ross Lane
Sebastopol, CA 95472
Phone: (707) 330-3542

1.2 Summary of Changes to the Project as Evaluated Under the 2019 IS/MND

The modified project includes construction of a wastewater receiving station, concrete driveway pullout, retaining wall, and sewer lateral connection on previously disturbed and developed lands within and adjacent to Green Valley Road. The modified project includes a new location for the proposed wastewater receiving station, elimination of the previously proposed new sewer main in Green Valley Road, and changes to the proposed wastewater transport route. This Recirculated IS/MND analyzes the revised project and the environmental impacts of these proposed changes.

1.2.1 Changes to Wastewater Receiving Station

The project evaluated in the 2019 IS/MND included installation of a wastewater receiving station on the east side of the Bridgeway Gas Station property at 4115 North Gravenstein Highway. Under the previously proposed project, Graton CSD would have obtained a 10-year temporary easement with the owner of the property at 4115 North Gravenstein Highway for operation of the wastewater receiving station. Graton CSD would have applied for a change to its service area boundary in order to include the property located at 4115 North Gravenstein Highway, and the Bridgeway Gas Station would have been connected to Graton CSD's sanitation system, which would have allowed for closure of the existing septic system on the property.

Under the modified project, Graton CSD proposes to install the wastewater receiving station adjacent to Green Valley Road west of Highway 116 (see Section 2 for a description). The modified project would not include improvements to the property at 4115 North Gravenstein Highway, and no temporary easement with the property owner of 4115 North Gravenstein Highway is proposed. The modified project would not include connection of the Bridgeway Gas Station to the Graton CSD sanitation system, closure of the existing septic system on the property, or a change to Graton CSD's service area boundary.

1.2.2 Changes to Sewer Main

The project evaluated in the 2019 IS/MND included installation of approximately 300 feet of new 6-inch sewer main within Green Valley Road connecting to an existing manhole in Green Valley Road near Hicks Road. The sewer main would have been installed across Highway 116, and would have utilized trenchless pipeline construction methods, such as jack-and-bore, requiring excavating sending and receiving pits at either end of the pipe segment. The 2019 IS/MND presumed that Caltrans may have required nighttime construction for the trenchless Highway 116 undercrossing. Anticipated nighttime work hours were assumed to be 7:00 p.m. to 7:00 a.m. Construction was estimated to require up to 5 nighttime work periods for the Highway 116 undercrossing.

The modified project would not include installation of a new sewer main within Green Valley Road. Instead, an approximately 85-foot lateral connection would be installed within a portion of Green Valley Road to connect the proposed wastewater receiving station to an existing manhole in Green

Valley Road. The modified project would not require installation of a sewer main across Highway 116. Trenchless pipeline construction methods, such as jack-and-bore, would not be required for the modified project, and no nighttime construction is anticipated for the modified project.

1.2.3 Changes to Wastewater Transport Route

Under the project evaluated in the 2019 IS/MND, transport trucks would have turned right (east) onto Green Valley Road from Highway 116 in order to access the previously proposed wastewater receiving station on the property at 4115 North Gravenstein Highway. Trucks would have exited the receiving station and travelled west on Green Valley Road to Highway 116.

Under the modified project, transport trucks would turn left (north) onto Ross Road from Graton Road, then right (east) onto Green Valley Road to access a proposed roadside receiving station (see Figure 3, Proposed Wastewater Transportation Route). Trucks leaving the station would turn right onto Highway 116, then right onto Mueller Road, then right onto Graton Road in route back to the Occidental Lift Station on Occidental-Camp Meeker Road.

1.3 Recirculated IS/MND CEQA Process

Pursuant to Section 15073.5 of the CEQA Guidelines, because the changes to the project are considered “substantial revisions” and the 2019 IS/MND had not been adopted by the Graton CSD, a Recirculated IS/MND has been prepared to disclose the revised project description and analyze the environmental impacts of the modified project.

Section 15073.5 of the CEQA Guidelines states:

(a) A lead agency is required to recirculate a negative declaration when the document must be substantially revised after public notice of its availability has previously been given pursuant to Section 15072, but prior to its adoption. Notice of recirculation shall comply with Sections 15072 and 15073.

(b) A “substantial revision” of the negative declaration shall mean: (1) A new, avoidable significant effect is identified and mitigation measures or project revisions must be added in order to reduce the effect to insignificance, or (2) The lead agency determines that the proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required.

Because the changes to the project include a new off-site location within public right-of-way contiguous to privately owned property, and new mitigation measures have been identified to address potential environmental impacts of the modified project, the District considers such changes to be “substantial revisions” pursuant to Section 15073.5 of the State CEQA Guidelines. Therefore, the Graton CSD, as the Lead Agency, has prepared this Recirculated IS/MND and has reviewed and revised to reflect its independent judgment, as required by Section 21082.1 of CEQA.

2. Project Background and Description

2.1 Project Background

The Occidental County Sanitation District (Occidental CSD) is managed by Sonoma Water. Historically, Occidental CSD discharged secondary treated recycled water into a pond located at the headwaters of Dutch Bill Creek in Occidental during the summer and to Dutch Bill Creek during the winter. A 1997 Cease and Desist Order (CDO) from the North Coast Regional Water Quality Control Board (NCRWQCB) directed the Occidental CSD to end discharges of secondary treated recycled water to Dutch Bill Creek by January 31, 2018. The 1997 CDO mandated the implementation of short-term solutions until a long-term capital improvement program to avoid continuous violation of waste discharge requirements is developed. Although short-term solutions are in place and the Occidental CSD is now in compliance with all regulatory requirements, Sonoma Water continues to work towards finding the most economical means of continuing to provide sanitary sewer services to the Occidental CSD while complying with the Waste Discharge Requirements adopted in Order R1-2012-0101 and CDO No. R1-2012-0102.

A series of potential alternatives presented over the course of two decades failed to gain community support or provide a viable economic option. After analyzing costs for facility modifications associated with wastewater transport compared to costs associated with treatment upgrade alternatives, Sonoma Water determined that annual operations and maintenance costs of wastewater transport to other sanitation facilities for treatment, storage, and disposal would be lower than operations and maintenance costs for facility upgrades. In addition, it was determined that there would be a lesser environmental impact with transporting wastewater compared to upgrading facilities. Therefore, in 2018, Sonoma Water decommissioned the Occidental CSD wastewater treatment facilities, constructed a truck fill/transfer station at the Occidental CSD's Lift Station on Occidental-Camp Meeker Road, and began trucking Occidental CSD's untreated wastewater 18 miles to the Airport-Larkfield-Wikiup Sanitation Zone (ALWSZ) wastewater treatment facility (WWTF) near the Town of Windsor. During heavy rainfall events when inflow to the Occidental CSD's Lift Station exceeds the storage capacity of the lift station, untreated wastewater is stored at the Occidental CSD's former wastewater treatment facility. As a result, untreated wastewater from the Occidental CSD is also transported, though less frequently, from the Occidental CSD's wastewater treatment facility located on Lu Dan Road to the ALWSZ WWTF.

Graton CSD, in partnership with Sonoma Water, is now proposing to provide treatment, storage, and disposal of wastewater from Sonoma Water's Occidental CSD over a 10-year agreement period. Whereas the Occidental CSD and ALWSZ are managed by Sonoma Water, the Graton CSD is a separate, independent, local government agency responsible for operating and maintaining wastewater treatment facilities in the unincorporated community of Graton. The proposed project would serve to reduce transport costs and mobile source air emissions by reducing the overall distance of wastewater transportation trips, and would help the Graton CSD solve a number of financial challenges including unstable rates, servicing a small customer base, high fixed costs for wastewater collection and treatment, and lack of revenue for future large projects.

2.2 Project Location and Surrounding Land Uses

The proposed wastewater receiving station site is located in the unincorporated community of Graton in western Sonoma County. The proposed improvements would be located within Graton CSD's service area boundary, within and adjacent to a portion of Green Valley Road west of Highway 116 (see Figure 1, Regional Location Map). The improvements would occur within the County of Sonoma's road right-of-way for Green Valley Road (See Figure 2, Proposed GCSD Improvements).

The proposed wastewater receiving station would occupy an approximately 1,400-square-foot area on the south side of Green Valley Road west of Highway 116 and Hicks Road. Contiguous land uses include single-family residences to the north and south of Green Valley Road. Additional land uses in the project vicinity include a private vineyard and orchard along Green Valley Road, residences along Hicks Road, and Bridgeway Gas Station, Blue Spruce Lodge (mobile home community), and Dutton Estate Winery and tasting room east of Highway 116.

Wastewater transport would primarily occur between the existing Occidental CSD Lift Station at Occidental-Camp Meeker Road and the proposed new wastewater receiving station that would be located adjacent to Green Valley Road (see Figure 3, Proposed Wastewater Transportation Routes). At certain times, wastewater would continue to be transported from the Occidental CSD Lift Station to the ALWSZ WWTF near the Town of Windsor using existing established routes (see Figure 3, Proposed Wastewater Transportation Routes).

2.3 Project Description

The Project Description is organized as follows:

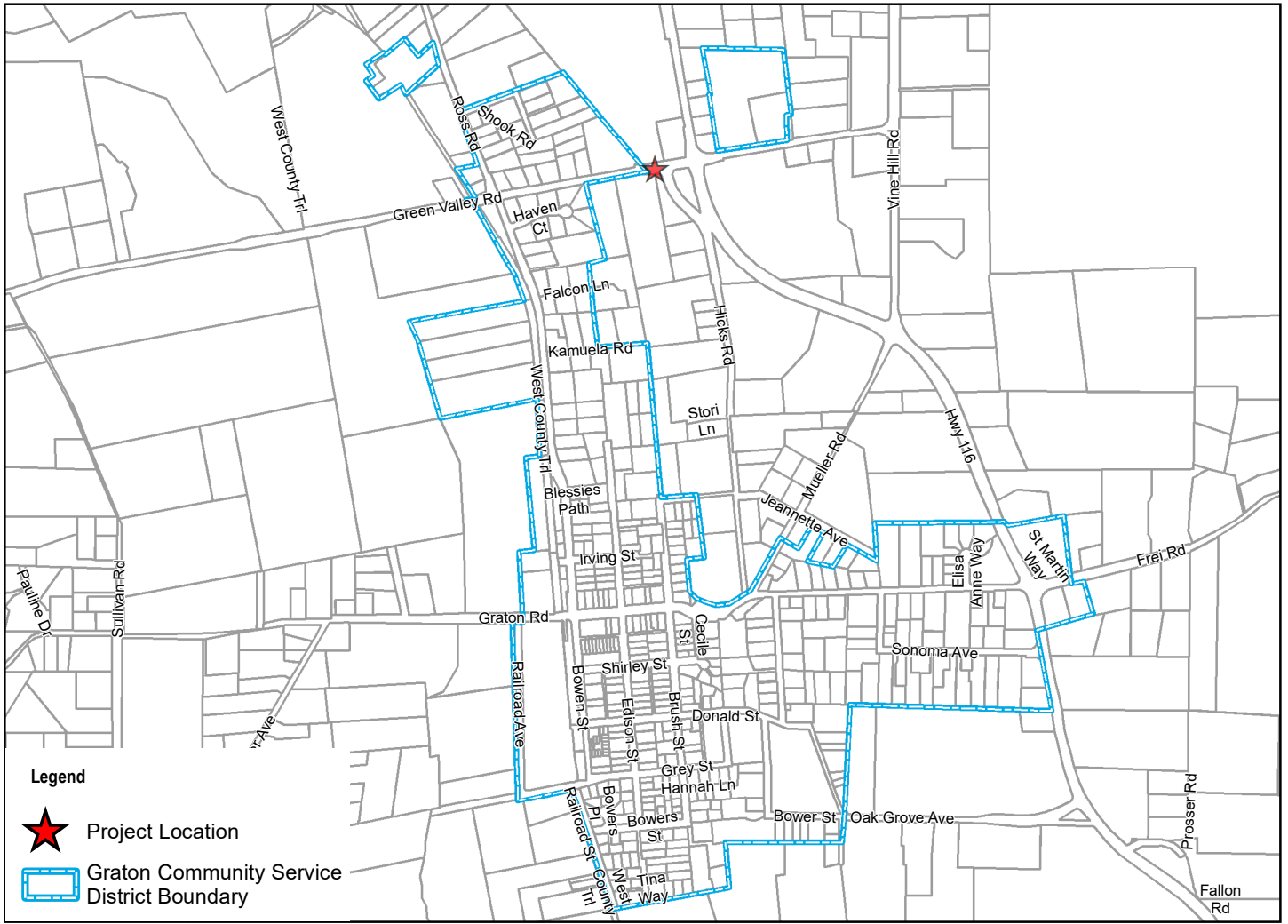
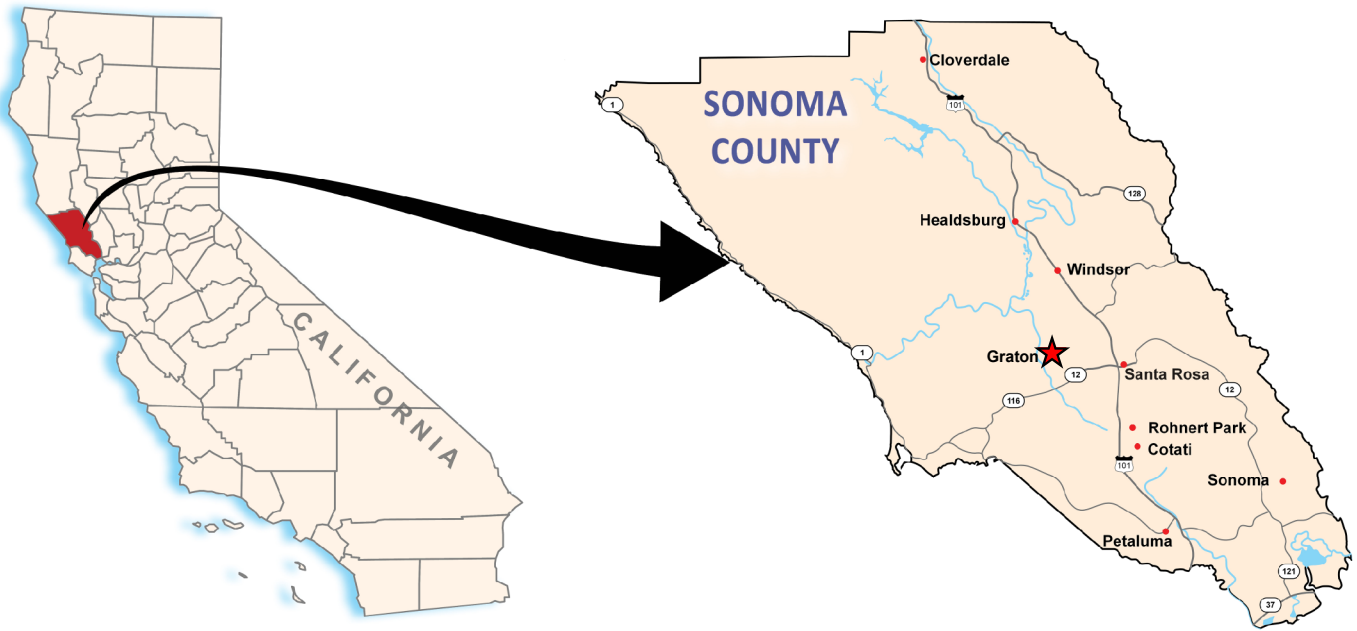
- Section 2.3.1 – Proposed Improvements
- Section 2.3.2 – Project Operations and Maintenance
- Section 2.3.3 – Project Construction

2.3.1 Proposed Improvements



New Graton CSD Wastewater Receiving Station and Sewer Connection

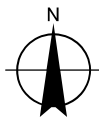
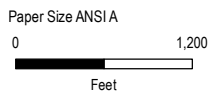
The proposed project would include the construction of a wastewater receiving station, concrete driveway pullout, new traffic striping, and sewer lateral connection on previously disturbed lands within and adjacent to Green Valley Road (see Figure 2, Proposed GCSD Improvements). Improvements associated with the wastewater receiving station would include a retaining wall, above- and below-ground piping and appurtenances, including valves, pipeline, electrical control panels, and signage.

A new approximately 20-foot wide and 70-foot long concrete driveway pullout would be installed on the south side of Green Valley Road, which would be accessed by wastewater transport trucks heading eastbound on Green Valley Road. An aboveground control box housing electrical controls and plumbing connections would measure approximately six feet in height, six feet in width, and approximately two feet in depth. If required, an existing below ground storm drain would be reconstructed beneath the concrete driveway pad. The existing storm drain conveys storm water to a roadside drainage ditch west of the proposed receiving station. The concrete pad would be graded to avoid runoff to adjacent properties, and runoff would be directed to a drain, which will discharge to the sanitary sewer system.



Legend

-  Project Location
-  Graton Community Service District Boundary



Occidental Wastewater Transport and Treatment Project

Project No. 11185760
Revision No.
Date Feb 2021

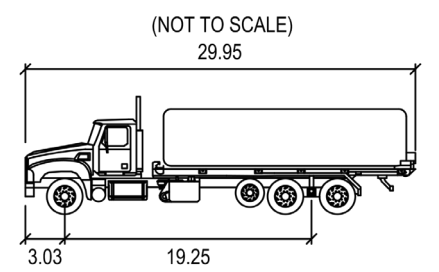
Regional Location Map

FIGURE 1



NOTE

1. Typical dimensions of vac tank truck are shown below.



VAC TANK TRUCK
TRUCK DRIVEN @ 6MPH
1.0' MIRROR CLEARANCE INCLUDED

	feet
WIDTH	: 7.87
TRACK	: 8.04
LOCK TO LOCK TIME	: 6.0
STEERING ANGLE	: 35.4



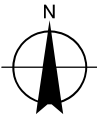
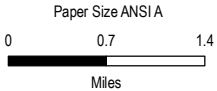
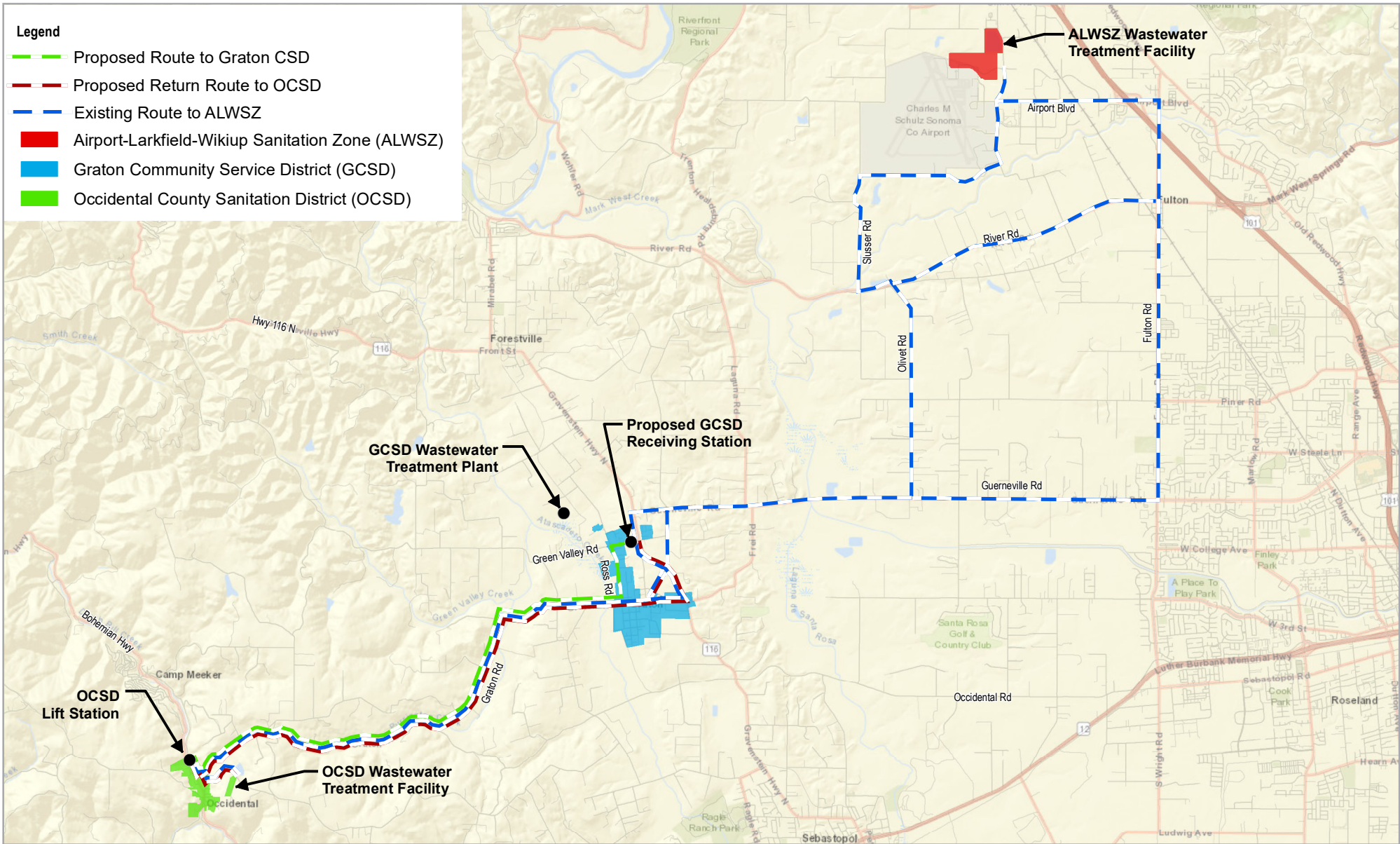
View of Existing ALWSZ Receiving Station



Occidental Wastewater Transport and Treatment Project
Proposed GCSD Improvements

Project No. 11185760
Revision No.
Date Feb 2021

FIGURE 2



Map Projection: Lambert Conformal Conic
 Horizontal Datum: North American 1983
 Grid: NAD 1983 StatePlane California II FIPS 0402 Feet



Occidental Wastewater Transport and Treatment Project

Proposed Wastewater Transportation Routes

Project No. 11185760
 Revision No.
 Date Feb 2021

FIGURE 3

\\ghdnet\ghd\US\Santa Rosa\Projects\1111185760 GCSD Occidental WW Treatment\08-GISMaps\Deliverables\Proposed WW Trans Route.mxd
 Print date: 24 Feb 2021 - 14:26
 Data source: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community. Created by: rremillard

Transport trucks would access the receiving station driveway from Green Valley Road, and would pull into the driveway and then connect to new receiving station control valves that would transfer the wastewater through a closed system to an existing sewer main within Green Valley Road. The process of transferring wastewater would include connecting the truck to the proposed receiving station with hoses and sealed control valves through a closed system. Wastewater would not be exposed to open air during the transfer process. Graton CSD would require drivers to be fully trained on operation of the transport trucks and the proposed receiving station. Standard operating procedures to eliminate the potential for leakage during the transfer process would be required, including full drainage of connecting hoses prior to disconnection.

While the use of new trucks, training of staff, and operation of transfers in accordance with standard operating procedures would minimize the potential for a leak or spill, the possibility of a spill or leak cannot be discounted. Therefore, the receiving station would include concrete curbing and drainage to contain any potential spill and would direct runoff into the wastewater collection system. Potable water would be available in secured containers to provide flush water, if needed. Bollards and a receiving station enclosure would be installed to protect the new control box. The receiving station would not require a new pump station or new lighting, as booster pumps on the transport trucks would provide pumping under pressure, and the receiving station would be utilized only during daytime hours.

The proposed driveway would be designed to be of sufficient length such that a 30-foot long transport truck would not obstruct the sight distance from turning movements at Hicks Road during offloading operations. The driveway would be required to comply with current County standards for stopping sight distance or driveway radii, or a design exception from the County would be required through an encroachment permit process.

A new 6-inch diameter sewer lateral would be installed to connect the wastewater receiving station to an existing Graton CSD 6-inch sewer main within Green Valley Road. The proposed sewer lateral would be installed at a depth of approximately 4 to 5-feet below ground surface.

Beyond the improvements described above, no additional modifications to Graton CSD's wastewater treatment facilities would be required for treatment, storage, and disposal of Occidental CSD's wastewater flows.

2.3.2 Project Operation and Maintenance

Agreement Between Sonoma Water and Graton CSD

The proposed project would include a 10-year agreement between Sonoma Water and Graton CSD for transferring of trucking operations to the Graton CSD and treatment and disposal of Occidental CSD's average daily dry weather wastewater flows. The average daily dry weather flows that would be transported and treated is 17,000 gallons per day. The agreement would include Sonoma Water providing as-needed services during the operational agreement term, including training of Graton CSD staff on hauling and transferring procedures.

Wastewater Transport

The project would include transport of wastewater from the Occidental CSD to the Graton CSD for treatment, storage, and disposal. The proposed transport route is shown on Figure 3 (Proposed Wastewater Transportation Routes). Wastewater transport currently occurs along Highway 116 under existing conditions, as transport trucks travel from the Occidental CSD through the Highway 116 and Green Valley Road intersection in route to the ALWSZ wastewater treatment facility. The

proposed project would not increase the number of haul trucks comparative to existing conditions.

Transport trucks would be filled with wastewater at the Occidental CSD Lift Station. A truck would travel south on Occidental-Camp Meeker Road to Graton Road, then east on Graton Road to Ross Road, north on Ross Road to Green Valley Road, and finally east on Green Valley Road to the project site. Return trips would travel east on Green Valley Road to Highway 116, then right onto Mueller Road, and right onto Graton Road.

The proposed transport route would be approximately 7 miles in length for a one-way trip. Under existing conditions, transport trucks currently travel approximately 18 vehicle miles for a one-way trip to the ALWSZ wastewater treatment facility. Reducing one-way haul trip lengths from 18 miles to 7 miles would reduce mobile source air emissions associated with transport by more than 50 percent.

The transport trucks to be utilized would be 4-axle trucks with a 4,200-gallon vacuum tank and 500 cubic feet per minute pumping system with pressure relief valves. The trucks would be 30 feet in length and approximately 15,914 pounds. The trucks would have 2017 EPA emission engines and back up alarms. The process of transferring wastewater from a transport truck to the proposed Graton CSD receiving station would require approximately 10 to 15 minutes per truck. During this time, a truck may potentially idle for approximately 5 minutes in order to pump wastewater under pressure. Otherwise, the truck engine would be turned off during the transfer process.

Transport of wastewater from the Occidental CSD to the proposed new Graton CSD receiving station would be scheduled to occur on a weekday (Monday through Friday) between 7 a.m. and 5 p.m. It is anticipated that transport to the proposed Graton CSD receiving station would occur approximately 3 to 5 days per week. On a day when wastewater transport occurs, approximately 5 to 10 trips would typically occur, however, there could be additional daily trips to reduce the number of transport days during a week, or during wet weather events. On average, 30 trips per week would occur during dry periods. Transport of wastewater to the proposed Graton CSD receiving station would not be scheduled on weekends or after 5 p.m. on a weekday.

When transport of wastewater is required outside of scheduled hours, or during peak wet weather periods when flows exceed Graton CSD's capacity to treat, wastewater would be transported to Sonoma Water's ALWSZ WWTF located near the Town of Windsor. During an average rainy season and year, it is anticipated that hauling to the ALWSZ WWTF would be required on less than 30 days of the year. Such days would typically occur when daily average inflow to the Graton CSD WWTP is greater than 200-300 gallons per minute (gpm).

The existing wastewater transportation route from the Occidental CSD to the ALWSZ is approximately 18 miles for a one-way trip. Therefore, once completed, the project would reduce one-way trip lengths by 11 miles compared to baseline conditions.

Operation and Maintenance of Graton CSD WWTP

The Graton CSD operates in accordance with Waste Discharge Requirements and NPDES Permit No. CA0023639 established by Order No. R1-2018-0001 and currently treats wastewater to Title 22 disinfected tertiary recycled water standards as its primary treatment mode. During the wet season (October 1 through May 14), the Graton CSD discharges treated effluent to Atascadero Creek at rates not exceeding one percent of the creek flow. During the dry season (May 15 through September 30), the recycled water is used for agricultural irrigation whenever possible or disposed of by irrigation on a 21-acre Graton CSD-owned parcel.

The proposed project would include a 10-year agreement between Sonoma Water and Graton CSD for transferring of trucking operations to the Graton CSD and treatment and disposal of Occidental

CSD's average dry weather wastewater flows (ADFW). The ADFW that would be transported and treated is 17,000 gallons per day (gpd). Graton CSD's treatment facilities are designed to treat 140,000 gpd. In comparison, Graton CSD's ADWF for 2019 and 2020 was 86,000 gpd. The 54,000 gpd of ADWF unused capacity is sufficient for accommodating Occidental CSD's ADWF and for growth in Graton in terms of the District annual limit of 12 equivalent single-family dwelling units allowed per calendar year.

The project would not require any modifications to Graton CSD's wastewater treatment facilities. Routine operation and maintenance of the treatment, storage, and disposal facilities at Graton CSD's wastewater treatment, reclamation, and disposal facility would remain similar to current levels. Routine operation and maintenance of the new Graton CSD receiving station would occur on an annual or as needed basis. Vehicles utilized for the transport of wastewater would be staged and maintained at the Graton CSD WWTP when not in use. The project is anticipated to create the equivalent of up to 1 new full-time Graton CSD employment opportunity for a truck driver.

Operations and Maintenance of Occidental CSD Lift Station and Former WWTP

Operational activities would include the continued collection and storage of untreated wastewater at the Occidental CSD Lift Station and former wastewater treatment facility, including aeration at the former wastewater treatment facility to prevent odors. The existing Occidental CSD Lift Station would continue to function as a collection and short-term storage system and would have operations and maintenance activities similar to existing activities. Sonoma Water would continue to perform operation and maintenance activities at these facilities.

Maintenance activities would include continued routine maintenance of the plumbing and electrical systems associated with the collection and storage facilities. Maintenance would also include routine management and maintenance of the plumbing and electrical systems associated with the truck filling and receiving activities.

2.3.3 Project Construction

Construction Schedule

Construction of the project is expected to begin in Summer or Fall of 2021 and require approximately 3 months to complete. Construction activities would generally occur between 7:00 a.m. and 5:00 p.m. on weekdays.

Construction Staging and Equipment

Prior to construction, the contractor would mobilize resources to a staging area that would be located adjacent to Green Valley Road or Hicks Road (See Figure 2, Proposed GCSD Improvements). A variety of construction equipment would be used to build the project, including a backhoe, mini-excavator/excavator, dump truck(s), sweeper, saw cutter, concrete truck, a 20-yard asphalt end dump truck, and stump grinder, and power hand tools including a pavement saw and jack hammer.

Site preparation would require the removal and off-haul of materials. This would include, but not necessarily be limited to, vegetation, concrete, asphalt and fill. The proposed new 6-inch diameter sewer lateral connection within Green Valley Road would be installed using conventional open-trench methods. Open-trench methods would include excavating a trench, preparing and installing the lateral pipeline components, backfilling the trench with non-expansive fills, and restoring and repaving the pipeline alignment.

The primary construction-related vehicle and haul truck route to the project site is anticipated to be Highway 116 to Green Valley Road. The number of construction-related vehicles traveling to and from the project areas would vary on a daily basis. It is anticipated that up to 8 haul truck trips could occur during peak construction periods. In addition, it is anticipated that construction crew trips would require up to 8 vehicle trips per day.

Construction activities would not require temporary or long-term closure of existing driveways to adjacent single-family residences, and would not close Green Valley Road or adjacent driveways in a manner that would impair emergency access or response timing of first responders.

Construction Traffic Control

Construction activities would take place within a County of Sonoma right-of-way, requiring an encroachment permit and potentially a partial lane closure during construction hours. As part of the encroachment permit process, Graton CSD and its construction contractor would be required to prepare traffic control plans for review and acceptance of planned work within the County right-of-way. This would include information on the lengths and widths of work zones, tapers and sign spacing, and all lanes to be used, reduced, or left open. The development and implementation of traffic control plans may also include, but not necessarily be limited to:

- Traffic controls, signs, and flaggers required for conformance with the current California Manual of Uniform Traffic Control Devices;
- Pedestrian and bicycle control devices;
- Notifications/arrangements for any driveway access restrictions;
- Notifications to emergency responders and public transit agencies;
- Scheduling of major lane closures during off-peak hours; and
- Detour routes, if needed.

Groundwater Dewatering (If Required)

If needed, temporary groundwater dewatering would be conducted to provide a dry work area during construction-related excavations. Dewatering would involve pumping water out of a trench into a Baker tank (or other similar type of settling tank). Following the settling process provided by a tank, groundwater would typically be pumped to a bag and cartridge filter system (or similar system) before being discharged to the sanitary sewer system.

2.4 Required Agency Approvals

The following discretionary actions and other approvals from the Graton CSD may be required for the project:

- Sonoma Water Agreement: The proposed project would include a 10-year agreement between Graton CSD and Sonoma Water for transferring of trucking operations and treatment and disposal of Occidental's CSD's wastewater.

Table 2-1 lists other regulatory agencies that may have permitting or approval authority over certain aspects of the project.

Table 2-1 Required Permits and Authorizations

Agency	Requirement	Trigger
Sonoma Water	10-year Agreement for Transfer of Trucking Operations	Operating agreement with Graton CSD
County of Sonoma	Encroachment Permit	Improvements made within a County right-of-way along Green Valley Road

2.5 Tribal Consultation

Graton CSD has not received requests for notification of proposed projects from California Native American tribes pursuant to Public Resources Code Section 21080.3.1. Graton CSD nevertheless initiated contact with Native American tribes as part of preparing the 2019 IS/MND, and the modified project is located within the project area that was previously evaluated and discussed with California Native American tribes. See Section 4.18, Tribal Cultural Resources, for additional information.

3. Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. Where checked below, the topic with a potentially significant impact will be addressed in an environmental impact report:

- | | | |
|--|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Agricultural & Forestry Resources | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities/Service Systems |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION would be prepared.
- I find that although the proposed project could have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION would be prepared.
- I find that the proposed MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect: (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect: (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


LEAD AGENCY Signature

3/8/2021
Date

4. Environmental Analysis

4.1 Aesthetics

	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?				✓
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✓	
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public view of the site and its surroundings?			✓	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				✓

a) Have a substantial adverse effect on a scenic vista? (No Impact)

The Sonoma County General Plan does not explicitly identify scenic vistas (Sonoma County 2008). The proposed aboveground project improvements would be approximately 70-feet in length and would be located along the south side of Green Valley Road, west of Highway 116 - a designated scenic corridor (see response to item c below). The aboveground improvements that would be constructed as part of the project would be limited to an approximately 1,400-square-foot concrete driveway pullout and a 6-foot-tall and 6-foot-wide aboveground control box. Such improvements would not be visible from a designated scenic vista, therefore, no impact would result.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Less than Significant)

Highway 116 (Gravenstein Highway) in the project vicinity is an officially designated State scenic highway. The *Sonoma 116 Scenic Highway Corridor Study* identifies several contributing elements to the scenic quality of Highway 116, including stands of trees, the Russian River and its associated vegetation, varied and undulating terrain, and small-scale man-made structures (Caltrans 1988). The project site is located approximately 250 west of Highway 116, just west of Hicks Road.

The proposed improvements would be set back approximately 250 feet from Highway 116 and would not be out of character with the design and appearance of the existing Green Valley Road setting. No trees, rock outcroppings, or historic buildings along the Highway 116 corridor would be removed or altered for the project. No placement of new signs or sub re-grading along Highway 116 would occur. Existing views of the project site from Highway 116 would not substantially change. The impact would be less than significant.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? (Less than Significant)

Utilizing the Sonoma County Permit and Resource Management Department (PRMD) *Visual Assessment Guidelines*, the site sensitivity of the project site would be high, which is a category applied to sites with land use or zoning designation protecting scenic or natural resources, such as General Plan designated scenic landscape units and scenic corridors. Green Valley Road west of Highway 116 is a designated scenic corridor. Green Valley Road is also adjacent to a designated scenic landscape unit north of the roadway.

The project site includes roadside adjacent lands with ruderal grasses, an overhead electrical pole, and a Sonoma County Transit bus stop. Further south is private wooden fencing associated with single family residences. To the north side of Green Valley Road is a drainage feature located between the paved section of Green Valley Road and an adjacent single-family residence with a wooden property fence.

The proposed aboveground improvements would include a new 20-foot wide and 70-foot long concrete driveway pullout along the south side of Green Valley Road, which would be accessed by transport trucks heading eastbound on Green Valley Road. An aboveground control box housing electrical controls and plumbing connections would measure approximately six feet in height, six feet in width, and approximately two feet in depth (see Figure 2).

Construction activities would result in temporary changes in the visual character of the immediate project area for approximately 3 months. Construction activities would include the presence of construction equipment, trucks, staging and laydown areas, and associated fugitive dust adjacent to the Highway 116 corridor. However, given the temporary nature and short duration (3 months) of project construction activities, the impact of such activities would be less than significant.

Following construction, the project improvements would be minimally visible from public views, limited to views from Green Valley Road and Hicks Road in the immediate project area. The project site is not located on a ridgeline, and there are no adjacent public use areas or pedestrian sidewalk facilities near the project site. The proposed improvements would be located at grade with Green Valley Road and immediately adjacent to the paved roadway. In this way, the project elements would generally repeat the shape, geometry and orientation of existing Green Valley Road. The project would not result in new night lighting in the project area. Overall, the project contrasts would be weak. Utilizing the Sonoma County PRMD Visual Assessment Guidelines, the visual dominance of the project would be subordinate. Therefore, the project would have a less than significant impact on the existing visual character and quality of public views of the site and its surroundings.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (No Impact)

Nighttime construction would not be required for the project. Therefore, no nighttime exterior lighting would be required during construction. The existing project area is currently lighted through existing street lights on Green Valley Road near Hicks Road. The proposed project does not propose any new additional lighting. No impact would result.

4.2 Agricultural and Forestry Resources

	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d) Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

a-e) Convert farmland or forest land? (No Impact)

The project would not be located on lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide importance (CDC, 2018), or on land under a Williamson Act contract (County of Sonoma, 2018). The project would not be constructed on land zoned for agricultural or forestland uses. Thus, the project would not convert Important Farmland, land under a Williamson Act contract, or forest land to other uses, nor conflict with zoning for agricultural or forestry uses. No impact to agriculture or forestry resources would result.

4.3 Air Quality

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporation	Less-Than-Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?				✓
b) Result in a cumulatively considerable net increase in any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			✓	
c) Expose sensitive receptors to substantial pollutant concentrations?			✓	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			✓	

a) Conflict with or obstruct implementation of the applicable air quality plan? (No Impact)

The project site and a portion of the proposed wastewater transportation route are located within the North Coast Air Basin and within the jurisdiction of the Northern Sonoma County Air Pollution Control District (NSCAPCD). The North Coast Air Basin is in attainment for all criteria air pollutants, and no applicable air quality plan exists for the project area (Personal Communication, NSCAPCD 2019).

An approximately 4-mile segment of the wastewater transportation route between the Occidental CSD Lift Station and the proposed Graton CSD receiving station would be within the San Francisco Bay Area Air Basin and within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). Under California standards, the San Francisco Bay Area Air Basin is currently designated as a nonattainment area for particulate matter 2.5 microns or less in diameter (PM_{2.5}), particulate matter 10 microns or less in diameter (PM₁₀), and ozone. Under national standards, the San Francisco Bay Area Air Basin is currently designated as nonattainment for PM_{2.5} and 8-hour ozone. The Air Basin is in attainment (or unclassified) for all other air pollutants. (BAAQMD 2020)

The BAAQMD's 2017 Clean Air Plan (BAAQMD 2017a) is the applicable air quality plan for the San Francisco Bay Area Air Basin. The 2017 Clean Air Plan contains 85 individual control measures in nine economic sectors: stationary (industrial) sources, transportation, energy, buildings, agriculture, natural and working lands, waste management, water, and super-GHG pollutants. Many of these control measures require action on the part of the BAAQMD, the California Air Resources Board (CARB), or local communities, and are not directly related to the actions undertaken for an individual development project. The project would not prevent the BAAQMD from implementing these actions and none apply directly to the project. As a result, the project would not conflict with or obstruct implementation of the 2017 Clean Air Plan. No impact would result.

b) Result in a cumulatively considerable net increase in any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? (Less than Significant)

The project site and a portion of the proposed wastewater transportation route is located in an area that is in attainment for all criteria air pollutants. By its nature, air pollution is largely a cumulative impact, in that individual projects are rarely sufficient in size to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions may contribute to cumulative adverse air quality impacts.

Construction activities are anticipated to take approximately 3 months to complete. The types of air pollutants generated by construction activities are typically nitrogen oxides and particulate matter, such as dust and exhaust. Construction activities could temporarily increase levels of PM_{2.5} and PM₁₀ downwind of construction activity. These are temporary emissions that vary considerably from day-to-day and by the type of equipment and weather. In addition, CO and reactive organic gases are emitted during operation of gas and diesel-powered construction-equipment.

Construction-related air pollutant emissions were estimated for the project using the California Emissions Estimator Model (CalEEMod). The results were then compared to the NSCAPCD and BAAQMD thresholds of significance for criteria pollutants. As shown in Table 4.3-1 (Construction Air Emissions Associated with Project), the estimated construction-related emissions are less than the thresholds of significance adopted by the NSCAPCD and the BAAQMD. Therefore, the impact from construction related emissions would be less than significant.

Table 4.3-1 Construction Air Emissions Associated with Project

Project Construction Emissions	CO	NO _x / VOCs	PM ₁₀	PM _{2.5}
2021 Construction Emissions	0.26 tons/yr	0.27 tons/yr 13.27 lbs/day	0.05 tons/yr 0.61 lbs/day	0.03 tons/yr 0.57 lbs/day
NSCAPCD Thresholds	100 tons/yr	40 tons/yr	15 tons/yr	10 tons/yr
BAAQMD Thresholds	NA	54 lbs/day	82 lbs/day	54 lbs/day

Following construction, the project would not result in new stationary sources of criteria air pollutants. Trucks transporting wastewater from the Occidental CSD to the proposed Graton CSD receiving station would travel approximately 7 vehicle miles for a one-way trip. Under existing conditions, trucks transporting wastewater from the Occidental CSD to the ALWSZ WWTF travel approximately 18 vehicle miles for a one-way trip. Reducing haul trip lengths from 18 miles to 7 miles would reduce

mobile source air emissions by more than 50 percent, resulting in a beneficial air quality effect. No operational impact would result.

c) Expose sensitive receptors to substantial pollutant concentrations? (Less than Significant)

Sensitive receptors are members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. No schools, hospitals, child care centers, or other similar facilities are located adjacent to the project site. The nearest schools, Oak Grove Elementary and Acorn Preschool, are located approximately 0.9 mile to the south of the project site. The nearest sensitive receptor to the project site is a single family residence located approximately 175 feet to the southwest. The Blue Spruce Lodge mobile home community, which includes senior housing for residents 55 and older, is located approximately 500 feet to the east of the project site at its nearest point.

Construction

Air quality modeling was conducted for the project, which included consideration of fugitive dust and emissions from heavy machinery that would occur during construction. The results were then compared to the Air Quality District thresholds of significance for criteria pollutants. As summarized in Impact “b” above, the estimated construction-related fugitive dust and other emission types were well below the thresholds of significance adopted by the local Air Quality Districts. As required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]), construction contractors would be required to minimize idling times for trucks and equipment to five minutes, as well as ensuring that construction equipment is maintained in accordance with manufacturer's specifications. Given the short construction period (3 months), prolonged exposure of sensitive receptors to substantial pollutant concentrations would not occur. Therefore, the impact of construction-related emissions on sensitive receptors would be less than significant.

Operation

The CARB has made the reduction of the public's exposure to diesel particulate matter (DPM) one of its highest priorities, with an aggressive plan to require cleaner diesel fuel and cleaner diesel engines and vehicles. CARB has implemented an On-Road Heavy-Duty Vehicle Program, which includes Title 13, Section 2485 that applies to diesel-fueled commercial motor vehicles. CARB regulations of diesel engines and fuels have had a dramatic effect on DPM concentrations, decreasing statewide ambient DPM levels by 68 percent since 1990.

Potential for health risk from DPM is a complex interaction of pollutant type, concentration, exposure pathways, and exposure duration. CARB's *Air Quality and Land Use Handbook - A Community Health Perspective* includes recommended separation distances for various land uses that are based on relatively conservative estimations of emissions based on source-specific information. For example, a separation distance of 500 feet from rural roads with 50,000 vehicles/day is recommended. Comparatively, in 2017, the average daily traffic recorded along Green Valley Road in the project vicinity was 3,477 vehicles/day (less than 7 percent of the 50,000 vehicles/day designation). On a day when wastewater transport would occur, approximately 5 to 10 trips would typically occur along Green Valley Road, and on average, 30 trips per week would occur during dry periods. The proposed number of trips would not substantially increase the vehicles/day along Green Valley Road.

The transport trucks to be utilized would be 4-axle trucks, with 2017 EPA emission engines. Under existing conditions, transport trucks currently travel approximately 18 vehicle miles for a one-way trip

from Occidental to the Airport-Larkfield-Wikiup Sanitation Zone wastewater treatment facility. Under the proposed project, transport trucks would travel approximately 7 vehicle miles from Occidental to the proposed receiving station site. Reducing haul trip lengths from 18 miles to 7 miles would reduce overall mobile source air emissions by more than 50 percent compared to baseline emissions, resulting in a beneficial air quality effect. The project would require periodic idling of transport vehicles at the proposed receiving station site. However, idling of vehicles during the wastewater transfer process would be non-continuous, occurring in approximately 5-minute increments 3 to 5 days per week. The project would not result in a new stationary source of criteria air pollutants. The operational impact on sensitive receptors to substantial pollutant concentrations would be less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? (Less than Significant)

The process of transferring wastewater would include connecting the truck to the proposed receiving station with hoses and sealed control valves through a closed system directly to an underground sewer main. Wastewater would not be exposed to open air during the transfer process. Graton CSD would require drivers to be fully trained on operation of the transport trucks and the proposed receiving station. Standard operating procedures to eliminate the potential for leakage during the transfer process would be required, including full drainage of connecting hoses prior to disconnection. Trucks would pull into the proposed driveway and connect to the proposed receiving station control valves. The closed system would prevent odors from emanating from the transfer process and the collection system. The receiving station would include concrete curbing, drainage, and a potable water connection to ensure that any accidental spills would be discharged to the wastewater collection system. Therefore, the impact related to odor emissions would be less than significant.

4.4 Biological Resources

	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		✓		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				✓
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Less than Significant with Mitigation)**

An evaluation of the existing biological setting on and near the project site was conducted to determine the potential for any special-status plants or animal species to occur. A reconnaissance-

level site visit was also conducted by a qualified biologist to evaluate on-site and adjacent habitat types. Information on special-status species was compiled through a review of the literature and database searches. The following sources were reviewed to determine which special-status plant and wildlife species have been documented in the vicinity of the project site:

- California Department of Fish and Wildlife Natural Diversity Database (CNDDDB)
- California Native Plant Society (CNPS) Rare and Endangered Plant Inventory
- United States Fish and Wildlife (USFWS) Information for Planning and Conservation (IPaC)

The project would include improvements to an approximately 1,400 sf portion of previously disturbed and developed lands within and adjacent to Green Valley Road, and a new sewer main lateral connection within an existing asphalted section of Green Valley Road. The improvements would occur within the County of Sonoma's road right-of-way for Green Valley Road, within the shoulder of the roadway which includes roadside adjacent lands with ruderal grasses, an overhead electrical pole, and a Sonoma County Transit bus stop. Ruderal non-native grassland occurs along the southern shoulder of Green Valley Road that are part of the project study area. These areas are dominated by weedy herbaceous species and non-native grasses.

Two plant species, golden larkspur (*Delphinium luteum*) and Pitkin marsh lily (*Lilium pardalinum ssp. Pitkinense*), are shown in CNDDDB records as having the potential to occur within the project vicinity. Both golden larkspur and Pitkin marsh lily are endangered (Rank 1B.1) plant species. Habitat requirements for golden larkspur includes chaparral, coastal prairie, coastal scrub, and north-facing rocky slopes. Habitat requirements for Pitkin marsh lily include cismontane woodland, freshwater marsh, meadows and seeps, and marshes and swamps. No special-status plant species were identified on the project site. The grasses within the project site appear to be mowed as part of annual roadway maintenance, and the potential for special-status plant species to occur within the project area is considered low because habitat in the project area is absent or marginal for these species. Therefore, based on literature review, habitat disturbance, and on-site survey observations, no impact to special-status plants would result from implementation of the project.

No occurrences of special-status wildlife species have been recorded on the project site, and none were identified during a site reconnaissance. The project would not require the removal of trees that would support nesting or roosting habitat for passerines, raptors, or bats. The project site is mapped as a noise impacted segment in Sonoma County (Sonoma County 2012), and estimated construction noise levels in the project area would be temporary and moderate and not expected to substantially effect potential nesting in off-site trees. However, if nesting passerines or raptors or roosting special-status bats were present in surrounding trees, then construction activities would have the potential to impact the species. The impact is considered significant.

Mitigation

With implementation of Mitigation Measures BIO-1, the potential impact to nesting birds would be reduced to a less-than-significant level by locating any potential active nests before the start of construction and establishing buffers and avoiding nests, if found, during construction

Mitigation Measure BIO-1: Avoid Impacts to Nesting Birds

To the extent possible, Graton CSD shall require its contractors to conduct grading or removal of any vegetation outside the nesting season. The nesting season occurs between approximately February 1 and August 31. No preconstruction nesting bird survey is required for work conducted outside this period. If grading or vegetation removal between

August 31 and February 1 is infeasible and work must occur within the nesting season, Graton CSD shall require performance of a pre-construction nesting bird (both passerine and raptor) survey of the landscaped areas and trees by a qualified biologist within 7 days of ground breaking. If no nesting birds are observed, no further action is required and work shall occur within one week of the survey to prevent impacts to individual birds that could begin nesting after the survey. If bird nests (either passerine and/or raptor) are observed during the pre-construction survey, Graton CSD shall require a disturbance-free buffer zone be established around the nest tree(s) until the young have fledged, as determined by a qualified biologist.

b,c) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service, including wetlands? (No Impact)

The project site is comprised of roadside adjacent lands with ruderal grasses, an overhead electrical pole, and a Sonoma County Transit bus stop. An existing belowground storm drain conveys storm water to a roadside drainage ditch west of the proposed receiving station. Ruderal non-native grassland occurs along the southern shoulder of Green Valley Road that are part of the project site. These areas are dominated by weedy herbaceous species and non-native grasses.

The U. S. Army Corps of Engineers (USACE) issued the new Navigable Waters Protection Rule published in the Federal Register on April 21, 2020. Part 328 and Part 120 defines jurisdictional waters as being the territorial seas, tributaries, lands and ponds and impoundments of jurisdictional waters and adjacent wetlands. Non-jurisdictional waters include ditches that are not waters as identified under the jurisdictional waters definition and are not wetlands.

The project site does not include riparian habitat or other sensitive natural communities, such as grasslands or wetlands (including marsh or vernal pools). An ephemeral roadside ditch is located along the north side of Green Valley Road which has an eventual downstream hydrologic connection to Atascadero Creek, located approximately 0.5 mile to the west of the project area. However, the project would not result in any impact to the roadside drainage on the north side of Green Valley Road. No impact would result.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (No Impact)

The project site does not include waterways or other sensitive natural communities that provide wildlife movement corridors. The project site and general vicinity does not provide high quality wildlife habitat and is limited to rural residential neighborhoods and wineries. Above-ground physical changes to the project area would be minimal and limited to the proposed wastewater receiving station. Given the location of the project and its small footprint, the project would not interfere with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or nursery sites. No impact would result.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (No Impact)

The *Sonoma County General Plan 2020* includes goals to protect and enhance the County's natural habitats and diverse plant and animal communities (Goal OSRC-7), and to protect and enhance riparian corridors and functions (Goal OSRC-8). The project site is not located within a resource protection zone as defined by the Sonoma County General Plan, or an area designated as a protected area by the Riparian Corridor Ordinance. Additionally, the project would not remove trees that are protected by the Tree Protection Ordinance listed in the Sonoma County Code (Chapter 26, Article 88 Sec. 26-08-010). Therefore, the project would not conflict with local policies or ordinances. No impact would result.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (No Impact)

The project site is not located within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. As such, the project would not conflict with the provisions of an adopted habitat conservation plan. No impact would result.

4.5 Cultural Resources

	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?				✓
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		✓		
c) Disturb any human remains, including those interred outside of formal cemeteries?		✓		

An *Archaeological Resources Study* was prepared for the project by the Sonoma State University Anthropological Studies Center (ASC 2019). The study assessed the potential for surficial and/or buried archaeological resources in the proposed improvement area through the completion of the following:

- Records and literature search at the Northwest Information Center (NWIC) of the California Historical Resources Information Center (CHRIS);
- Further literature review of publications, files, and maps for ethnographic, historic-era, and prehistoric resources and background information;
- Communication with the Native American Heritage Commission (NAHC) to request a review of the Sacred Lands File and contact information for the appropriate tribal communities;
- Contact with the appropriate local Native American Tribes; and
- Pedestrian archaeological survey of the project area.

Since completion of the 2019 Archaeological Resources Study, the proposed location of the wastewater receiving station was modified. However, the new proposed location of the receiving station south of Green Valley Road remains within the overall project area that was previously evaluated in the 2019 Archaeological Resources Study, including the area in which an archaeological pedestrian survey was conducted. The study results are used as a technical basis for evaluating potential impacts to historic and cultural resources under CEQA.

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? (No Impact)

The project would include improvements to an approximately 1,400 sf portion of previously disturbed and developed lands within and adjacent to Green Valley Road, and a new sewer main lateral connection within an existing asphalted section of Green Valley Road. There are no listed historical resources, including historic properties, present within the project area (ASC 2019), and the existing property and surrounding properties would not meet any of the context types required for establishment of historic significance. No impact would result.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (Less than Significant with Mitigation)

The *Archaeological Resources Study* conducted for the project found no previously recorded cultural resources located within the proposed improvement area. A pedestrian archaeological survey of the project site also identified no archaeological resources. Two cultural resources studies have previously been conducted over the majority of the project area, and no cultural resources were recorded within one-quarter mile. The study concluded that the sensitivity of the overall project area for buried archaeological resources is low (ASC 2019). Although no known archaeological resources were identified within the project area, the potential exists for encountering previously undiscovered archaeological resources during project construction. Therefore, the impact is considered potentially significant.

Mitigation

Implementation of Mitigation Measure CR-1 would reduce the potential impact to previously undiscovered archaeological resources by outlining procedures to be taken in the event of inadvertent discovery.

Mitigation Measure CR-1: Minimize Impacts to Unknown Archaeological Resources

In the event that any subsurface archaeological features or deposits, including locally darkened midden soil, are discovered during construction-related earth-moving activities, Graton CSD shall ensure that all ground-disturbing activity in the vicinity of the resource shall be halted, that a qualified professional archaeologist is retained to evaluate the find, and the appropriate tribal representative(s) are notified. If the find qualifies as a historical resource or unique archaeological resource as defined by CEQA, Graton CSD and a qualified archaeologist shall develop appropriate measures to protect the integrity of the resource and ensure that no additional resources are affected. In considering any suggested measures proposed by the consulting archaeologist in order to mitigate impacts to historical resources or unique archaeological resources, the Graton CSD shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project while mitigation for unique archaeological resources is being carried out.

c) Disturb any human remains, including those interred outside of formal cemeteries? (Less than Significant with Mitigation)

No human remains are known to exist within the project area. However, there is potential for earthwork and grading to result in the disturbance of previously unrecorded human remains, if present. Therefore, the impact is considered potentially significant.

Mitigation

Implementation of Mitigation Measure CR-2 would reduce the potential impact by outlining procedures to be taken in the event of inadvertent discovery of human remains.

Mitigation Measure CR-2: Protect Human Remains if Encountered

If human remains, associated grave goods, or items of cultural patrimony are encountered during construction, Graton CSD shall ensure that all work is halted in the vicinity of the find and the County Coroner shall be notified immediately. The following procedures shall be followed as required by Public Resources Code § 5097.9 and Health and Safety Code § 7050.5. If the human remains are determined to be of Native American origin, the Coroner shall notify the Native American Heritage Commission within 24 hours of the determination. The Native American Heritage Commission shall then notify the Most Likely Descendant (MLD), who has 48 hours to make recommendations to the landowner for the disposition of the remains. A qualified archaeologist, the Graton CSD and the MLD shall make all reasonable efforts to develop an agreement for the treatment, with appropriate dignity, of any human remains and associated or unassociated funerary objects. The agreement would take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, and final disposition of the human remains and associated or unassociated funerary objects.

4.6 Energy

	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			✓	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				✓

a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? (Less than Significant)

Construction of the project would involve grading, excavation and use of heavy machinery as discussed under Section 4.3 (Air Quality). Construction would require the use of fuels, primarily gas, diesel, and motor oil. The precise amount of construction-related energy consumption that would occur is uncertain. However, construction would not require a large amount of fuel or energy usage because of the moderate number of construction vehicles and equipment, worker trips, and truck trips that would be required for a project of this scale. Construction equipment would remain staged in the project area once mobilized. Use of fuels would not be wasteful or unnecessary because their use is necessary to complete the project. Excessive idling and other inefficient site operations would be prohibited. Equipment idling times would be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes or less (as required by the California airborne toxics control measure (Title 13, Section 2485 of the CCR). Therefore, construction would not result in the use of large amounts of fuel and energy in a wasteful manner, and the impact would be less than significant.

Following construction, trucks transporting wastewater from the Occidental CSD to the proposed Graton CSD receiving station would travel approximately 7 vehicle miles for a one-way trip. Under existing conditions, trucks transporting wastewater from the Occidental CSD to the ALWSZ WWTF travel approximately 18 vehicle miles for a one-way trip. Reducing haul trip lengths from 18 miles to 7 miles would result in substantial long-term operational energy savings. The energy required to treat Occidental's wastewater at the Graton CSD WWTP would be offset by the reduction in energy at the ALWSZ WWTP. Therefore, the project would result in a net reduction in energy consumption. No operational impact would result.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (No Impact)

In 2003, the California Energy Commission (CEC), the California Power Authority (CPA), and the California Public Utilities Commission (CPUC) jointly adopted an Energy Action Plan (EAP) that listed goals for California's energy future and set forth a commitment to achieve these goals through specific

actions (CEC 2003). In 2005, the CPUC and the CEC jointly prepared the EAP II to identify the further actions necessary to meet California's future energy needs. Additionally, the CEC prepared the State Alternative Fuels Plan in partnership with the California Air Resources Board and in consultation with the other state, federal, and local agencies. The alternative fuels plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-state production (CEC 2007).

Locally, the *Sonoma County 2020 General Plan* includes goals to promote energy conservation in the County (Goal OSRC-14) and to increase use of renewable energy resources (OSRC-15).

Construction and operation of the project would not conflict with or obstruct implementation of either the EAP, EAP II, the State Alternative Fuels Plan or local County general plan goals. Project construction would not require a large amount of fuel or energy usage because of the limited extent and nature of the proposed improvements and the minimal number of construction vehicles and equipment, worker trips, and truck trips that would be required for a project of this small scale. Project operation would result in a net reduction in energy consumption by substantially reducing existing vehicle miles travelled for wastewater transportation. No conflicts with a state or local plan for renewable energy or energy efficiency have been identified. Therefore, no impact would result.

4.7 Geology and Soils

	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?				✓
ii) Strong seismic ground shaking?			✓	
iii) Seismic-related ground failure, including liquefaction?			✓	
iv) Landslides?				✓
b) Result in substantial soil erosion or the loss of topsoil?			✓	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on, or off, site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			✓	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				✓
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		

a, i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (No Impact)

The project site is not located within a designated Alquist-Priolo Earthquake Fault Zone or near a known active fault. The nearest active fault is the Rodgers Creek Fault located approximately eight miles west of the site (ABAG 2019). The project would not change the exposure of people or structures to risk of loss, injury, or death from fault rupture. Thus, no impact would result.

a, ii) Strong seismic ground shaking? (Less than Significant)

The project site is expected to experience strong seismic groundshaking over the life of the project, with strong shaking (Modified Mercalli Intensity 7) predicted at the site if a large earthquake occurs along the Berryessa, Maacama, or Rodgers Creek Faults, or the northern segments of the San Andreas Fault (ABAG 2019). The proposed project would not alter the seismic environment or affect the risk of seismically-induced groundshaking. Therefore, there would be no change regarding the exposure of people or structures to substantial adverse effects related to the risk of property loss, injury, or death due to seismically-induced groundshaking compared to existing conditions. If strong seismic groundshaking were to damage the proposed facilities, it is unlikely that human lives would be put at risk because the project does not involve the construction of habitable structures. The project would be constructed to the seismic standards of the most recent California Building Code, as applicable. Therefore, the impact to people and structures from strong seismic groundshaking would be less than significant.

a.iii) Seismic related ground failure, including liquefaction? (Less than Significant)

The project site and surrounding properties are located in an area mapped as having Very Low to Low Susceptibility to liquefaction (Permit Sonoma GIS 2019). The project would not alter the seismic environment or affect the risk of seismically-induced ground failure, including liquefaction. There would be no change regarding the exposure of people or structures related to the risk of property loss, injury, or death due to seismically-induced ground failure compared to existing conditions. Therefore, the impact related to seismic-related liquefaction would be less than significant.

a.iv) Landslides? (No Impact)

The proposed improvements would be located on relatively level, previously developed and/or paved land. The project site and surrounding properties are located in an area mapped as having few landslides (Permit Sonoma 2019). The project site is not located within a deep-seated landslide hazard area (Sonoma County 2008), or on a mapped landslide complex or debris flow source area (USGS 1997; USGS 1998). No impact would result.

b) Result in substantial soil erosion or the loss of topsoil? (Less than Significant)

Areas to be disturbed during construction would consist predominantly of underlying soils that have been altered from their original, natural state. As a result, the project would result in little disturbance to native soils.

The project includes grading, cuts, and fills that have the potential to cause erosion. Erosion and sediment control provisions of the County Construction Grading and Drainage Ordinance (Municipal

Code Chapter 11) and Storm Water Quality Ordinance (Municipal Code Chapter 11A) require submission of an Erosion and Sediment Control Plan and implementation of best management practices to reduce erosion. These mandatory ordinance requirements and adopted best management practices are designed to maintain potential water quantity impacts at a less than significant level during and post construction. Therefore, the potential soil erosion impact would be less than significant.

c, d) Be located on a geologic unit or soil that is unstable or expansive? (Less than Significant)

Based on results of a prior geotechnical field exploration (GHD 2019), subsurface materials within Green Valley Road generally consist of very loose to medium dense silty sand. The project would include the use of on-site soils or imported material that meets engineered fill specifications. The project would not otherwise alter the properties of the soils at the project site nor cause or worsen the risks associated with unstable or expansive soils. There would be no change regarding substantial risks to life or property due to expansive or corrosive soils compared to existing conditions. The impact would be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (No Impact)

No new septic tanks or alternative wastewater disposal systems requiring infiltration to soils would be constructed. No impact would result.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Less than Significant with Mitigation)

The proposed improvements would not require modification of any unique geologic features. Excavation and earthmoving activities would primarily occur within highly disturbed areas that are underlain by engineered soils and/or fill. Geologic materials underlying the project area are mapped as Miocene to Pleistocene aged marine rocks. Because project excavations would primarily occur in previously disturbed sites and soils, the sensitivity of the project area for buried paleontological resources is considered to be low. However, older alluvium has yielded vertebrate fossils in Sonoma County and throughout California. Therefore, although it is unlikely that project construction would impact paleontological resources, the potential exists for encountering previously undiscovered resources during project construction. The impact is considered potentially significant.

Mitigation

Mitigation Measure GEO-1 would reduce the impact of construction activities on unknown paleontological resources to a less-than-significant level by addressing discovery of any unanticipated buried resources and preserving and/or recording those resources consistent with appropriate laws and requirements.

Mitigation Measure GEO-1: Protect Paleontological Resources during Construction

In the event that fossils are encountered during construction (i.e., bones, teeth, or unusually abundant and well-preserved invertebrates or plants), Graton CSD shall ensure that

construction activities are diverted away from the discovery within 50 feet of the find, and Graton CSD shall notify a professional paleontologist to document the discovery as needed, to evaluate the potential resource, and to assess the nature and importance of the find. Based on the scientific value or uniqueness of the find, the paleontologist may record the find and allow work to continue, or recommend salvage and recovery of the material, if it is determined that the find cannot be avoided. The paleontologist shall make recommendations for any necessary treatment that is consistent with currently accepted scientific practices. Any fossils collected from the area shall then be deposited in an accredited and permanent scientific institution where they will be properly curated and preserved.

4.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				✓

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Less than Significant)

No applicable standard or significance threshold has been established pertaining to construction-related greenhouse gas emissions. Therefore, this review uses a qualitative approach to construction emissions in accordance with Section 15064.4(a)(2) of the CEQA Guidelines. Project construction activities would result in a temporary increase in GHG emissions, including exhaust emissions from on-road trucks, worker commute vehicles, and off-road heavy-duty machinery. Construction would require clearing, earthmoving, and delivery equipment, as used for similar projects, and which have been accounted for in the State’s emission inventory and reduction strategy for both on and off-road vehicles. Project construction activities are limited in scope and duration (3 months), and would not involve construction activities associated with higher-level greenhouse gas emissions such as use of a significant amount of heavy construction equipment, substantial earth-moving activities, or import/export of a substantial amount of material. Project construction activities would not impede the State in meeting the AB 32 greenhouse gas reduction goals. Therefore, impacts from the project’s construction emissions would be less than significant.

Following construction, trucks transporting wastewater from the Occidental CSD to the proposed Graton CSD receiving station would travel approximately 7 vehicle miles for a one-way trip. Under existing conditions, trucks transporting wastewater from the Occidental CSD to the ALWSZ WWTF travel approximately 18 vehicle miles for a one-way trip. Therefore, the project would reduce haul one-way trip lengths from 18 miles to 7 miles, which would reduce long-term operational greenhouse gas emissions. The increased energy required to treat Occidental’s wastewater at the Graton CSD WWTP would be offset by a reduction in energy at the ALWSZ WWTP. Therefore, the project would result in a net reduction in energy consumption and greenhouse gas emissions. No operational impact would result.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (No Impact)

This analysis uses the California Air Resources Board (CARB) *2017 Climate Change Scoping Plan* as the applicable greenhouse gas reduction strategy (CARB 2017). The Sonoma County Regional Climate Protection Authority’s Climate Action Plan is not used as a qualified greenhouse gas reduction strategy for CEQA purposes due to a court settlement.

The 2017 Climate Change Scoping Plan provides strategies for meeting the mid-term 2030 greenhouse gas reduction target set by Senate Bill (SB) 32. The 2017 Climate Change Scoping Plan also identifies how the State can substantially advance toward the 2050 greenhouse gas reduction target of Executive Order S-3-05, which consists of reducing greenhouse gas emissions to 80 percent below 1990 levels. The recommendations cover several key sectors, including: energy and industry; transportation; natural and working lands; waste management; and water. The recommended measures in the 2017 Scoping Plan are broad policy and regulatory initiatives that will be implemented at the State level and do not relate to the construction and operation of individual projects. The project would not impede the State developing or implementing the greenhouse gas reduction measures identified in the Scoping Plan. Therefore, the project would not conflict with AB 32 or the 2017 Climate Change Scoping Plan. No impact would result.

The County's Climate Change Action Resolution (May 8, 2018) resolved to reduce GHG emissions by 40% below 1990 levels by 2030 and 80% below 1990 levels by 2050 and noted twenty strategies for reducing GHG emissions, including increasing carbon sequestration, increasing renewable energy use, and reducing emissions from the consumption of good and services. Project operation would result in a net reduction in energy consumption by substantially reducing existing vehicle miles travelled for wastewater transportation. The project would not conflict with the County's Climate Change Action Resolution. No impact would result.

4.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			✓	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				✓
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			✓	

a, b) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Less than Significant)

Small amounts of common hazardous materials such as fuel, solvents, and lubricants would be used during construction of the project. During construction activities, any on-site hazardous materials that may be used, stored, or transported would be required to follow standard protocols (as determined by the U.S. EPA, California Department of Health and Safety, and Sonoma County) for maintaining health and safety. Caltrans and the California Highway Patrol regulate the transportation of hazardous materials and wastes, including container types and packaging requirements, as well as licensing and training for truck operators, chemical handlers, and hazardous waste haulers. The California Division of Occupational Safety and Health (Cal-OSHA) also enforces hazard communication program regulations which contain worker safety training and hazard information requirements, such as procedures for identifying and labeling hazardous substances, communicating hazard information related to hazardous substances and their handling, and preparation of health and safety plans to protect workers and employees. Because the Graton CSD and its contractors would be required to comply with existing and future hazardous materials laws and regulations and applicable best management practices addressing the transport, storage, use, and disposal of hazardous materials, the potential to create a significant hazard to the public or the environment during construction of the project would be less than significant.

Following construction, operation of the project would include ongoing and regulator transport of wastewater, which would require fuel. Fueling and other haul truck vehicle maintenance that may require use of common hazardous materials (e.g. lubricants or oil) would not occur on site. The operational impact would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (No Impact)

Oak Grove Elementary and Acorn Preschool are the nearest schools to the proposed construction area, located approximately 0.9 mile to the south. The schools are also located approximately one-quarter mile south of Graton Road, which is currently utilized as the wastewater transportation route for transport of wastewater from Occidental CSD to the ALWSZ WWTP. The project would not result in a change in the number of transport trucks that would travel along Graton Road north of the schools. No impact would result.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (Less than Significant)

The provisions in Government Code Section 65962.5 are commonly referred to as the "Cortese List." A search of the Cortese List search (CalEPA 2021) was completed to determine if any known hazardous waste sites have been recorded on or adjacent to the project construction area, including review of:

- Department of Toxic Substances Control EnviroStor database;
- List of Leaking Underground Storage Tank Sites from the Water Board GeoTracker database;
- List of solid waste disposal sites identified by the Water Board with waste constituents above hazardous waste levels;
- List of "active" Cease and Desist Orders and Cleanup and Abatement Orders from the Water Board;
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code.

The project site is not included on any of the above-mentioned hazardous waste lists.

The site at 4115 North Gravenstein Highway on the east side of the intersection of Green Valley Road and North Gravenstein Highway is the current location of the Bridgeway Gas Station and is included on a list of active leaking underground storage tank (LUST) sites (Site No. T0609700188). The cleanup status is listed as open-remediation, with the potential contaminant of concern identified as gasoline. A review of the electronic submittals available on the State Geotracker database indicates that several underground storage tanks have been previously removed from the site in 1991 and 1998 (CalEPA 2019). Since 1993, monitoring and remediation wells have been installed and regularly monitored at the site. Remediation activities have included soil vapor extraction and ozone injection.

According to the *Fourth Quarter 2018 and First Quarter 2019 Groundwater Monitoring and Remediation Status Update Report* (Stratus 2019), depth to groundwater at the site ranged from 17.20 to 20.77 feet bgs in shallow screened wells and 19.26 to 22.59 feet bgs in deep screened wells. The groundwater flow direction was identified as northwest, north, northeast for the shallow screened wells, and northeast for the deep screened wells. Historical monitoring reports also indicate that groundwater flow directions at the project site range to the west and southwest.

The project would include improvements to an approximately 1,400 sf portion of the existing property on the south side of Green Valley Road, and a new sewer lateral connection within an existing asphalted section of Green Valley Road, approximately 350 feet west of the Bridgeway Gas Station. The deepest excavations anticipated for construction would be approximately 5 to 7 feet. Given the relatively shallow depth of excavation and the deeper underlying groundwater table, project construction activities are not anticipated to encounter groundwater. The project would not result in a change in the groundwater flow pathways or the spread of contaminated groundwater associated with the Bridgeway Gas Station site.

In July 2019, discrete soil samples were collected at depths of 5-feet and 13.5-feet bgs from the eastern portion of the property at 4115 North Gravenstein Highway. Composite soil samples were also collected from four borings located within Green Valley Road in the project vicinity. Laboratory results indicated that the tested soil was below the reportable detection limits for total petroleum hydrocarbons (TPH) as gasoline, benzene, toluene, ethylbenzene, and xylenes (AAL 2019). Based on the results of the soil samples and the isolated nature of the contamination at the Bridgeway Gas Station site, construction activities including utility trenching is not anticipated to encounter residual concentrations of hydrocarbons or other hazardous wastes in the soil. The impact would be less than significant.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? (No Impact)**

The project site is not located within an Airport Referral Area as designated by the Sonoma County Comprehensive Airport Land Use Plan or within two miles of a public use airport. No impact would result.

- f) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (No Impact)**

The project would not impair or physically interfere with implementation of Sonoma County's adopted emergency operations plan. The project would not generate new traffic, would not require temporary or permanent roadway closures, and would not affect emergency response routes. No impact would result.

- g) **Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (Less than Significant)**

The project site is not located within a Fire Hazard Severity Zone (Sonoma County 2014 & 2017, Cal Fire 2008), but is located in an area mapped as a fire-threatened community for wildland fires (ABAG 2019). The project site is comprised of existing hardscapes and immediate roadside adjacent areas with ruderal grasses. The potential for construction activities to result in fires would be low. The project would not otherwise increase exposure to wildland fire above existing conditions. The impact would be less than significant.

4.10 Hydrology and Water Quality

	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			✓	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				✓
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site?				✓
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				✓
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				✓
iv) Impede or redirect flood flows?				✓
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				✓
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				✓

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? (Less than Significant)

Areas to be disturbed during construction would consist predominantly of underlying soils that have been highly altered from their original, natural state. The proposed concrete driveway pullout would be installed on the south side of Green Valley Road in an area currently occupied by roadside adjacent lands with ruderal grasses, an overhead electrical pole, and a Sonoma County Transit bus stop. If required, an existing below ground storm drain would be reconstructed beneath the concrete driveway pad. The existing storm drain conveys storm water to a roadside drainage ditch west of the

proposed receiving station. The concrete pad would be graded to avoid runoff to adjacent properties, and runoff would be directed to a drain, which will discharge to the sanitary sewer system.

During construction, the project would include grading, cuts, and fills that have the potential to cause erosion. Project construction activities could also be a source of chemical contamination from use of alkaline construction materials (e.g., concrete) and hazardous or toxic materials (e.g., fuels, solvents, asphalt, and paints). Erosion and sediment control provisions of the County Construction Grading and Drainage Ordinance (Municipal Code Chapter 11) and Storm Water Quality Ordinance (Municipal Code Chapter 11A) require submission of an Erosion and Sediment Control Plan and implementation of best management practices to reduce erosion. These mandatory ordinance requirements and adopted best management practices are designed to maintain potential water quantity impacts at a less than significant level during and post construction. Therefore, the potential impact would be less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (No Impact)

The proposed project improvements would be located in the Wilson Grove Formation Highlands groundwater basin (1-059). The 2019 priority ranking for this groundwater basin was low and the basin is not critically over drafted (DWR 2019). Project excavations would be shallower than the underlying groundwater table, however, if excavations encounter shallow groundwater, temporary dewatering would be required to provide a dry work area. Such temporary dewatering would have, at most, a very small effect on localized water levels in the immediate vicinity of the excavation, and no substantial deficit in aquifer volume or lowering of water levels would occur. Following construction, the project would not require a substantial demand for potable water, and would not utilize groundwater. No impact would result.

c, i-iv) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site? (No Impact)

The proposed concrete driveway pullout would be installed on the south side of Green Valley Road in an area currently occupied roadside adjacent lands with ruderal grasses, an overhead electrical pole, and a Sonoma County Transit bus stop. If required, an existing below ground storm drain would be reconstructed beneath the concrete driveway pad. The existing storm drain conveys storm water to a roadside drainage ditch west of the proposed receiving station. The project would result in approximately 1,400 square feet of new impervious surfaces, which is less than the 10,000 square feet regulatory standard for requiring low impact development requirements as contained in the Sonoma County's municipal storm water permit (Order No. R1-2015-0030). Additionally, the concrete pad would be graded to avoid runoff to adjacent properties, with runoff to be directed to a drain which will discharge to the sanitary sewer system. The project would not alter the course of a drainage channel, would not substantially increase surface runoff, or create substantial additional sources of polluted runoff. The receiving station would include concrete curbing and drainage to contain potential spills and would direct all spills and runoff into the wastewater collection system. No impact to drainage would result.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? (No Impact)

The project site is not located within a 100-year flood zone (FEMA 2008), a tsunami inundation area (Cal EMA 2009), or near a large body of water that may be affected by a seiche. No impact would result.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (No Impact)

The North Coast Regional Water Quality Control Board Basin Plan establishes thresholds for key water resource protection objectives for both surface waters and groundwater. Erosion control BMPs would be required to be implemented during construction to prevent erosion and to protect overall water quality. The project is located within a low priority groundwater basin (No. 1-059), and the project would not utilize groundwater beyond minimal construction dewatering (if required). No conflicts with an existing or foreseeable sustainable groundwater management plan have been identified. No impact would result.

4.11 Land Use and Planning

	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?				✓
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				✓

a) Physically divide an established community? (No Impact)

The project would include construction of a wastewater receiving station, concrete driveway pullout, retaining wall, and sewer lateral connection on previously disturbed and developed lands within and adjacent to Green Valley Road. The proposed improvements would be located within the public right of way, but outside of the existing path of travel for Green Valley Road. The project does not include new features that would physically divide an established community. No impact would result.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? (No Impact)

The project would be located entirely within the existing public right of way associated with Green Valley Road. The Sonoma County General Plan identifies Green Valley Road as a main arterial.

Specific Sonoma County General Plan policies adopted for the purpose of avoiding environmental effects are evaluated in this document under the corresponding issue areas; for example, policies related to noise are evaluated in Section 4.13, Noise. No conflicts with land use plans, policies, or regulations have been identified and no exceptions or reductions to standards would be necessary to approve the project. Therefore, the project would not conflict with any applicable requirements adopted for the purpose of avoiding or mitigating an environmental effect. No impact would result.

4.12 Mineral Resources

	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
f) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
g) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

- a, b) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state, or a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (No Impact)**

The project site is not located within a designated mineral resource deposit area (Sonoma County 2010), or within an area classified as MRZ-2 in the California Geologic Survey Special Report 205 (CGS 2013). No locally-important mineral resources are known to occur at the site. No impact would result.

4.13 Noise

	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a) Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
b) Result in generation of excessive groundborne vibration or noise levels?			✓	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓

a) Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Less than Significant)

The Sonoma County General Plan includes policies to avoid noise sensitive land uses in noise impacted areas (Policy NE-1b), to control non-transportation related noise from new projects (Policy NE-1c), and to require projects to include noise mitigation measures to maintain levels compatible with activities planned for a project site and vicinity (Policy NE-1f). Sonoma County’s General Plan and municipal code do not establish construction-related noise standards. Therefore, construction activities would not generate noise levels in excess of applicable standards, and the construction-related impact would be less than significant.

Following construction, the project would not result in the siting of a new noise sensitive land use and would not result in new non-transportation related noise. Therefore, noise standards established in General Plan Policy NE-1b and NE-1c would not be applicable to the project. Noise that would occur as part of project operation would be transportation related. Neither the County of Sonoma or the State of California define the traffic noise level increase that is considered substantial. A standard industry threshold used for project generated traffic is whether traffic were to result in a permanent noise level increase of 3 dBA Ldn or greater in a residential area where the resulting noise

environment would exceed or continue to exceed 60 dBA Ldn. Ldn is defined as the average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am. Highway 116 in the project area is mapped as a noise impacted segment in Sonoma County (Sonoma County 2012), which extends to residential areas along Green Valley Road. Therefore, the above threshold of a permanent noise level increase of 3 dBA Ldn or greater is utilized for the evaluation of transportation related noise increases for the project.

The project would not result in an increase in vehicle trips along Graton Road and Highway 116 as wastewater is currently transported along the same route as proposed by the project. The change that would occur is that transport trucks traveling to the site would travel along Ross Road and Green Valley Road, and then pull into the proposed new driveway on the south side of Green Valley Road. A truck would then connect to the proposed new receiving station control valves for transfer of wastewater Graton CSD collection system. Each delivery would take approximately 10 to 15 minutes on-site, and may potentially include approximately 5 minutes of truck idling for pressurized pumping. Otherwise, the truck engine would be shut off during the transfer process. When exiting the site, trucks would proceed down Green Valley Road to Highway 116. A back-up beeper would sound during reverse motions of a transport truck for safety purposes.

The transport of wastewater from the Occidental CSD to the proposed new Graton CSD receiving station would be scheduled to occur on a weekday (Monday through Friday) between 7 a.m. and 5 p.m. Transport of wastewater to the proposed Graton CSD receiving station would not be scheduled on weekends or after 5 p.m. on a weekday. It is anticipated that transport to the proposed Graton CSD receiving station would occur approximately 3 to 5 days per week. On a day when wastewater transport occurs, approximately 5 to 10 trips would occur over the course of the day. Given that transportation trips would be isolated to daytime periods and would occur at different short-term (10 to 15 minute) periods of the day, the daily average noise level increases would be less than 1 dBA Ldn along both Ross Road and Green Valley Road. Therefore, the impact of transportation related noise would be less than significant.

b) Result in generation of excessive groundborne vibration or noise levels? (Less than Significant)

Caltrans recommends a vibration limit of 0.5 inches/second, peak particle velocity (in/sec PPV) for buildings structurally sound and designed to modern engineering standards, 0.3 in/sec PPV for buildings that are found to be structurally sound but where structural damage is a major concern, and a conservative limit of 0.08 in/sec PPV for ancient buildings or buildings that are documented to be structurally weakened (Caltrans 2004). The proposed construction areas would not be located in the vicinity of fragile structures. Therefore, based on Caltrans guidance, this analysis establishes 0.3 in/sec PPV as the significance threshold for construction vibration to avoid damage to buildings from vibration sources.

The construction equipment that would generate the highest vibration levels include pile drivers and jack hammers. Pile driving is not anticipated to be required for construction of the project. The nearest structure to the construction area is a single family residence located approximately 150 feet to the southwest. At this distance, the vibration levels produced by the proposed construction equipment would be well below the 0.3 in/sec PPV threshold (FTA 2006). Therefore, the construction-related impacts to groundborne vibration would be less than significant.

Following construction, the project would not result in exposure of persons to or generation of excessive groundborne vibration levels. The vibration levels associated with a loaded wastewater transport truck would be approximately 0.04 in/sec PPV or less at adjacent residences along Ross Road, and less than 0.01 in/sec PPV at the nearest residence adjacent to the proposed receiving station site. Such levels would be well below the 0.3 in/sec PPV threshold. Therefore, the operational impacts to groundborne vibration would be less than significant.

- c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (No Impact)**

The project site is not located within an Airport Referral Area as designated by the Sonoma County Comprehensive Airport Land Use Plan, or within two miles of a public airport. No Impact would result.

4.14 Population and Housing

	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✓

- a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (Less than Significant)**

The proposed project does not involve the construction of new homes or businesses. The project would not expand or modify the Graton CSD wastewater treatment facilities, regional roadways, highways, water supplies, or otherwise remove an obstacle to population growth. The project would create the equivalent of up to 1 new full-time Graton CSD employment opportunity for a truck driver. The project is not anticipated to induce substantial population growth. The impact would be less than significant.

- b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (No Impact)**

No housing or people would be displaced by the project and no replacement housing would be required. No impact would result.

4.15 Public Services

	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire Protection?				✓
Police protection?				✓
Schools?				✓
Parks?				✓
Other public facilities?				✓

- a) **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for public services? (No Impact)**

As discussed in Section 4.14, Population and Housing, implementation of the project would not induce population growth and, therefore, would not require expanded fire or police protection facilities to maintain acceptable service ratios, response times, or other performance objectives. The project would not result in an increase in student population, and therefore, no new or expanded schools would be required. The project would not result in the increased use of existing parks and other public facilities as it would not induce population growth. The project would not require the expansion of recreational facilities to maintain acceptable service ratios in parks, and would not require the expansion of other public facilities. No impact on public services would result.

4.16 Recreation

	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✓
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				✓

- a, b) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, or include or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? (No Impact)**

As discussed in Section 4.14, Population and Housing, implementation of the project would not induce population growth. The use of existing neighborhood and regional parks or other recreational facilities would not change as a result of the project. The project would not include construction activities within an existing recreational property or require new or expanded recreational facilities. No impact would result.

4.17 Transportation

	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?		✓		
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?				✓
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		✓		
d) Result in inadequate emergency access?		✓		

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? (Less than Significant with Mitigation)

Sonoma County Transit Route 20 utilizes Green Valley Road in the project area, and an existing Sonoma County Transit in-street bus stop is located within the construction area boundary for the proposed receiving station. The existing bus stop is characterized as a sign stop. The bus stop does not include passenger amenities, such as a bus stop bench or shelter. The stop is located in an area with low land-use density and low ridership.

The bus stop would be impacted by construction and would need to be temporarily relocated. Therefore, the impact on the performance and safety of public transit at this location would be significant. Following construction, the project may potentially result in a beneficial effect on the functionality of the Route 20 bus stop, as the improvements would provide additional roadside pullout space for a bus. However, coordination with Sonoma County Transit would be required, and in the event that a permanent relocation of the bus stop is required, the impact would be considered significant.

The project would not affect bicycle and pedestrian facilities, and would not introduce new users of alternative modes of transportation into the area. No impact to such facilities would result.

Mitigation

Mitigation Measure TR-1 would reduce the impact of construction on the performance and safety of the eastbound bus stop on Green Valley Road near Hicks Road by requiring coordination with Sonoma County Transit to arrange the temporary and/or permanent relocation of the bus stop, if necessary.

Mitigation Measure TR-1: Coordinate Transit Controls

Graton CSD shall coordinate with Sonoma County Transit and the County of Sonoma to design and implement the receiving station driveway for compatibility with the existing Route 20 bus stop located along the eastbound lane of Green Valley Road near Hicks Road. Prior to construction activities, the Graton CSD shall work with Sonoma County Transit to temporarily and/or permanently relocate the bus stop located along the eastbound lane of Green Valley Road near Hicks Road or develop design strategies to co-locate the bus stop if desired by Sonoma County Transit. The temporary or permanent bus stop relocation shall be located in an acceptable location that minimizes impacts to bus users and provides safe access and egress for transit passengers in compliance with local transit agency policies and, where applicable, the FHWA Pedestrian Safety Guide for Transit Agencies.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? (No Impact)

As of July 1, 2020 and pursuant to Senate Bill 743, the new metric for identifying significant transportation impacts under CEQA is the measurement of vehicle miles traveled (VMT). VMT refers to the amount and distance of automobile travel attributable to a project. In December 2018, OPR published the Technical Advisory on Evaluating Transportation Impacts in CEQA. The advisory contains recommendations regarding the assessment of VMT impacts under CEQA, including screening thresholds for small projects.

Implementation of the project would result in a reduction in VMT. Trucks transporting wastewater from the Occidental CSD to the proposed Graton CSD receiving station would travel approximately 7 vehicle miles for a one-way trip. Under existing conditions, trucks transporting wastewater from the Occidental CSD to the ALWSZ WWTF travel approximately 18 vehicle miles for a one-way trip. Therefore, the project would reduce one-way trip lengths by 11 miles compared to baseline conditions. No VMT impact would result.

c,d) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), or result in inadequate emergency access? (Less than Significant with Mitigation)

Construction

Construction of the project would result in a short-term increase in vehicle trips on local roadways, including Highway 116 and Green Valley Road. The addition of construction-related vehicles would not substantially affect congestion on local roadway segments because trips would occur at differing periods of the day and would represent a small percentage of the capacity of the roadways. The temporary impact of increased truck traffic would be less than significant. However, construction of the project also would temporarily alter the normal functionality of Green Valley Road due to the potential need for a temporary partial lane closure and work within and adjacent to the roadway during construction. The temporary construction-related impact would be significant.

Operation

Following construction, the project would not result in an increase in vehicle trips along Graton Road and Highway 116 as wastewater is currently transported along the same route as proposed by the project. The change that would occur is that transport trucks traveling to the site would also travel

along Ross Road and Green Valley Road, and would then pull into the proposed new roadside pullout on the south side of Green Valley Road. A change also would occur in the overall distance of wastewater transportation, as the project would reduce the length of a one-way wastewater transportation trip from the existing 18 mile route from Occidental CSD Lift Station to the ALWSZ to a 7 mile route to the proposed Graton CSD receiving station.

The proposed receiving station driveway pullout would be of sufficient length such that a 30-foot long transport truck would not obstruct the sight distance or intersection corner sight distance from turning movements at Hicks Road during offloading operations. The driveway would be required to comply with current County standards for stopping sight distance, intersection corner sight distance and driveway radii. The receiving station would be located along a tangent inclined section of Green Valley Road that provides adequate lines of sight between the site and oncoming drivers. The proposed station is adequately set back from the intersection of Green Valley Road and Hicks Road so as not to be within the corner sight distance for turning traffic from Hicks Road onto Green Valley Road. The proposed site also is located outside of the functional area of the Green Valley Road/Highway 116 intersection. Therefore, the potential for the project to cause speed differentials or increase conflicts on Green Valley Road is considered low. The new pipeline would be located below ground, and existing conditions along the temporarily impacted roads would be restored to pre-existing conditions. The impact would be less than significant.

Transport vehicles would be staged and maintained at the Graton CSD WWTP when not in use. Access to and from the Graton CSD WWTP would be provided from Ross Lane and a 700-foot segment of the West County Regional Trail, both of which are currently utilized by worker vehicles and delivery trucks. The project would not alter the existing alignment of Ross Lane or the West County Regional Trail and would result in approximately two vehicle trips per day on a day when transport is occurring. The trips would not represent an incompatible use with existing vehicle access and deliveries to the Graton CSD WWTP. The impact would be less than significant.

Mitigation

Mitigation Measure TR-2 would reduce the potential impact of increased traffic safety hazards or inadequate emergency access resulting during construction on Green Valley Road to a less-than-significant level, which would be accomplished by requiring Graton CSD and/or its contractor to implement a traffic control plan to reduce potential impacts on traffic flows and safety hazards. The traffic control plan would minimize the potential impact by providing for continuity of vehicle traffic, ensuring worker and vehicle safety within construction zones, and prescribing traffic detours (if needed) to reduce the potential impacts.

Mitigation Measure TR-2: Traffic Control Plan

Prior to construction, the Graton CSD and its contractor(s) shall prepare a traffic control plan for affected roadways and intersections. The traffic control plan shall be submitted to the County of Sonoma and Sonoma County Transit for review as part of the encroachment permit process. The traffic control plan shall include sufficient measures to address the overall project construction, as well as appropriate site-specific measures, including measures to reduce potential impacts on traffic flows on roadways affected by project construction activities. The traffic control plan shall comply with local jurisdiction requirements and be tailored to reflect site-specific traffic and safety concerns, as appropriate. The traffic control plan shall include, but not necessarily be limited to, the following measures as applicable to site-specific conditions:

Traffic Controls

- Circulation and detour plans (if required) shall be developed to minimize impacts on local street circulation. Haul routes that minimize truck traffic on local roadways and residential streets shall be utilized to the extent feasible. Flaggers and/or signage shall be used to guide vehicles through and/or around the construction zone.
- Lane closures shall be limited during peak hours to the extent feasible. In addition, outside of allowed working hours, or when work is not in progress, roads shall be restored to normal operations, with any trenches covered with steel plates.
- Roadside safety protocols shall be implemented, such as advance “Road Work Ahead” warning signs, and speed control (including signs informing drivers of State-legislated double fines for speed infractions in a construction zone) shall be provided to achieve required speed reductions for safe traffic flow through the work zone.
- Roadway rights-of-way outside the footprint of the proposed facility shall be repaired or restored to their general pre-construction condition (or better) upon completion of construction.
- The traffic control plan shall also conform to applicable provisions of the State’s Manual of Traffic Controls for Construction and Maintenance Work Areas.
- Access to driveways and private roads shall be maintained.
- Construction shall be coordinated with administrators of land uses that may be more significantly affected by traffic impacts, such as police and fire stations, transit stations, hospitals, ambulance providers, and schools. Emergency responders, and other more significantly affected facility owners and/or operators shall be notified by the Graton CSD in advance of the timing, location, and duration of construction activities and the locations and durations of any temporary detours and/or lane closures.

4.18 Tribal Cultural Resources

	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource listed or eligible for listing in the California Register of Historic Resources, or in a local register of historic resources as defined in Public Resources Code section 5020.1(k)?		✓		
b) Cause a substantial adverse change in the significance of a tribal cultural resource that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to the criteria set forth in subdivision (c) of the Public Resources Code section 5024.1? In applying the criteria set forth in subdivision (c) of the Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.		✓		

An Archaeological Resources Study was prepared for the project by the Sonoma State University Anthropological Studies Center (ASC 2019). The study assessed the potential for surficial and/or buried archaeological resources in the proposed improvement area through the completion of the following:

- Records and literature search at the Northwest Information Center (NWIC) of the California Historical Resources Information Center (CHRIS);
- Further literature review of publications, files, and maps for ethnographic, historic-era, and prehistoric resources and background information;
- Communication with the Native American Heritage Commission (NAHC) to request a review of the Sacred Lands File and contact information for the appropriate tribal communities;
- Contact with the appropriate local Native American Tribes; and
- Pedestrian archaeological survey of the project area.

Since completion of the 2019 Archaeological Resources Study, the proposed location of the wastewater receiving station was modified. However, the new proposed location of the receiving station south of Green Valley Road remains within the overall project area that was previously evaluated in the 2019 Archaeological Resources Study, including the area in which an archaeological pedestrian survey was conducted. The study results are used as a supporting basis for evaluating potential impacts to historic and cultural resources under CEQA.

**a,b) Cause a substantial adverse change in the significance of a tribal cultural resource?
(Less than Significant with Mitigation)**

CEQA requires lead agencies to determine if a proposed project would have a significant effect on tribal cultural resources. The CEQA Guidelines define tribal cultural resources as: (1) a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe that is listed or eligible for listing on the California Register of Historical Resources, or on a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or (2) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant according to the historical register criteria in Public Resources Code Section 5024.1(c), and considering the significance of the resource to a California Native American tribe.

Efforts to identify tribal cultural resources that could be affected by the project included a records search at the Northwest Information Center, literature review, a sacred lands search through the Native American Heritage Commission, contact with appropriate local Native American Tribes, and a pedestrian archaeological survey of the project site. To date, the Graton CSD has not received requests from California Native American tribes for notifications under Assembly Bill 52.

The Native American Heritage Commission Sacred Lands File search noted that a Sacred Site may be located in the project vicinity. On August 23, 2019, the Sonoma State University Anthropological Studies Center contacted California Native American tribes culturally affiliated with the project area in writing. On August 28, 2019, a response was sent by the Federated Indians of Graton Rancheria (FIGR), requesting the results of the archaeological resources study. On August 30, 2019, a response was sent by the Stewarts Point Rancheria Kashia Band of Pomo Indians stating that the project is outside of the Aboriginal Territory of their tribe. On September 9, 2019, the results of the archaeological study were shared with the FIGR, who responded on the same day that the project area has the potential to locate tribal cultural resources that have not been previously recorded. FIGR's Tribal Heritage Preservation Officer recommended that a Tribal cultural monitor be on site during the project to ensure its protection should any resource be identified. Therefore, if tribal cultural resources are encountered during construction, a potentially significant impact could occur.

Mitigation

Implementation of Mitigation Measure TCR-1 would reduce the potential impact to tribal cultural resources to a less-than-significant level by implementing a construction monitoring procedure to address discovery of any previously unrecorded resources consistent with appropriate laws and requirements.

Mitigation Measure TCR-1: Protect Tribal Cultural Resources during Construction Activities

The Graton CSD shall coordinate with the Federated Indians of the Graton Rancheria regarding their recommendation for monitoring of tribal cultural resources during construction. If a find qualifies as a tribal cultural resource as defined by CEQA, the Graton CSD shall coordinate with the Federated Indians of Graton Rancheria to ensure that appropriate actions to protect the resource are taken and that no additional resources are affected.

4.19 Utilities and Service Systems

	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			✓	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				✓
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			✓	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				✓

- a, c) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects, or result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (Less than Significant)**

The proposed project would include a 10-year agreement between Graton CSD and Sonoma Water for transferring of trucking operations and treatment and disposal of Occidental CSD's wastewater. The project would include a new wastewater receiving station on an approximately 1,400 sf portion of the existing property on the south side of Green Valley Road, and a new sewer lateral connection within an existing asphalted section of Green Valley Road. The receiving station would be connected to an existing power line adjacent to the project site.

The Graton CSD operates in accordance with Waste Discharge Requirements and NPDES Permit No. CA0023639 established by Order No. R1-2018-0001 and currently treats wastewater to Title 22

disinfected tertiary recycled water standards as its primary treatment mode. The proposed project would not require modifications to the Graton CSD wastewater treatment facilities. The project would not increase the amount of wastewater generated within the Occidental CSD or increase the capacity of the wastewater treatment facilities within the Graton CSD. The ADFW that would be transported and treated at the Graton CSD WWTP is 17,000 gpd. Graton CSD's treatment facilities are designed to treat 140,000 gpd. Graton CSD's ADWF for 2019 and 2020 was 86,000 gpd. The existing unused capacity is sufficient for accommodating Occidental CSD's ADWF as well as growth in Graton in terms of the District annual limit of 12 equivalent single-family dwelling units allowed per calendar year. When transport of wastewater is required during peak wet weather periods when flows exceed Graton CSD's capacity to treat, wastewater would be transported to Sonoma Water's ALWSZ WWTF located near the Town of Windsor. The project would not impair the ability of the Graton CSD to continue serving existing or foreseeable future commitments. The impact would be less than significant.

The potential environmental impacts associated with construction of the proposed utilities are evaluated as part of this Initial Study. No utility relocation or construction of off-site utilities beyond those identified in the project description and evaluated in this Initial Study would be required that would cause environmental effects.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? (No Impact)

The project would not result in an increase in groundwater use, as the project would not result in an increase in population growth or a new high water demand land use. No new regional water supplies or facilities would be required. No impact would result.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? (Less than Significant)

Construction of the project would result in a temporary increase in solid waste disposal needs associated with demolition and construction wastes, such as demolished asphalt pavement, concrete, and excavated soils. Construction waste with no practical reuse or that cannot be salvaged or recycled would be disposed of at a local transfer station or solid waste facility. Active permitted regional landfills include the Redwood Sanitary Landfill (26 million cubic yards remaining capacity), Potrero Hills Landfill (13.9 million cubic yards remaining capacity), Vasco Road Landfill (7.4 million cubic yards remaining capacity), and Keller Canyon Landfill (63.4 million cubic yards remaining capacity) (CalRecycle 2016). Solid waste generated by the project would represent a small fraction of the daily permitted tonnage of these facilities, therefore, the project's construction-related solid waste disposal needs would be sufficiently accommodated by existing landfills. The impact would be less than significant. Following construction, project operation would not generate additional solid waste. No operational impact would occur.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (No Impact)

No applicable federal solid waste regulations would apply to the project. At the State level, the Integrated Waste Management Act mandates a reduction of waste being disposed and establishes

an integrated framework for program implementation, solid waste planning, and solid waste facility and landfill compliance. The project would not conflict with or impede implementation of such programs. Following construction, project operation would not generate additional solid waste. No impact would result.

4.20 Wildfire

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

a) Substantially impair an adopted emergency response plan or emergency evacuation plan or exacerbate wildfire risks? (No Impact)

The project site is not located in or near a State Responsibility Area (SRA) or lands classified as very high fire severity zones. The project is located 2 miles from the nearest SRA and approximately 6 miles from lands classified as a very high fire hazard severity zone (CalFire 2019). Therefore, the CEQA Guidelines Appendix G Checklist section for wildfire is not applicable to the project. No impact would result.

4.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓		
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			✓	
c) Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?		✓		

- a) **Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Less than Significant with Mitigation)**

Potential project impacts to biological and cultural resources are addressed in Section 4.4, Biological Resources, Section 4.5, Cultural Resources, and Section 4.18, Tribal Cultural Resources, respectively. With implementation of the recommended mitigation measures identified in this IS/MND, the potential for project-related activities to degrade the quality of the environment, including fish or wildlife species or their habitat, plant or animal communities, or important examples of California history or prehistory would be reduced to less-than-significant levels.

b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? (Less than Significant)

Cumulative impacts are defined as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts” (CEQA Guidelines Section 15355). Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

Efforts to identify cumulative projects included contact with the Graton CSD, the Sonoma County PRMD, review of active PRMD construction and planning permits, review of the current Sonoma County Transportation and Public Works Department project list, and review of the Sonoma County General Services Department Capital Improvement Plan for 2019-2024. Projects identified and considered for cumulative impacts include:

- Planned sanitary sewer force main from Occidental CSD to Graton CSD.
- Planned land acquisition and planning for a Class 1 trail paralleling Green Valley Road between Ross Road and Atascadero Creek, located approximately 0.25 mile west of the project site.
- Planned improvements within Green Valley Creek for flood protection and restoration, located approximately 1.2 miles west of the project site.
- Planned capital improvement projects at the Santa Rosa Delta Pond, located approximately 2 miles east of the project site.
- Planned improvements to the intersection of Highway 116 and Mirabel road and shoulder widening of Mirabel Road, located approximately 2.5 miles northwest of the project site.

As summarized in Section 4 of this IS/MND, the project would not result in impacts on agriculture and forestry resources, mineral resources, land use and planning, population and housing, public services, recreational facilities, or wildfire. Therefore, implementation of the project would not contribute to any related cumulative impact on those resources.

The distance between the project site and the identified cumulative projects would prevent the potential for cumulative impacts in the project area related to aesthetics, air quality, biological resources, noise, and traffic. None of the cumulative projects are located adjacent to the project site or the affected project roadways. The nearest identified cumulative project would include acquisition and planning for a future Class 1 trail paralleling Green Valley Road between Ross Road and Atascadero Creek approximately 0.25 mile west of the project site. Based on current schedules, the construction of the cumulative projects would not overlap with the project construction. Given the distance and dissimilarity between the project site and the identified cumulative projects, the project impacts summarized in this IS/MND would not add appreciably to any existing or foreseeable future significant cumulative impact. Incremental impacts, if any, would be very small, and the cumulative impact would be less than significant.

c) Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly? (Less than Significant with Mitigation)

With implementation of the recommended mitigation measures identified in this IS/MND, the potential for project-related activities to cause substantial adverse effects on human beings would be reduced to less-than-significant levels.

5. References

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6. Report Preparers

6.1 Graton Community Services District

Jose Ortiz, PE, General Manager

6.2 GHD

Brian Bacciarini, Senior Environmental Scientist

Charles Smith, AICP, LEED AP, Senior Environmental Planner

Andrea Hilton, Environmental Scientist

Joslyn Curtis, Biologist

6.3 Subconsultants

Scott McGaughey, Staff Archaeologist, Anthropological Studies Center

Exhibit A-1

Mitigation Monitoring & Reporting Program

MITIGATION MONITORING AND REPORTING PROGRAM
Graton Community Services District Occidental Wastewater Transport and Treatment Project
SCH No. 2019119006

Mitigation Measures (MM)	Implementation Procedure	Monitoring Responsibility	Monitoring/ Reporting Action & Schedule	Monitoring Compliance Record (Name/Date)
<p>MM BIO-1: Avoid Impacts to Nesting Birds</p> <p>To the extent possible, Graton CSD shall require its contractors to conduct grading or removal of any vegetation outside the nesting season. The nesting season occurs between approximately February 1 and August 31. No preconstruction nesting bird survey is required for work conducted outside this period. If grading or vegetation removal between August 31 and February 1 is infeasible and work must occur within the nesting season, Graton CSD shall require performance of a pre-construction nesting bird (both passerine and raptor) survey of the landscaped areas and trees by a qualified biologist within 7 days of ground breaking. If no nesting birds are observed, no further action is required and work shall occur within one week of the survey to prevent impacts to individual birds that could begin nesting after the survey. If bird nests (either passerine and/or raptor) are observed during the pre-construction survey, Graton CSD shall require a disturbance-free buffer zone be established around the nest tree(s) until the young have fledged, as determined by a qualified biologist.</p>	<p>Incorporate protection and avoidance measures into final plans or specifications</p> <p>Conduct preconstruction nesting surveys if grading or vegetation removal occurs during nesting season</p> <p>Implement recommended protection measures as necessary</p>	<p>Graton CSD</p>	<p>Verify that protection and avoidance measures are in final plans or specifications</p> <p>Verify that surveys are conducted prior to grading or ground disturbing activities during nesting season</p> <p>Verify that disturbance buffers are implemented during construction, if required</p>	

MITIGATION MONITORING AND REPORTING PROGRAM
Graton Community Services District Occidental Wastewater Transport and Treatment Project
SCH No. 2019119006

Mitigation Measures (MM)	Implementation Procedure	Monitoring Responsibility	Monitoring/ Reporting Action & Schedule	Monitoring Compliance Record (Name/Date)
<p>CR-1: Minimize Impacts to Unknown Archaeological Resources</p> <p>In the event that any subsurface archaeological features or deposits, including locally darkened midden soil, are discovered during construction-related earth-moving activities, Graton CSD shall ensure that all ground-disturbing activity in the vicinity of the resource shall be halted, that a qualified professional archaeologist is retained to evaluate the find, and the appropriate tribal representative(s) are notified. If the find qualifies as a historical resource or unique archaeological resource as defined by CEQA, Graton CSD and a qualified archaeologist shall develop appropriate measures to protect the integrity of the resource and ensure that no additional resources are affected. In considering any suggested measures proposed by the consulting archaeologist in order to mitigate impacts to historical resources or unique archaeological resources, the Graton CSD shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project while mitigation for unique archaeological resources is being carried out.</p>	<p>Incorporate requirements into specifications</p> <p>If archaeological remains or potential tribal cultural resources are encountered, halt construction and follow procedures, as appropriate.</p>	<p>Graton CSD</p> <p>Construction Coordinator, Graton CSD, and Archaeologist</p>	<p>Verify that protection and avoidance measures are in final plans or specifications</p> <p>During construction</p>	
<p>CR-2: Protect Human Remains if Encountered</p> <p>If human remains, associated grave goods, or items of cultural patrimony are encountered during construction, Graton CSD shall ensure that all work is halted in the vicinity of the find and the County Coroner shall be notified immediately. The following procedures shall be followed as required by Public Resources Code § 5097.9 and Health and Safety Code § 7050.5. If the human remains are determined to be of Native American origin, the Coroner shall notify the Native American Heritage Commission within 24 hours of the determination. The Native American Heritage Commission shall then notify the Most Likely Descendant (MLD), who has 48 hours to make recommendations to the landowner for the disposition of the remains. A qualified archaeologist, the Graton CSD and the MLD shall make all reasonable efforts to develop an agreement for the treatment, with appropriate dignity, of any human remains and associated or unassociated funerary objects. The agreement would take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, and final disposition of the human remains and associated or unassociated funerary objects.</p>	<p>Incorporate protection and avoidance measures into final plans or specifications</p> <p>If human remains are discovered, halt work and follow procedures, as appropriate.</p>	<p>Graton CSD</p> <p>Construction Coordinator, Graton CSD, and Archaeologist</p>	<p>Verify that protection and avoidance measures are in final plans or specifications</p> <p>During construction</p>	

MITIGATION MONITORING AND REPORTING PROGRAM

Graton Community Services District Occidental Wastewater Transport and Treatment Project

SCH No. 2019119006

Mitigation Measures (MM)	Implementation Procedure	Monitoring Responsibility	Monitoring/ Reporting Action & Schedule	Monitoring Compliance Record (Name/Date)
<p>GEO-1: Protect Paleontological Resources during Construction</p> <p>In the event that fossils are encountered during construction (i.e., bones, teeth, or unusually abundant and well-preserved invertebrates or plants), Graton CSD shall ensure that construction activities are diverted away from the discovery within 50 feet of the find, and Graton CSD shall notify a professional paleontologist to document the discovery as needed, to evaluate the potential resource, and to assess the nature and importance of the find. Based on the scientific value or uniqueness of the find, the paleontologist may record the find and allow work to continue, or recommend salvage and recovery of the material, if it is determined that the find cannot be avoided. The paleontologist shall make recommendations for any necessary treatment that is consistent with currently accepted scientific practices. Any fossils collected from the area shall then be deposited in an accredited and permanent scientific institution where they will be properly curated and preserved.</p>	<p>Incorporate protection and avoidance measures into final plans or specifications</p> <p>If paleo resources are discovered, halt work and follow procedures, as appropriate.</p>	<p>Graton CSD</p> <p>Construction Coordinator, Graton CSD, and Paleontologist</p>	<p>Verify that protection and avoidance measures are in final plans or specifications</p> <p>During construction</p>	
<p>TR-1: Coordinate Transit Controls</p> <p>Graton CSD shall coordinate with Sonoma County Transit and the County of Sonoma to design and implement the receiving station driveway for compatibility with the existing Route 20 bus stop located along the eastbound lane of Green Valley Road near Hicks Road. Prior to construction activities, the Graton CSD shall work with Sonoma County Transit to temporarily and/or permanently relocate the bus stop located along the eastbound lane of Green Valley Road near Hicks Road or develop design strategies to co-locate the bus stop if desired by Sonoma County Transit. The temporary or permanent bus stop relocation shall be located in an acceptable location that minimizes impacts to bus users and provides safe access and egress for transit passengers in compliance with local transit agency policies and, where applicable, the FHWA Pedestrian Safety Guide for Transit Agencies.</p>	<p>Coordinate with Sonoma County Transit and County of Sonoma</p> <p>Incorporate design considerations and transit stop relocations into final plans or specifications</p> <p>Implement transit controls during construction</p>	<p>Graton CSD</p>	<p>Verify that transit stop considerations are in final plans or specifications</p> <p>During construction</p>	

<p>TR-2: Traffic Control Plan</p> <p>Prior to construction, the Graton CSD and its contractor(s) shall prepare a traffic control plan for affected roadways and intersections. The traffic control plan shall be submitted to the County of Sonoma and Sonoma County Transit for review as part of the encroachment permit process. The traffic control plan shall include sufficient measures to address the overall project construction, as well as appropriate site-specific measures, including measures to reduce potential impacts on traffic flows on roadways affected by project construction activities. The traffic control plan shall comply with local jurisdiction requirements and be tailored to reflect site-specific traffic and safety concerns, as appropriate. The traffic control plan shall include, but not necessarily be limited to, the following measures as applicable to site-specific conditions:</p> <p><u>Traffic Controls</u></p> <ul style="list-style-type: none"> • Circulation and detour plans (if required) shall be developed to minimize impacts on local street circulation. Haul routes that minimize truck traffic on local roadways and residential streets shall be utilized to the extent feasible. Flaggers and/or signage shall be used to guide vehicles through and/or around the construction zone. • Lane closures shall be limited during peak hours to the extent feasible. In addition, outside of allowed working hours, or when work is not in progress, roads shall be restored to normal operations, with any trenches covered with steel plates. • Roadside safety protocols shall be implemented, such as advance “Road Work Ahead” warning signs, and speed control (including signs informing drivers of State-legislated double fines for speed infractions in a construction zone) shall be provided to achieve required speed reductions for safe traffic flow through the work zone. • Roadway rights-of-way outside the footprint of the proposed facility shall be repaired or restored to their general pre-construction condition (or better) upon completion of construction. • The traffic control plan shall also conform to applicable provisions of the State’s Manual of Traffic Controls for Construction and Maintenance Work Areas. • Access to driveways and private roads shall be maintained. • Construction shall be coordinated with administrators of land uses that may be more significantly affected by traffic impacts, such as police and fire stations, transit stations, hospitals, ambulance providers, and schools. Emergency responders, and other more significantly affected facility owners and/or operators shall be notified by the Graton CSD in advance of the timing, 	<p>Develop and implement Traffic Control Plan</p> <p>Incorporate measures into final plans or specifications</p>	<p>Graton CSD, Construction Contractor</p>	<p>Verify that traffic control measures are in final plans or specifications</p> <p>Verify implementation during construction</p>	
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MITIGATION MONITORING AND REPORTING PROGRAM
Graton Community Services District Occidental Wastewater Transport and Treatment Project
SCH No. 2019119006

Mitigation Measures (MM)	Implementation Procedure	Monitoring Responsibility	Monitoring/ Reporting Action & Schedule	Monitoring Compliance Record (Name/Date)
location, and duration of construction activities and the locations and durations of any temporary detours and/or lane closures.				
<p>TCR-1: Protect Tribal Cultural Resources during Construction Activities</p> <p>The Graton CSD shall coordinate with the Federated Indians of the Graton Rancheria regarding their recommendation for monitoring of tribal cultural resources during construction. If a find qualifies as a tribal cultural resource as defined by CEQA, the Graton CSD shall coordinate with the Federated Indians of Graton Rancheria to ensure that appropriate actions to protect the resource are taken and that no additional resources are affected.</p>	Graton CSD and FIGR shall coordinate on need for monitoring prior to construction	Graton CSD	<p>Verify monitoring requirements in final plans or specifications</p> <p>Verify that construction monitoring occurs</p>	

Exhibit B

Comments Received

Agency Comments



Integrated Waste
Road & Bridge Operations
Sonoma County Airport
Sonoma County Transit

Johannes J. Hoevertsz, Director

Trish Pisenti, Deputy Director- Transportation & Operations
Janice Thompson, Deputy Director- Engineering & Maintenance

Memorandum

To: Jose Ortiz, General Manager, Graton CSD
Delivered via email to joseortiz.gcsd@gmail.com

Copy: Land Development files

From: Nader Dahu, P.E., Engineering Division Manager

Date: March 22, 2021

Re: Graton Community Services District, Occidental Wastewater Transport and Treatment Project, Recirculated Initial Study/Proposed Mitigated Negative Declaration, SCH No. 2019119008

Dear Mr. Ortiz,

Thank you for the opportunity to review and comment on the above referenced Mitigated Negative Declaration (MND). As improvements are proposed within existing public right-of-way at the intersection of Green Valley Road and Hicks Road the Department of Transportation and Public Works (DTPW) has concerns regarding the proposed improvements.

- Coordination with Sonoma County Transit (SCT) will be required due to the existing bus stop. SCT can be reached by contacting Steven Schmitz at steven@sctransit.com.
- The structural section for the proposed turnout shall conform to County Standard 216.
- Proposed retaining walls shall be designed per Caltrans standards or be subject to structural review through the encroachment process.
- Traffic flow of the vacuum trucks shall be routed to reduce impacts to traffic on Green Valley Road and Hicks Road to maximum extent feasible. The preferred traffic flow is for the vacuum trucks heading eastbound to pull off of Green Valley Road onto the proposed turnout, then to exit from the turnout onto Hicks Road to make a left turn from Hicks Road back onto Green Valley Road. The flow will have to be coordinated with SCT as well due to the use of the turnout area as a bus stop as well. In lieu of traffic striping as proposed, usage of curbing to guide vehicles along eastbound Green Valley Road is suggested but will need to allow for vacuum trucks and bus access.
- Signage warning of truck crossing will be required on Green Valley Road and Hicks Road in conformance with CA MUTCD, latest edition.
- Plans for the proposed improvements shall be submitted for an encroachment permit through Permit Sonoma (PRMD) and will be reviewed by DTPW.

Please let me know if you have any questions.

Nader M. S. Dahu

Nader Dahu, P.E.
Engineering Division Manager
Sonoma County Department of Transportation & Public Works

From: Ken Tam <ken.tam@sonoma-county.org>
To: 'joseortiz.gcsd@gmail.com' <joseortiz.gcsd@gmail.com>
Cc: Steve Ehret <steve.ehret@sonoma-county.org>; Steven Schmitz <steven@sctransit.com>; Hunter McLaughlin <hunter.mclaughlin@sonoma-county.org>; Laurel Putnam <laurel.putnam@sonoma-county.org>
Sent: Wednesday, April 7, 2021, 01:07:48 PM PDT
Subject: Occidental Wastewater Transport and Treatment Project - NOI MND

Dear Mr. Ortiz,

Please accept the attached comment letter from Sonoma County Regional Parks Department.

Thank you.

Ken

Kenneth Tam, Park Planner II

Sonoma County Regional Parks Department

2300 County Center Drive, Suite 120A

Santa Rosa, Ca 95403

707-565-3348 work

707-579-8247 fax

ken.tam@sonoma-county.org

4-7-2021



SONOMA
COUNTY
REGIONAL
PARKS

BERT WHITAKER
DIRECTOR

Emailed: joseortiz.gcsd@gmail.com

April 7, 2021

Jose Ortiz, PE, General Manager
Graton Community Services District
250 Ross Lane
Sebastopol, Ca 95472

Re: Occidental Wastewater Transport and Treatment Project
Notice of Intent to Adopt a Mitigated Negative Declaration

Dear Mr. Ortiz:

Thank you for the opportunity to review and comment on this important public works project. Page 4-40 of the Initial Study states that the transport vehicles will be using a 700-foot segment of the West County Regional Trail as an access road to the Graton CSD Wastewater Treatment Plant. This 700-foot trail segment is also used by pedestrians, equestrians, and bicyclists for recreation and non-motorized transportation. The number of trail users have increased significantly over the years; thus, Regional Parks is interested in improving the trail experience and providing enhanced safety measures.

Regional Parks would like to schedule a future site meeting to discuss ideas and solicit input from GCSO on how we can provide enhanced safety measures for the 700-foot trail segment. The enhanced safety measures could include signage and/or widening the existing trail shoulder to provide a vehicle turnout space. Please contact me at your convenience to schedule a date. I can be contacted at 707-565-3348 or ken.tam@sonoma-county.org

Sincerely,

Kenneth Tam
Park Planner II

c: Sonoma County TPW Department: Hunter McLaughlin, Laurel Putnam
Steven Schmitz, Sonoma County Transit, SCBPAC, CBPAC
Sonoma County Regional Parks: Steve Ehret

2300

County Center Drive

Suite 120A

Santa Rosa

CA 95403

Tel: 707 565-2041

Fax: 707 579-8247

sonomacountyparks.org

S:\Planning\Administrative\Responsible Agency and Referral Letters\Graton CSD ISMND\Graton CSD ltr 4-7-2021.docx

From: Cheung, Warwick WT@DOT <warwick.cheung@dot.ca.gov>
To: joseortiz.gcsd@gmail.com <joseortiz.gcsd@gmail.com>; Leong, Mark@DOT <mark.leong@dot.ca.gov>
Sent: Thursday, March 25, 2021, 03:39:38 PM PDT
Subject: RE: Occidental Wastewater Transport and Treatment Project- project plans?

Thank you both!

From: joseortiz.gcsd@gmail.com <joseortiz.gcsd@gmail.com>
Sent: Thursday, March 25, 2021 3:36 PM
To: Leong, Mark@DOT <Mark.Leong@dot.ca.gov>; Cheung, Warwick WT@DOT <warwick.cheung@dot.ca.gov>
Subject: Re: Occidental Wastewater Transport and Treatment Project- project plans?

EXTERNAL EMAIL. Links/attachments may not be safe.

Here you go, Warwick. See pdf page 11 of 69.

Jose Ortiz

On Thursday, March 25, 2021, 03:24:32 PM PDT, Cheung, Warwick WT@DOT <warwick.cheung@dot.ca.gov> wrote:

Thank you Jose.

PS: Mark, if you can send us Figure 2-4 I think we can see if there are comments relevant to this project.

Thank you

Warwick WT Cheung

Branch Chief, PID1

Office of Advance Planning

Cell: (510) 960-0894

[Currently Teleworking]

From: joseortiz.gcsd@gmail.com <joseortiz.gcsd@gmail.com>
Sent: Thursday, March 25, 2021 3:19 PM
To: Leong, Mark@DOT <Mark.Leong@dot.ca.gov>
Cc: Cheung, Warwick WT@DOT <warwick.cheung@dot.ca.gov>
Subject: Re: Occidental Wastewater Transport and Treatment Project- project plans?

EXTERNAL EMAIL. Links/attachments may not be safe.

Thank you for your response, Mark. At this time we do not have any detailed project plans. The preliminary engineering is based on topographical surveys to determine that the proposed receiving station can be built in the proposed location. The best reference is Figure 2-4 in the attachment titled Graton CSD Recirculated ISMND. This layout shows that receiving station would be built totally within Sonoma County road Right-of-Way on the southerly side of Green Valley Road, west of the intersection with Hicks Road in Graton/Sebastopol. If it helps your review, I am available by phone to you or Warwick to discuss the project concepts.

Jose Ortiz

General Manager

Graton CSD

707-330-3542

On Monday, March 22, 2021, 03:06:36 PM PDT, Leong, Mark@DOT <mark.leong@dot.ca.gov> wrote:

Hello Jose,

Caltrans is reviewing this project and we wanted to know if there are any project plans (draft plans etc.) that you could share with us. The only document we have is what is available here:

<https://ceqanet.opr.ca.gov/2019119006/3>

Feel free to reply to Warwick (cc'd here) and me. Thanks ahead of time,

Mark Leong, Branch Chief

Local Development- Intergovernmental Review

Caltrans, District 4 | cell: 510-960-0868

For early coordination or CEQA land use review requests, please email LDIGR-D4@dot.ca.gov.

Public Comments



**SPECIAL MEETING MINUTES
Graton Community Services District (GCSD)
Meeting of the GCSD Board of Directors
Monday, March 29, 2021 at 6:00 PM**

Various Locations – Teleconference Meeting Pursuant to Executive Order N-29-20

1. CALL TO ORDER 6:00PM

2. ROLL CALL - Determination of a Quorum

Board President, Dave Clemmer, H; Board Vice President, Matt Johnson, H; Karin Lease, A; David Upchurch, H; Board Secretary, Jennifer Butler, H.

3. APPROVE ORDER OF THE AGENDA

Dave Upchurch Motioned to approve the order of the agenda Matt Johnson seconded.

Board President, Dave Clemmer, Y; Board Vice President, Matt Johnson, Y; Karin Lease, A; David Upchurch, Y; Board Secretary, Jennifer Butler, Y.

4. PUBLIC COMMENT

Members of the public are invited to address the Board on those items which fall under the authority of the Board. For those wishing to address the Board on any Agenda or non-agendized item, please complete a Speaker Card located at the entrance to the and submit it to the Board President. Please be sure to indicate the Agenda Item # you wish to address or the topic of your public comment. Comments will be limited to three minutes per speaker. Speakers should understand that except in very limited situations, State law precludes the Board from taking action on or engaging in extended deliberations concerning items of business which are not on the Agenda. GOVERNMENT CODE 54954.2. (2) No action or discussion shall be undertaken on any item not appearing on the posted agenda, except that members of a legislative body or its staff may briefly respond to statements made or questions posed by persons exercising their public testimony rights under Section 54954.3. In addition, on their own initiative or in response to questions posed by the public, a member of a legislative body or its staff may ask a question for clarification, make a brief announcement, or make a brief report on his or her own activities. Furthermore, a member of a legislative body, or the body itself, subject to rules or procedures of the legislative body, may provide a reference to staff or other resources for factual information, request staff to report back to the body at a subsequent meeting concerning any matter, or take action to direct staff to place a matter of business on a future agenda.

DISABLED ACCOMMODATION: If you have a disability which requires an accommodation, an alternative format or requires another person to assist you while attending this meeting, please contact staff at the Graton Community Services District office at (707) 823-1542 as soon as possible (no later than 10 days before the scheduled meeting) to ensure that arrangements for accommodation may be provided.

PUBLIC COMMENT (CONTINUED)

Several members of the Graton community (listed below) spoke during the Public Comment period expressing their objections to the Occidental Wastewater Transport and Treatment Project.

Sally Ohlin – 8920 Green Valley Road
Nancy Packard – 9000 Green Valley Road
Anna Kemps- 3920 Hicks Road
Sarah- 8969 & 8955 Green Valley Road
Marcy Greeley- 3242 Sullivan Road
Jacob Harris- 3950 Hicks Road

Nancy & Bill Scott- 3900 Hicks Road
Jeff Mounce- 3850 Hicks Road
Melissa Hall- 8910 Green Valley Road
Jan & Steve Lochner- 3710 Hicks Road
Bruce Johnson – 3850 Hicks Road

The objections that were made are inadequate notice or not notified of project, too much noise, too many trips will be made by the trucks, no place to walk or bike on the road, dangerous to wait at bus stop and to children, creates additional traffic, residential neighborhood is not a good location, spillages, strong odors, decrease in property value due to project, no drawing provided for review of the project, location is in front of houses not in the district and is unfair.

CLOSED SESSION

5. CONFERENCE WITH LEGAL COUNSEL: EXISTING LITIGATION

The Board entered into Closed Session at 6:40 p.m. Direction given/ no action taken.
The Board reported out of Closed Session at 7:39 P.M.

6. DISCUSSION ITEMS

Work/Study Session – Develop an RFP/Scope of Services for recruiting a General Manager at the end of the calendar year.

Dave Clemmer and Dave Upchurch will be on a committee to combine the General Manager drafts into one for the General Manager RFP with Jose Ortiz’ assistance.

Dave Upchurch motioned to adjourn the meeting and Jennifer Butler seconded.

ADJOURNMENT 9:01 PM

Minutes Approved

Date

----- Forwarded Message -----

From: Marcy Greeley <mgreeley@hotmail.com>

To: joseortiz.gcsd@gmail.com <joseortiz.gcsd@gmail.com>

Cc: lynda.hopkins@sonoma-county.org <lynda.hopkins@sonoma-county.org>

Sent: Wednesday, April 7, 2021, 04:21:09 PM PDT

Subject: Additional Signed Petitions - Opposition to Graton Sewer Transport/Treatment Project

Hello Mr. Ortiz,

Enclosed is an 8-page PDF containing **additional** signed petitions from our neighbors (22 signatures) - **all who are in strong opposition** to the proposed location of Green Valley Road and Hicks Road for the "*Occidental Wastewater Transport and Treatment Project.*"

We will mail printed/hard copies of these petitions to your office today.

Please share these with the GCSO Board members.

Marcy Greeley
3242 Sullivan Road, Graton

**PETITION TO
STOP THE OCCIDENTAL-TO-GRATON
SEWAGE / WASTEWATER TRANSPORT AND TREATMENT PROJECT**

The Occidental Wastewater Transport and Treatment Project, proposed by the Graton Community Service District (Graton CSD), involves the **transportation of sewage-wastewater from Occidental to Graton, as well as the construction of a 1,400 square foot receiving station.** This station would be large and very visible at the intersection of Green Valley Road and Hicks Road, with the sewage trucks routed through Graton. The site would be receiving an average of **17,000 gallons of sewage per day.** This project is scheduled to begin this **SUMMER or FALL of 2021.**

I / WE, THE UNDERSIGNED, OPPOSE THIS PROJECT AT THIS LOCATION.

We were not given sufficient notice of this project. We believe there has not been ample time to study the environmental impact of the implementation of this program. Both Green Valley Road and Hwy.116 already have substantial traffic, which would be increased with this project. *There is no guarantee that there will be no substantial odor or spills from the transfer station in our residential area. The construction and use of this transfer station will have a negative effect in the value of homes near the site.* The transfer station is expected to receive a minimum of **5-10 truckloads daily, between 7am - 5pm on weekdays.**

PRINTED NAME

SIGNATURE

ADDRESS

EMAIL (optional)

PHONE (optional)

Karen M Hendrickson Karen M. Hendrickson karenhendrickson@juno.com 707-824-9326
3911 Ross Rd Ser 95472

RICHARD COLEMAN Richard Coleman 3911 Ross Rd, Ser 95472 RICHARD COLEMAN65@YAHOO.COM

**PETITION TO
STOP THE OCCIDENTAL-TO-GRATON
SEWAGE / WASTEWATER TRANSPORT AND TREATMENT PROJECT**

The Occidental Wastewater Transport and Treatment Project, proposed by the Graton Community Service District (Graton CSD), involves the **transportation of sewage-wastewater from Occidental to Graton, as well as the construction of a 1,400 square foot receiving station.** This station would be large and very visible at the intersection of Green Valley Road and Hicks Road, with the sewage trucks routed through Graton. The site would be receiving an average of **17,000 gallons of sewage per day.** This project is scheduled to begin this **SUMMER or FALL of 2021.**

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PRINTED NAME	SIGNATURE	ADDRESS	EMAIL (optional)	PHONE (optional)
BARBARA Wilt	Barbara Wilt	3291 Sullivan Rd. Sebastopol 95472	horace.thecat1@yahoo	510-531-4135

STOP THE OCCIDENTAL SEWAGE / WASTEWATER TRANSPORT AND TREATMENT PROJECT

The Occidental Wastewater Transport and Treatment Project, proposed by the Graton Community Service District (Graton CSD), involves the transportation of sewage-wastewater from Occidental to Graton, as well as the construction of a **1,400 square foot receiving station**. This station would be large and very visible at the intersection of Green Valley Road and Hicks Road, with the sewage trucks routed through Graton. The site would be receiving an average of 17,000 gallons of sewage per day. This project is planned to begin this **SUMMER - or FALL of 2021**.

WE, THE UNDERSIGNED, OPPOSE THIS PROJECT AT THIS LOCATION. We were not given sufficient notice of this project. We believe there has not been ample time to study the environmental impact of the implementation of this program. Both Green Valley Road and Hwy. 118 already have substantial traffic, which would be increased with this project. There is no guarantee that there will be no substantial odor or spills from the transfer station in our residential area. The construction and use of this transfer station will have a negative effect in the value of homes near the site. The transfer station is expected to receive a minimum of 5-10 truckloads daily, between 7am - 5pm on weekdays.

	PRINTED NAME	SIGNATURE	ADDRESS	PHONE	EMAIL
1	JANET CAHILL	<i>Janet Cahill</i>	3425 HICKS Rd Seb 95472	707 824 9754 707 3276318	farmfoxhaven@ comcast.net
2	Edith Barry	<i>Edith Barry</i>	3445 Hicks Rd Sebastopol 95472	707 993-5316	EdieBarry@gmail.com
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STOP THE OCCIDENTAL SEWAGE / WASTEWATER TRANSPORT AND TREATMENT PROJECT

The Occidental Wastewater Transport and Treatment Project, proposed by the Graton Community Service District (Graton CSO) involves the transport of sewage-wastewater from Occidental to Graton, as well as the construction of a 1,400 square foot receiving station. This station would be located at the intersection of Green Valley Road and Hicks Road, with the sewage trucks routed through Graton. The site would be receiving an average of 100,000 gallons of sewage per day. This project is planned to begin this SUMMER - or FALL of 2021.

WE, THE UNDERSIGNED, OPPOSE THIS PROJECT AT THIS LOCATION. We were not given sufficient notice of this project. We believe there has not been an adequate study the environmental impact of the implementation of this program. Both Green Valley Road and Hwy 118 already have substantial traffic, which would be increased with project. There is no guarantee that there will be no substantial odor or spills from the transfer station in our residential area. The construction and use of the transfer station will have a negative effect in the value of homes near the site. The transfer station is expected to receive a volume of 5-10 truckloads daily, between 7am - 1pm on weekdays.

	PRINTED NAME	SIGNATURE	ADDRESS	PHONE	EMAIL
1	Marina Shapiro	<i>Marina Shapiro</i>	4201 Shook Rd	(707) 522-6121	marina.shapiro@comcast.net
2	Crystal Navarro	<i>Crystal Navarro</i>	4169 Shook Rd	(707) 829-2686	CrystalNavarro@gmail.com
3	Albuquerque	<i>Albuquerque</i>	4140 Shook Rd	707-823-9458	WATTGUITAR@gmail.com
4	Ivan Torres	<i>Ivan Torres</i>	4146 Shook Rd	707-495-3061	Ivan.Torres@comcast.net
5	Domenica Madon	<i>Domenica Madon</i>	4146 Shook Rd	707-423-3061	Domenica.Madon@comcast.net
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STOP THE OCCIDENTAL SEWAGE / WASTEWATER TRANSPORT AND TREATMENT PROJECT

The Occidental Wastewater Transport and Treatment Project, proposed by the Occidental Community Service District (Graton CSD), involves the transportation of sewage-wastewater from Occidental to Graton, as well as the construction of a 1.2 million gallon receiving station. This station would be large and very visible at the intersection of Green Valley Road and Hicks Road, with the sewage trucks lined up for collection. The site would be receiving an average of 12,500 gallons of sewage per day. This project is planned to begin this SUMMER - or FALL of 2007.

WE, THE UNDERSIGNED, OPPOSE THIS PROJECT AT THIS LOCATION. We were not given a public hearing of this project. We believe there has not been ample time to study the environmental impact of the implementation of this program. Both Green Valley Road and Hicks Road already have substantial traffic which would be increased by the project. There is no guarantee that there will be no substantial odor or spill from the station which is a high traffic area. The construction and use of this transfer station will have a negative effect in the value of homes near the site. The transfer station is expected to receive a number of 8-12 trucks daily, between 7am - 5pm on weekdays.


PRINTED NAME	SIGNATURE	ADDRESS	PHONE	EMAIL
1 Sarah Johnson	<i>Sarah Johnson</i>	8755 8969 Green Valley Rd	415 982-4123	Sarah@fitdogs.net
2 DAVID M JOHNSON	<i>David M Johnson</i>	8969 Green Valley	707-829-2246	kinseygrahner @ comcast.net
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**PETITION TO
STOP THE OCCIDENTAL-TO-GRATON
SEWAGE / WASTEWATER TRANSPORT AND TREATMENT PROJECT**

The Occidental Wastewater Transport and Treatment Project, proposed by the Graton Community Service District (Graton CSD), involves the **transportation of sewage-wastewater from Occidental to Graton, as well as the construction of a 1,400 square foot receiving station.** This station would be large and very visible at the intersection of Green Valley Road and Hicks Road, with the sewage trucks routed through Graton. The site would be receiving an average of **17,000 gallons of sewage per day.** This project is scheduled to begin this **SUMMER or FALL of 2021.**

I / WE, THE UNDERSIGNED, OPPOSE THIS PROJECT AT THIS LOCATION.

We were not given sufficient notice of this project. We believe there has not been ample time to study the environmental impact of the implementation of this program. Both Green Valley Road and Hwy.116 already have substantial traffic, which would be increased with this project. *There is no guarantee that there will be no substantial odor or spills from the transfer station in our residential area. The construction and use of this transfer station will have a negative effect in the value of homes near the site.* The transfer station is expected to receive a minimum of **5-10 truckloads daily, between 7am - 5pm on weekdays.**

PRINTED NAME	SIGNATURE	ADDRESS	EMAIL (optional)	PHONE (optional)
Terri Jensen		3209 Sullivan Rd Sebasto CA 95472		

**PETITION TO
STOP THE OCCIDENTAL-TO-GRATON
SEWAGE / WASTEWATER TRANSPORT AND TREATMENT PROJECT**

The Occidental Wastewater Transport and Treatment Project, proposed by the Graton Community Service District involves the transportation of sewage-wastewater from Occidental to Graton, as well as the construction of a 1,400 square foot receiving station. This station would be large and very visible at the intersection of Green Valley Road and Hicks Road, with the sewage trucks routed through Graton. The site would be receiving an average of 17,000 gallons of sewage per day. This project is scheduled to begin this **SUMMER** or **FALL** of 2021.

WE, THE UNDERSIGNED, OPPOSE THIS PROJECT AT THIS LOCATION.

We were not given sufficient notice of this project. We believe there has not been ample time to study the environmental impact of the implementation of this program. Both Green Valley Road and Hwy. 116 already have substantial traffic, which could be increased with this project. *There is no guarantee that there will be no substantial odor or spills from the transfer station in our residential area. The construction and use of this transfer station will have a negative effect in the value of homes near the site.* The transfer station is expected to receive a minimum of 5-10 truckloads daily, between 7am-5pm on weekdays.

PRINTED NAME	SIGNATURE	ADDRESS	EMAIL (optional)	PHONE (optional)
DEBIAN DEMEDUC		2221 Shook Rd	DDMEDUC@COMCAST.NET	
TERRY GOULD		4141 SHOOK RD.	tgoald@sonic.net	415-515-3022
Kelly Kim		4157 Shook	KellyLardKim@gmail.com	415 706 1219
Sheila Johnson		4205 Shook Ad	shann51@comcast.com	707-827-3873
BRAD KENVILLE		4205 SHOOK Rd	Brad_Kenville@Comcast.NET	↓

----- Forwarded Message -----

From: Nancy Packard <nancypackard7@gmail.com>

To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>

Sent: Sunday, March 28, 2021, 03:46:52 PM PDT

Subject: Comments on proposed Green Valley Rd Wastewater Receiving Station

Hi Jose,

Good talking to you today. My talking points are below. I'm planning to attend the meeting tomorrow evening,

Nancy

March 28, 2021

Members of the Graton Community Services District Board:

I recognize your volunteer activities and thank you for working on such difficult problems in order to keep our Wastewater system viable. However, it seems that the Graton Community Services District is planning once again to upset a neighborhood so that the district can accept raw sewage and wastewater from Occidental by 30 foot - long trucks driven to the furthest reach of the Graton system – this time on a residential streets, Green Valley Road and Hick Road.

Over the past 10 years, there has been similar attempts to establish a wastewater receiving station in the Graton Community services area to assist Occidental in ameliorating their wastewater management problems and find a solution closer to their community than the Airport.

I'm going to summarize these attempts. The first suggestion was very close to the Graton Wastewater Treatment Plant. It was rejected by the owners of nearby property and the Sonoma Parks department. The second was closer to town off Ross Rd, the street leading to the treatment plant which meant there were more citizens affected than the first choice.

There was some talk about Manzana being open to accepting the project, but that was not pursued even though the apple plant is closer to the Wastewater Plant than any of the other possibilities. It could have resulted in them being a user of the Wastewater plant so it would have been helpful to both parties. It would place the project in an industrial zone where it belongs.

The next idea was to house the apparatus at the Gas Station on Highway 116. This was rejected soundly by the community of mobile homes behind them, the Gas Station owner upon further reflection and those of us on Green Valley Road.

Crossing the street to Green Valley is the fifth attempt and equally damaging to the community of families who live on the street. Green Valley Road is a designated Scenic Highway beloved by bicyclists and walkers heading down to the trail. There is no acknowledgement for the continuation of these activities in the new plan.

Certainly 5-15 loads of wastewater in 30 foot- long trucks would inhibit use of the roadway for recreational activities. The mix of these trucks with the current truck usage on Green Valley Road by industries at the bottom of the hill will further affect families with children who use that road. A cement wall is part of the plan further ignoring the Scenic Highway designation. This is a residential street with people of all ages including children and the elderly, who would be particularly harmed if there is any problem with the transfer from the truck to the wastewater receiving station. An assurance that this would never happen is not sufficient. Things do happen.

The proposal is written as a 10- year plan, aspiring to build a direct pipeline from Occidental to the Graton Wastewater Plant. Since there are no plans to make this a reality in this Initial Study, a 10- year agreement on anything is inappropriate.

We are counting you to make reasonable decisions and hope to have the opportunity to talk with you.

Sincerely,

John & Nancy Packard

John and Nancy Packard

9000 Green Valley Road

Sebastopol, CA 95472

Cc: Linda Hopkins, Board of Supervisors

Grant Davis, General Manager, Sonoma County Water Board

David Klemmer, Board President, GCSD

Jose Ortiz PE, General Manager, GCSD

From: Darren Perry <darren.perry@gmail.com>
To: Jose Ortiz <joseortiz.gcsd@gmail.com>
Cc: Lynda Hopkins <lynda.hopkins@sonoma-county.org>
Sent: Wednesday, April 7, 2021, 04:56:03 PM PDT
Subject: Comments regarding Occidental Wastewater Transport and Treatment Project / Hicks Road

Mr. Ortiz,

I'm writing regarding the Graton Community Services District's Recirculated IS/MND for the Occidental Wastewater Transport and Treatment Project.

I'm a homeowner on Hicks Road. I'm also a Graton Community Services District ratepayer, as the owner of a 2-unit rental property within the District.

Hicks Road lies outside of Graton but shares a similar residential character where most homes are located along the frontage, and not tucked in amongst private lanes like many areas in West County. While it may be permissible from a zoning standpoint, I believe that locating a transfer station contiguous with these properties is inconsistent with the goals of Rural Residential zoning, i.e., "to preserve the rural character and amenities of those lands best utilized for low density residential development pursuant to Section 2.2.2 of the general plan."

Additionally, setting the proposed transfer station among residential properties that are outside the boundaries of the Graton Community Service District means there is no potential benefit to offset adverse impacts in the form of increased noise, traffic, odor, and a potential decrease in property value.

I've already been experiencing the negative impact of Sonoma Water's current wastewater transport arrangement in the form of increased traffic on Mueller Road. Our home is situated beside Jeannette Avenue, which Mueller Road intersects. Mueller Road is currently used by vehicles travelling both to and from the Airport-Larkfield-Wikiup Sanitation Zone, and it has resulted in more noise and more traffic on Mueller Road. The Treatment Project, as currently proposed, will reduce, but not eliminate, the impact on Mueller Road, as trucks will still return to Occidental via this route. I take issue with the return route and feel that Highway 116 and Graton Road are better suited in design and carrying capacity to handle this traffic. If the project were to be approved, and Mueller Road is to remain part of the route, I feel the speed limit would need to be lowered to reduce engine noise and allow for safer access from Jeannette Avenue and Graton Road.

In summary, it is my belief as a local resident and ratepayer that the District should instead pursue all avenues available to locate and operate the transfer station at a location within the District that is more compatible with adjacent land uses.

Thank you for your attention,
Darren Perry
3287 Hicks Road

From: Penelope Butterfield <pendreamweaver@gmail.com>
To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>
Cc: Brad Young <byoung@pmz.com>
Sent: Thursday, April 1, 2021, 12:19:39 PM PDT
Subject: Concerns about seriously flawed sewage treatment plan on Green Valley Rd.

Dear Mr. Ortiz,

My husband and I are in the process of building a home on Green Valley Rd. within range of the proposed sewage treatment processing station. We are deeply distressed to hear about the proposed treatment plan. It is flawed for several reasons.

First, putting a sewage processing station in our quiet neighborhood is completely incompatible with the residential character of this rural area. Be assured that we will hear the diesel trucks running for hours on end, disrupting the peaceful "country" environment we have hoped to retire in. We are moving to this area precisely because we desire a tranquil, rural lifestyle and surroundings. It is completely irresponsible to build a sewage plant in this location. Also, my environmental studies background taught me that anything having to do with sewage treatment is very unpleasant, and odiferous. There is nothing you can do to mitigate this, other than find a different, less populated area that is more suited to industrial use. Furthermore, there are, no doubt, serious environmental impacts to be addressed as well in your proposal.

We have communicated with our County Supervisor, Lynda Hopkins, expressing our serious concerns. We strongly urge to stop this project and search for another location! The current location is unacceptable and is out of step with basic decency and community-mindedness.

Sincerely,

Penelope Butterfield and Brad Young
Graton, CA

From: Paul Duffy <duff.sing@gmail.com>
To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>
Sent: Thursday, April 1, 2021, 10:04:39 AM PDT
Subject: Disapproval of Proposed Sewage Receiving Station

Dear Mr Ortiz

I am emailing you as a nearby resident to Hicks Rd and Green Valley Road to let it be known that my wife Celeste and I find the idea of building a sewage receiving station in the Graton locale as very shortsighted and it will ultimately be detrimental to the community as a whole. We feel you should be looking for a location that will be less impactful to not only the residents but also to tourism in the area with this area being a major draw to tourists year round.

The area already has many large trucks going back and forth from the nearby quarries, the Manzana apple processing plant as well as the already established wine industry. This area certainly doesn't need any further increase in truck traffic for a number of reasons. The main ones being an increase in pollution from diesel fueled trucks and the safety issues to cyclists in what is a well established cycling destination not only to the residents but tourists alike.

There is also the unpleasant smells produced by a sewage receiving station and the negative impacts this will cause in a residential area.

Of course there are other financial impacts to property value etc we could touch on but ultimately we feel this is the wrong choice of location. I would like to hear from you about the other sites that were considered and why Graton was chosen as the proposed site over any others.

Regards

Paul Duffy

Hurlbut resident.

Sent from my iPhone

From: Nancy Packard <nancypackard7@gmail.com>
To: "lynda.hopkins@sonoma-county.org" <lynda.hopkins@sonoma-county.org>
Cc: "davidclemmer.gcsd@gmail.com" <davidclemmer.gcsd@gmail.com>; "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>
Sent: Wednesday, March 31, 2021, 11:56:01 AM PDT
Subject: Fwd: Graton Community Services District Plan

This e-mail has been sent again to assure that the President of our GCSD Board, David Clemmer and our General Manager, Jose Ortiz receive this correspondence with the correct e-mails

Begin forwarded message:

From: Nancy Packard <nancypackard7@gmail.com>
Subject: Graton Community Services District Plan
Date: March 31, 2021 at 11:25:57 AM PDT
To: lynda.hopkins@sonoma-county.org
Cc: DavidClemmer.gcsd@gmail.org, joseortiz.gcsd@gmail.org

As a resident of the fifth district, I feel very fortunate that you are our Supervisor. I want to alert you - and I'm sure I am not the first - to the Graton Community Services District plan to assist the Occidental County Sanitation District by trucking sewerage through Graton to a new to-be-built wastewater station. This disposal station will accommodate 5 to 15 truck loads a day Monday through Friday on Green Valley Road at the corner off of Hicks Rd. at what is now a Bus Stop. They will cut into the berm behind it and building a concrete wall. The owner of the property behind the berm on Hicks Road did not get a "Notice of Intent" letter from the GCSD. Neither I nor my neighbors on either side of Green Valley Road received the letter. Other residents of Hicks Road or on Haven Court reported that they had not received a Notice of Intent either. The only people I spoke to who got letters were the owner of the Gas Station and the mobile park dwellers next to the gas station north of Highway 116.

The plan is to vote on it at the next meeting of the GCSD on April 19 and they are accepting input from the community until April 7th. Since the notice of intent was not distributed properly to the affected area, I believe that the period of time for input should be extended beyond April 7th and the Notice of Intent delivered to all households affected by the plan.

I live on 9000 Green Valley Road in the middle of the street between Ross Road and Highway 116. The attached letter will speak to the history of prior attempts by GCSD to assist Occidental that I shared with the GCSD Board Monday night.

Thank you for hearing me out and we would appreciate any assistance in seeing that this process is a fair and just one,

Sincerely,

Nancy Packard
(707) 829-3560

March 28, 2021

Members of the Graton Community Services District Board:

I recognize your volunteer activities and thank you for working on such difficult problems in order to keep our Wastewater system viable. However, it seems that the Graton Community Services District is planning once again to upset a neighborhood so that the district can accept raw sewage and wastewater from Occidental by 30 foot - long trucks driven to the furthest reach of the Graton system – this time on residential streets, Green Valley Road and Hicks Road.

Over the past 10 years, there has been similar attempts to establish a wastewater receiving station in the Graton Community services area to assist Occidental in ameliorating their wastewater management problems and find a solution closer to their community than the Airport.

I'm going to summarize these attempts. The first suggestion was very close to the Graton Wastewater Treatment Plant. It was rejected by the owners of nearby property and the Sonoma Parks department. The second was closer to town off Ross Rd, the street leading to the treatment plant which meant there were more citizens affected than the first choice.

There was some talk about Manzana being open to accepting the project, but that was not pursued even though the apple plant is closer to the Wastewater Plant than any of the other possibilities. It could have resulted in them being a user of the Wastewater plant so it would have been helpful to both parties. It would place the project in an industrial zone where it belongs.

The next idea was to house the apparatus at the Gas Station on Highway 116. This was rejected soundly by the community of mobile homes behind them, the Gas Station owner upon further reflection and those of us on Green Valley Road.

Crossing the street to Green Valley is the fifth attempt and equally damaging to the community of families who live on the street. Green Valley Road is a designated Scenic Highway beloved by bicyclists and walkers heading down to the trail. There is no acknowledgement for the continuation of these activities in the new plan.

Certainly 5-15 loads of wastewater in 30 foot- long trucks would inhibit use of the roadway for recreational activities. The mix of these trucks with the current truck usage on Green Valley Road by industries at the bottom of the hill will further affect families with children who use that road. A cement wall is part of the plan further ignoring the Scenic Highway designation. This is a residential street with people of all ages including children and the elderly, who would be particularly harmed if there is any problem with the transfer from the truck to the

wastewater receiving station. An assurance that this would never happen is not sufficient. Things do happen.

The proposal is written as a 10- year plan, aspiring to build a direct pipeline from Occidental to the Graton Wastewater Plant. Since there are no plans to make this a reality in this Initial Study, a 10- year agreement on anything is inappropriate.

We are counting on you to make reasonable decisions and hope to have the opportunity to talk with you.

Sincerely,

John & Nancy Packard

John and Nancy Packard
9000 Green Valley Road
Sebastopol, CA 95472

Cc: Lynda Hopkins, Board of Supervisors
Grant Davis, General Manager, Sonoma County Water Board
David Clemmer, Board President, GCSD
Jose Ortiz PE, General Manager, GCSD

From: Rick R. <ricrose5000@gmail.com>

To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>; "lynda.hopkins@sonoma-county.org" <lynda.hopkins@sonoma-county.org>

Sent: Thursday, April 1, 2021, 05:17:52 PM PDT

Subject: Graton Community Sewage transfer station

Please count me firmly against the opening and operating of the sewage transfer station now planned for Hicks Rd. and Green Valley Road.

Besides the obvious aesthetic issues, that block is already often crowded with large trucks and tankers servicing Manzana. Adding the transfer station will further congest and pollute the neighborhood, lower property values, and diminish our way of life. I urge you to find alternative sites for this planned facility.

Thank you,

FJ Rosenthal
5001 Maddocks Rd.

From: Rick R. <ricrose5000@gmail.com>

To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>; "lynda.hopkins@sonoma-county.org" <lynda.hopkins@sonoma-county.org>

Sent: Thursday, April 1, 2021, 05:17:52 PM PDT

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Thank you,

FJ Rosenthal
5001 Maddocks Rd.

From: Jacob Harris <musik9000@gmail.com>
To: Elise Weiland <elise.weiland@sonoma-county.org>
Cc: joseortiz.gcsd@gmail.com <joseortiz.gcsd@gmail.com>; Lynda Hopkins <lynda.hopkins@sonoma-county.org>
Sent: Friday, April 9, 2021, 09:29:23 AM PDT
Subject: Re: Graton Disposal Station

Hi Elise, thanks for your response. It's good to know that elected officials are listening to constituents. Regarding the "expertise of Sonoma Water". I recently spoke with an employee in good standing at Sonoma Water who inspects and is very familiar with existing "Waste Station" sites here locally. He spoke to me about inevitable sewage spillage, foul odor, noise and exhaust from trucks, and added traffic. I'm curious as to why the proposal would then state that there would be "little or no impact" to us residents. Doesn't Sonoma Water listen to the expertise of their employees who actually manage these sites? How am I to rely on the word of Sonoma Water when there is a disconnect between what is written and what is true?

I also spoke with a close neighbor of the Occidental Lift Station who signed a letter stating that the impact to his home, which is about 100 feet from the Station, makes it so that he sometimes doesn't go outside due to the smell, noise, etc.. Again, it is clear that the proposed site will definitely have a negative impact on my house and for my neighbors. The proposal should be re-written accurately. What is Lynda Hopkins responsibility in this situation?

Jacob Harris

On Apr 9, 2021, at 8:29 AM, Elise Weiland <Elise.Weiland@sonoma-county.org> wrote:

Hi Jacob,

The process for this project is under the care of the elected officials of the Graton CSD and the expertise of Sonoma Water as well as Permit Sonoma. Your concerns and those of your neighbors have been incorporated into the review process and are under consideration. I attempted to provide an overview of the project, the challenges and work being done over the years. This overview in no way negates your input which has gone to the appropriate decision making body.

Best regards,
Elise

From: Jacob Harris <musik9000@gmail.com>
Sent: Friday, April 9, 2021 8:05 AM
To: Elise Weiland <Elise.Weiland@sonoma-county.org>; joseortiz.gcsd@gmail.com; Lynda Hopkins

<Lynda.Hopkins@sonoma-county.org>

Subject: Re: Graton Disposal Station

EXTERNAL

Dear Lynda, Elise, & Jose,
sorry, I neglected to say that this site is proposed for the fence line of MY property. Children play within a few yards of where you are proposing to install this sewage dump sight! Does that seem right to you? Would you want a sewage dump site to be installed right on YOUR fence line? How could you say on your report that there would be very little (if no) impact? This is shameful! You have received countless letters, more than 125 signatures from local petitions, and have been contacted by our lawyer. Your proposal and written response to our concerns are full of flaws and inaccuracies. We have 2 engineers who have looked it over. We will continue to fight this until you find a better and different solution. Why not choose a site that is not in a residential area?

Jacob Harris

On Apr 7, 2021, at 4:30 PM, Jacob Harris <musik9000@gmail.com> wrote:

Dear Elise Weiland, Lynda Hopkins, and Jose Ortiz,
Please find our response below to your emails received by several of us neighbors who sent letters to Lynda Hopkins office objecting to the current proposed waste transfer site on Green Valley and Hicks Roads. Please see our inline comments and questions below **in red** to your letter in black.

Please know that we do see the problem for Occidental as it is well known and long standing. Can you answer this: what other community ships their sewage out by truck? It is not a common solution to this problem and we feel if it must happen, continue the current process until another solution is found such as building the pipeline from Occidental directly to the Graton facility.

Benefits of the solution: Adding Occidental's business to the Graton CSD will allow both to be viable financially and provide for ongoing improvements to infrastructure. **Please note that the homes on the proposed intersection and on Hicks Road are on septic systems and are not in the District and therefore will not receive this benefit. Yet they are being asked to bear the lion's share of the burden of noise, traffic, potential odors and spills, and having an industrial structure set in a visible location in the middle of their residential neighborhood. How will it be financially viable if the lateral sewage pipes leak and spill sewage into the water table and into our water supply? We are all on wells. How will you mitigate that? How is it financially viable it there is a sewage spill on Green Valley Road? We have every reason to believe that the proposed site will not be able to contain a large spill of up to 4,000 gallons. Spills happen all the time, they are expected.**

Concerns:

- 1) Increased traffic – the trucks are currently going through Graton on their way to the Airport station. Because the new route will be a loop rather than a straight back and forth, this new plan will *decrease* the number of trucks going through Graton, while also decreasing the trucking miles and related emissions by half. The distance traveled by the dump trucks will be 9 miles instead of 22 miles.

The part that is true here is that the trucking miles will decrease. The new plan will NOT decrease the number of trucks going through Graton, it will be the same (the trucks will turn at the intersection of Graton Road and Ross Road, so the impact there is the same). And the trucks will be using two roads that they currently do not use, Ross Rd. and Green Valley Rd. This will cause INCREASED traffic on these roads. Ross Road is a small residential road as is Green Valley. Unfortunately, Green Valley Road has many 18 wheeler trucks daily in multitudes going to and coming from Manzanitas Products as well as a few other businesses. Perhaps this is part of the reason why the Ross Road residents protested and the District failed in its attempt to place the station on Ross Road, although there is already a lift station there that is closer to the treatment facility? Please note that building the waste transfer station at Ross Road or Graton Road in the industrial area would be even closer to Occidental by about a mile.

2) The project is making an additional connection to the current, established site. They are not building any new station. The GCSD Board refers to this project as a Waste Transfer Station. There is no structure currently at the intersection of Green Valley Road and Hicks Road, and the proposal states that a 1,400 square foot structure will be built there. Your statement appears to be untrue or one that means nothing in terms of defending the project on the basis that there will be no unsightly/industrial structure there. Please provide your backup for this statement.

3) Smells: The design is such that there shouldn't be any significant smell issues. When station is sitting there, everything is capped tight with check valves that close automatically so that no smells come back into the receiving pad. When you make a connection there is a cam lock that presses tight and ensures no gas release. If you haven't had complaints now about the sewer main, which has similar design, then you won't find more complaints with this system. They have had teams witnessing the new connection system and not detected any additional smells. The current site in Windsor and in Occidental have had leaks/spills. Why subject a residential neighborhood to the risk, when there are industrial sites further from homes available to the district and nearer to the treatment facility? According to a 35 year resident about 100 feet from the Occidental lift station, the site frequently has smells and spills, not to mention disruptive noise. That resident signed a letter stating that at times the smell is so unbearable that they do not go outside. We have consulted an engineer who has worked in this field for over 30 years. He is considered an expert in his field and says that of course it will smell. Please do not assume we will ever believe this statement, it's simply untrue.

4) Spills: Every precaution is taken to avoid spills, actually this has been analyzed as the safest location after looking at many options in the area This is certainly not the reason that this site was chosen. We have heard from Jose Ortiz himself that it's the third or fourth site on which they have proposed and tried, but failed, to build. We are the last option. At the moment the material is being trucked twice the distance and the operation has never had a spill. This is untrue. We have obtained photos from the airport site showing spillage occurring from a truck as it was occurring. We will send them to you upon request. The location was chosen because it is closest to the connection There are locations far closer to the treatment facilities, such as Ross Road, that was attempted previously, it has a downhill slope that will speed the wastewater movement and reduce the transfer time, and it has the widest turn radius/loop which means greater safety against any possible truck turn issues. This proposed site is on the side of the road. There is little room there for a truck to be parked while there is passing traffic. The intersection of Green Valley and Hwy 116 already has frequent accidents. Having multiple truck turns there would likely increase the risk of even more accidents. Also, sight lines between Hicks Road and Green Valley would appear to be impacted when trucks are stopped there. But you are correct about the hill. Which leads to the question: Can the 6" lines handle the sewage? Were they built for such a huge

inundation of sewage such as being proposed? How old are those pipes? When were they checked last for leaks and breaks?

5) Environmental impact: the CSD spent over \$100,000 on environmental assessment to ensure that this solution actually decreases adverse environmental impacts such as the impact of greenhouse gasses by reducing the distance travelled by half. **But no environmental impact report was done.** The report is conclusory and general/unspecific. We've had other engineers look at it and they say it's not a believable report based on lack of specifics. One part of the report says trucks will offload the waste as 550 cubic feet per minute. That equals 33,740 gallons per minute which is impossible. This is obviously an error in the report. Where are the other errors? Unfortunately, this report was speaking to the previously proposed site (near the Blue Spruce Mobile Park) and the site we are speaking of is mentioned in the same report, almost as an after thought. Was this proposal done specifically to GVR and Hicks? It does not bring peace of mind when done in this haphazard fashion.

6) Notification: This solution has been in discussion with the community for almost 3 years There has been no such discussion about this particular location until much more recently, earlier this year. The neighbors at all other previously proposed locations stopped it. Note that we on Hicks Road are not even within the GCS district and are not part of discussions on Graton's sewer system. The Graton CSD introduced this at a community meeting in April of 2018 This discussion was regarding another location, not the current location., sent out mailers to all the residents (no they did not, at least not to those of us who are not in the District), informed the community in annual newsletter mailed to all the properties in the district (many of us are not in the district and received no such newsletter), articles and updates posted regularly by the Graton CSD at the post office (we are not in that zip code and do not use that post office), on website (we are not in the district and have no reason to review their website), and even on Next Door (it was noticed on next door last week, when the neighborhood finally found about this). They have also sent emails to anyone who had requested information prior and met all legal notification requirements under CEQA (except for mailing to those within 500 feet of the station, as required. We have spoken with just about every neighbor now and only **one person** received a mailing. It would have been easy to stuff mailboxes in the area of the station but that wasn't done either).

We would sincerely appreciate response to all of our counter points and questions.

Sincerely,

Jacob Harris - 3905 Hicks Rd.
Nancy Packard 9000 Green Valley Rd.
Sarah Johnson 8969 Green Valley Rd.
Sally Ohlin 8920 Green Valley Rd.
Melissa Hall 8910 Green Valley Rd.
Karen Hendrickson 3911 Ross Rd.
Robert Coleman 3911 Ross Rd.
Bruce Johnson 3850 Hicks Rd.
Nancy Scott 3700 Hicks Rd.
Stephen Lochner 3710 Hicks Rd.
Marci Greeley 3242 Sullivan Rd.

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From: Gregory Young <babatofour@gmail.com>
To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>
Sent: Monday, April 5, 2021, 09:28:19 AM PDT
Subject: Graton GCS Proposed Occidental Sewage Transfer Station

Mr. Jose Ortiz ~ General Manager of the Graton Community Services District

I am writing to you today to express my anger and outrage for the proposed sewage transfer station of Occidental sewage to my neighborhood. I am absolutely amazed that this is even a topic of conversation. Who decided this and for what. Who is benefiting from us taking on another community's waste? Not me. Not my neighbors. We should not bear the burden that comes with this decision. I have been a homeowner in this community for over 30 years with all the responsibility and obligations that has entailed. I have worked hard every day to improve my property and be a good neighbor and now this.

It is unfair to expect me and my neighbors to accept more traffic including big trucks and the noise they represent as well as the stench that very possibly would undermine property values and quality of life.

I hope you respect the residents of this community and neighborhood enough to change the location of this site to a more appropriate area preferably an industrial area.

Greg Young
Property Owner and Longtime Resident

From: Chris <sclirely@sonic.net>
To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>
Sent: Thursday, April 1, 2021, 03:46:14 PM PDT
Subject: Graton plant complaints

Hi...I live in Freestone (and I have a septic tank) but on Nextdoor, there have been complaints about the plan to install a sewage treatment plant in Graton.

I responded to the complaint comment with my comment that I have walked my dog sometimes twice daily, on Occidental-Camp Meeker Road, which parallels Bohemian Highway, for at least the last three years. I pass the Occidental plant nearly daily and NEVER, EVER have I noticed any unpleasant odor. Unfortunately the man who made the complaint removed my comment to his post. Not Nice!! Send the complainers over to Occidental. It isn't the most attractive structure but it apparently does the job and they should check it out...and it doesn't smell bad at all.

If they want an expensive sewer system, they have to give up something for sure!!!

Christopher Lirely

From: dawn baskin <dawnleslie24@hotmail.com>
To: joseortiz.gcsd@gmail.com <joseortiz.gcsd@gmail.com>
Sent: Saturday, April 3, 2021, 10:42:09 AM PDT
Subject: Graton Receiving Station

Hello,
I am writing to oppose the Graton Sewage Receiving Station.

<https://graton.org/wp-content/uploads/2021/03/Graton-CSD-Recirculated-ISMND.pdf>

Please do whatever you can to help us stop the Graton Sewage Receiving Station from moving forward in the Hicks/Green Valley Road area. Green Valley Road is part of our neighborhood, and is a residential area. It is not a good location for a sewage receiving station. We are already dealing with increasing traffic, and deteriorated road conditions. The odors and toxic fumes from idling diesel trucks and the sewage station are not welcomed or appropriate in a residential area! Obviously this project is better suited for a non residential area industrial area. People live here, children play here.

Please help support our community and find a an non residential area for the sewage station. Please do everything you can to stop the Graton Sewage Receiving Station from moving forward.

Sincerely,
Dawn Baskin

Sent from my iPad

----- Forwarded Message -----

From: Lawrence Brooke <lawrencebrooke@mac.com>
To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>
Cc: Lynda Hopkins <lynda.hopkins@sonoma-county.org>
Sent: Friday, April 2, 2021, 01:06:51 PM PDT
Subject: Graton Sewage Plan

I am writing to ask that this project be put before the residents for consideration. Trucking Sewage is not an acceptable plan in vicinity of a residential neighborhood. It is time to build proper infrastructure for west county, not adopt partial solutions that reduce quality of life and property values. I oppose trucking sewage. I approve installation of proper sewage lines and treatment facility. President Biden has made it clear its time to upgrade infrastructure. Larry Brooke

Sent from my iPad

From: C Dusty Yao <doestea@gmail.com>
To: "joseortiz.gcsd@gmail.com"
<joseortiz.gcsd@gmail.com> **Sent:** Saturday, April 3, 2021,
11:44:54 AM PDT
Subject: Graton Sewage Receiving Station - No Thank you!

Please do whatever you can to help us stop the Graton Sewage Receiving Station from moving forward in the Hicks/Green Valley Road area. Green Valley Road is part of our neighborhood, and is a residential area. It is not a good location for a sewage receiving station.

We are already dealing with increasing traffic, and deteriorated road conditions. The odors and toxic fumes from idling diesel trucks and the sewage station are not welcomed or appropriate in a residential area!

Obviously this project is better suited for a non residential area industrial area. People live here, children play here.

Please help support our community and find a non residential area for the sewage station.

Please do everything you can to stop the Graton Sewage Receiving Station from moving forward.

Sincerely,
Carolyn Yao

From: David Gross <david@punmaster.com>

To: "lynda.hopkins@sonoma-county.org" <lynda.hopkins@sonoma-county.org>; "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>

Sent: Sunday, April 4, 2021, 10:33:14 PM PDT

Subject: Graton Sewage Receiving Station

To Lynda Hopkins and Jose Ortiz,

I am writing in strong opposition to the planned Graton Sewage Receiving Station for waste being trucked in from the town of Occidental.

My wife and I have been homeowners here in the town of Graton for 2 decades and to preserve our small town and the fragile ecosystem, we feel that this is not a proper fit for our town.

It seems to be a misguided plan and should be stopped immediately. I'm just learning about this now and we are very upset about it.

Whether there are large trucks driving through this area, extra noise and potential foul odors, we are asking to stop this plan immediately.

We feel that the town of Occidental should work on their own waste issues as we already have our town covered with an excellent waste management system.

The only advantage I hear is that this plan may keep the costs down or potentially lower our annual waste bills but that is not the reason to upset our fragile ecosystem in our town of Graton.

We are asking you to please vote against this project.

Thank you.

Very truly yours,

David and Meredith Gross
Graton, CA

From: tdesanti@comcast.net <tdesanti@comcast.net>
To: joseortiz.gcsd@gmail.com <joseortiz.gcsd@gmail.com>
Sent: Wednesday, April 7, 2021, 03:18:50 PM PDT
Subject: Graton Sewage Transfer Station Green Valley Road

Mr. Ortiz

I am writing to as a neighbor near the new location, 300 yards away on Hicks Road, with concerns to the new proposed Sewage Transfer Station to go in at Green Valley and Hicks Road. I have read the PROPOSED MITIGATED NEGATIVE DECLARATION and have the following concerns about the new location. I have lived on Hicks Road for approximately 20 years and have watched the increase in traffic including semi trucks on Green valley Road.

My concerns are that, first the new location is located touching the property of a 4 person family including 2 children who play in the field directly (5 feet) away from the transfer station.

The increase of truck traffic traveling uphill on Green Valley Road to Hicks Road with 7-10 trucks daily then re-entering HWY 116 will increase traffic backups during the 7am-5pm dumping times.

The new proposed transfer station is located on the very northeast side of the Graton Water District with no benefit to any of the surrounding neighbors who will be effected since we are on separate septic and personal water wells.

The proposed purpose of reducing emissions and helping climate change don't make sense for a loss of only 12 mile round trip from the new location of the transfer station verses the cost and emissions being used to develop the new 6" pipe construction including traffic backups during traffic control during the construction.

A full environmental report should have been completed, I find that the proposed project will have a significant effect on the environment, and there would be a significant effect because of the revisions in the project that have been made. This is being relocated from an business district to a residential district with and increase of noise, diesel fumes, truck noise, and sewage smell.

The possibility of a sewage spill happening will place in danger the surrounding water well systems and Atascadero Water Shed area, through over spillage or possible damage to the sewage pipe and transfer equipment. I have not located one positive aspect of this new location to anyone in the neighborhood so I do not know why it was proposed.

I am requesting this location be changed or left as is.

Thank You

Tim DeSantis

From: Nancy Scott <nanlscott@comcast.net>
To: joseortiz.gcsd@gmail.com <joseortiz.gcsd@gmail.com>
Sent: Wednesday, April 7, 2021, 04:46:45 PM PDT
Subject: Graton Transfer Station

Dear Mr. Ortiz,

My husband, William Huebsch and I have lived in the Graton community for 40 years. We've raised our children here and have fully enjoyed the quality of our lives in this community. We vehemently oppose the raw sewage transfer station, proposed by the GCSD, to be located at the corner of Hicks Rd and Green Valley Rd.

- This is a residential neighborhood and scenic corridor area for young and old individuals, families, walkers, cyclists, sight seers, and lots of domestic animals. The noise from the station, the smell, and unappealing visual changes at the corner will be a nuisance at the least, and a toxic hazard at the worst. This station belongs in a non-residential industrial area!
- Contamination is a major concern of ours. The location of this raw-sewage transfer station presents too many opportunities for contamination of the surrounding water table and water ways to be safe at this location. Given human and mechanical error, and pipe breaks or separations, the spillage and leakage of raw sewage is inevitable. The amount cannot be predicted! Should spillage/leakage happen, and especially on rainy days, the amount of waste will be increased and travel the easiest course downhill. How many gallons of spillage can the gutter/drain set up described in this proposal handle? Or will the open storm drain on Green Valley Rd to the Atascadero Creek become the route a spill will travel? Raw sewage carries many pathenogens including and not limited to--Severe Acute Respiratory Syndrome (SARS)-Coronavirus 2, and Covid-19, not to mention E. Coli. We are all on wells here and contaminating our ground water will present a health hazard. That there was no report on the condition of the current sewer pipes is a concern, as it will be carrying extra sewage to the GSD plant.
- Traffic is another big concern. 5-10 large truck/day pulling out right at Hicks Rd and traveling a few feet to Hwy The congestion and accident rate at that intersection is already high, without adding more congestion and accident risk each day. There was no comment or study in the proposal on impact of traffic changes at these intersections with this business.
- Our last point **for now** is that we are disappointed with the GCSD's community outreach and noticing of this project. A tiny public notice in the Press Democrat! That may have satisfied some regulation, but did not reach

this community in a responsible, caring way. We received no correspondence in any of the many forms of media available today. There was no visible signage at the site. A large percentage of us being effected by this project are not served by the GCSD as we are on septic systems. We don't follow your business. We did not vote for members of this board who are making a decision that will greatly affect our lives. Cost/benefit? We pay the cost of this possibly toxic nuisance in our lives, with no benefit? Please find another solution for the financial concerns of the GCSD...and/or another location.

Feedback to you by 5:00 today feels too rushed for us to adequately digest this issue and respond with our questions and concerns. Yes, we understand that the GCSD has invested a lot of time and money studying this project, but we think there is need for further investigation re these points. We request that you and the GCSD board delay the April 19th vote on this project and extend the feedback time

Sincerely,

Bill Huebsch and Nancy Scott Huebsch
3700 Hicks Rd
Sebastopol, CA 95472

From: Bill Haluzak <haluzak@sonic.net>
To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>; "lynda.hopkins@sonoma-county.org" <lynda.hopkins@sonoma-county.org>
Cc: "bert.whitaker@sonoma-county.org" <bert.whitaker@sonoma-county.org>
Sent: Tuesday, April 6, 2021, 12:19:48 PM PDT
Subject: Hicks Road Sewer Dump Station

It has come to our attention that raw sewage from Occidental will be transported and dumped just one property away from our home. We live in a residential area that isn't connected to any sewer system, yet we will be seriously impacted. We were not notified of this project even though this has been in the planning for five (5) years. Shouldn't we have been informed of options during the planning process?

This will cause road destruction on narrow county roads, cause noise pollution, impact traffic, impact the West County Trail on/near Green Valley Road and has strong capabilities of a raw sewage spill; this has happened at the existing site. Raw sewage is one of the ways SARS, Covid-19, Covid-2 and other infectious diseases spread.

If/when there is a sewage spill it will go downhill past homes and businesses into the Atascadero Creek where there is a marsh rich with wildlife. Atascadero Creek dumps into Green Valley Creek. Green Valley Creek dumps into the Russian River between Steelhead County Beach and Mother's County Beach near Martinelli Road. Spreading SARS, Covid-19, Covid-2, etc. along the way and downstream to popular swimming beaches all the way to the ocean. Has Regional Parks been notified of this potential hazard?

How can something so dangerous to public health be proposed without a FULL Environmental Impact Review being done? How can something so dangerous to public health be proposed that would impact, not only my neighborhood, but so many people downstream?

Bill and Flora Haluzak

3900 Hicks Road

Sebastopol, CA

707-526-5150

From: Elaine Covell <elainecovell@yahoo.com>
To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>
Sent: Thursday, April 1, 2021, 08:28:57 PM PDT
Subject: Hicks/Green Valley Transfer Station

We am opposed to any sewage transfer on Green Valley Rd and Hicks Rd. Elaine and Dennis Covell

Sent from my iPad

March 28, 2021

Members of the Graton Community Services District Board:

I recognize your volunteer activities and thank you for working on such difficult problems in order to keep our Wastewater system viable. However, it seems that the Graton Community Services District is planning once again to upset a neighborhood so that the district can accept raw sewage and wastewater from Occidental by 30 foot - long trucks driven to the furthest reach of the Graton system – this time on a residential streets, Green Valley Road and Hick Road.

Over the past 10 years, there has been similar attempts to establish a wastewater receiving station in the Graton Community services area to assist Occidental in ameliorating their wastewater management problems and find a solution closer to their community than the Airport.

I'm going to summarize these attempts. The first suggestion was very close to the Graton Wastewater Treatment Plant. It was rejected by the owners of nearby property and the Sonoma Parks department. The second was closer to town off Ross Rd, the street leading to the treatment plant which meant there were more citizens affected than the first choice.

There was some talk about Manzana being open to accepting the project, but that was not pursued even though the apple plant is closer to the Wastewater Plant than any of the other possibilities. It could have resulted in them being a user of the Wastewater plant so it would have been helpful to both parties. It would place the project in an industrial zone where it belongs.

The next idea was to house the apparatus at the Gas Station on Highway 116. This was rejected soundly by the community of mobile homes behind them, the Gas Station owner upon further reflection and those of us on Green Valley Road.

Crossing the street to Green Valley is the fifth attempt and equally damaging to the community of families who live on the street. Green Valley Road is a designated Scenic Highway beloved by bicyclists and walkers heading down to the trail. There is no acknowledgement for the continuation of these activities in the new plan.

Certainly 5-15 loads of wastewater in 30 foot- long trucks would inhibit use of the roadway for recreational activities. The mix of these trucks with the current truck usage on Green Valley Road by industries at the bottom of the hill will further affect families with children who use that road. A cement wall is part of the plan further ignoring the Scenic Highway designation. This is a residential street with people of all ages including children and the elderly, who would be particularly harmed if there is any problem with the transfer from the truck to the

wastewater receiving station. An assurance that this would never happen is not sufficient. Things do happen.

The proposal is written as a 10- year plan, aspiring to build a direct pipeline from Occidental to the Graton Wastewater Plant. Since there are no plans to make this a reality in this Initial Study, a 10- year agreement on anything is inappropriate.

We are counting you to make reasonable decisions and hope to have the opportunity to talk with you.

Sincerely,

John & Nancy Packard

John and Nancy Packard
9000 Green Valley Road
Sebastopol, CA 95472

Cc: Linda Hopkins, Board of Supervisors
Grant Davis, General Manager, Sonoma County Water Board
David Klemmer, Board President, GCSD
Jose Ortiz PE, General Manager, GCSD

From: P. Dines <caphealthyworld@yahoo.com>
To: joseortiz.gcsd@gmail.com <joseortiz.gcsd@gmail.com>
Sent: Tuesday, April 6, 2021, 01:41:59 AM PDT
Subject: LETTER/Opposed to proposed sewage receiver station on Green Valley Road

Hi - I'm writing to express my strong objection to the proposal by the Graton Community Services District to build a sewage receiver station in our neighborhood, at the corner of Hick's Road and Green Valley Road.

Why is this even being proposed? It has a lot of the same issues as the prior proposal across Hwy 116 that people objected to and was withdrawn.

I live quite near to this location. This activity belongs in an ONLY/TRULY industrial area, not in this quiet neighborhood. (And I'm not suggesting that it be near Manzana either, as that is in a light industrial island surrounded by neighborhood and the precious west county bike path.)

My concerns about this proposal:

- * Increased traffic from 30-foot sewage trucks driving through our area and going up the steep hill on Green Valley. We don't need more big heavy vehicles making loud noises as they struggle up this hill!
- * Trucks delivering and idling for hours and at all hours.
- * Increased noise that breaks our peace and quiet and harms our ability to relax and recharge when we are home.
- * Increased hazards and difficulty for people walking on Green Valley road -- which people often do because it's right near the bike path. This road is already difficult to walk, with no shoulders and steep ravines on both sides.
- * Added air pollution in this area, for those of us who live and walk in this area.
- * A sewage smelly area in our neighborhood. (Despite Services District claims that it will not smell, an employee of the Water District who works and inspects these kind of sites says that it will definitely smell bad and huge diesel sewage trucks will be idling there for long periods, and sometimes around the clock.)
- * An industrial facility in our neighborhood.

I'm also astonished that I didn't get a postcard about this, as I don't live far away and am definitely in the immediate noise zone for this project. And I'm astonished/horrified that you're expecting the direct neighbors to this to endure an even-worse intrusion in their everyday lives and homes.

Please, you're asking our neighborhood to carry a burden for this project that just isn't ok. I understand that you see economic gain for the

District. But we would pay the cost. This is not our effluent and we shouldn't have to bear this burden for it.

We live in the country for a reason. We don't want the city experience!

I hope that you will take neighbor concerns seriously, and withdraw this location -- and better consider neighbor issues before you propose another location.

Thank you for listening -

Patricia Dines
Green Valley Road (4 driveways down)

Mailing address:
708 Gravenstein Hwy N #104
Sebastopol CA 95472

From: Therese Jennings <terbjennings@gmail.com>
To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>
Sent: Wednesday, April 7, 2021, 09:30:14 AM PDT
Subject: No Sewage Receiver Stations in Residential Neighborhoods!

I am a West County resident and am writing in extreme opposition to the proposed sewage receiver station in the neighborhood of Hick's Road and Green Valley Road in Graton!

This is a seriously flawed proposal which must not be approved by the Graton Community Services District!

Kindly and respectfully reconsider and scrap this proposal and any future ones which will bring harm to neighborhoods.

Thank you for listening and for taking the correct action to shut this proposal down.

Therese Jennings
200 Grandview Road
Sebastopol, CA. 95472

----- Forwarded message -----

From: **troy winslow** <littleasid@gmail.com>

Date: Wed, Mar 31, 2021 at 9:53 AM

Subject: Objection to Construction of Sewage Transfer Station At Corner of Hicks Rd. and Green Valley Rd.

To: <lynda.hopkins@sonoma-county.org>

Dear Mr. Ortiz,

I am asking for your help in having the Sonoma County Water Agency and The Graton Community Service District rethink their proposal to construct a sewage dump station at the end of Hicks Rd. to dispose of 17000 gallons of waste from Occidental everyday.

Hicks Rd. is a residential area and not even in the Graton Services District. All our homes are on septic. I can't imagine the impact of this project on those homes immediately adjacent to the proposed project in terms of sound, smell and property value.

A residential neighborhood is not the place to dump sewage and should be relocated to an appropriately zoned location.

Troy and Robin Winslow
3690 Hicks Rd. Sebastopol, Ca. 95472

707-823-4908

From: Lana Karhu <32karhu@gmail.com>
To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>
Sent: Sunday, April 4, 2021, 07:07:57 PM PDT
Subject: Objection to Wastewater Transport and Treatment Project

To Jose Ortiz and the Graton Community Service District and Supervisor Lynda Hopkins.

Please find attached my objection to the proposed project.

Lana A. Karhu
Attorney at Law
Retired

**Lana A. Karhu
Attorney at Law
3787 Ross Road
Sebastopol, CA 95472**

Dear Mr. Ortiz and the Graton CSD Board of Directors:

I join my neighbors in strongly opposing the transport and unloading of Occidental's sewage down Ross Road and to a proposed sewage transfer station at Green Valley and Hicks Road.

The entire route and location of the proposed dump station are in a quiet, country residential area. What a horrible idea!! The adverse effects of this proposal are so obvious that it is unfathomable that it has reached this level.

Most of the residents along this route and close to the proposed station are not served by Graton CSD and would be negatively impacted with no benefit whatsoever. This type of facility should be located in an industrial area and not in the middle of a thriving residential community.

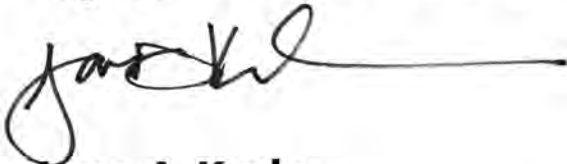
The negative impact is all-encompassing. Green Valley Road is a main route for neighbors west of Graton. Sewage trucks and a transfer station would not only impede traffic but would also be a major eye sore and environmental hazard. There is no doubt that home and property values would be negatively impacted.

I join our neighbors in vehemently opposing this proposal and will join and participate in any legal action necessary to ensure that it does not come to pass.

I read the Proposed Mitigated Declaration and it vastly underestimates and dismisses as "insignificant" the impact of the proposed project on the residential neighborhoods affected by it. Attached are a few comments that came to mind from my reading of the report. The authors seriously underestimated the impact of this proposal.

The waste and sewage of the Occidental community should not be foisted on the residents and neighborhoods of a neighboring community. Please note our strong objection and continuing efforts to stop this ill-conceived proposal.

Signed: 04/04/2021



Lana A. Karhu

Attorney at Law

Retired

IS/PMD

4.01 Aesthetics. Significant impact on scenic vistas of Green Valley as well as Ross Road, Hicks and Mueller which are substantially used by residents, pedestrians, bicyclists and tourist for recreation, travel to and from home and wine country exploration.

4.03 Air quality Trucks and sewage pose a significant hazard.

4.08 Reducing truck mileage to current dump station by a relatively small amount does not produce enough greenhouse gas savings to warrant a major disruption to an existing residential area. 18 miles to 7 one way, not 50 or 100 or more. The savings is negligible.

4.09 Hazardous materials transported through, and dumped in, an existing residential community poses a significant risk of an accident, spillage or other negative impact.

4.10 Ground water degradation is a significant risk especially to the many residents and businesses on wells.

4.11 Said project to transport and dump the sewage of the Occidental community in an established residential community is certain to have a negative impact on the communities within Graton as well as those that are adjacent but outside Graton boundaries.

4.13 Noise and vibration of trucks through residential community is a significant negative impact.

4.14 Population and Housing is adversely affected by project in terms of home values and negative impact on desirability of area.

4.17 Transportation disruption and increased hazards are significant to vehicles, pedestrians and bike traffic.

4.21 Potential significant impact to human beings is not reduced to insignificant level as alleged.

April 5, 2021

Joseortiz.gcsd@gmail.com

Lynda.hopkins@sonoma-county.org

Re: Sewage transfer site at Green Valley and Hicks Roads

Along with everyone else, I am concerned about the property values, large truck traffic, sewage odors, sewage spillage, air pollution and noise pollution from idling trucks.

My other concerns are, the foot, horse and bicycle traffic on Green Valley Road. It will no longer be safe for anyone with added truck traffic. Seniors from the Blue Spruce Mobile Home court use Green Valley Road as part of their route.

Where will the bus stop be moved to?

Green Valley Road is not wide enough to add extra trucks to the 2 lane road, which already has truck traffic.

Not only the sewage odors but the possibility of sewage spillage. My property is on well water. What will happen to my water source if there is a spill. Will the County ship in clean water for myself and tenants until the matter is cleaned up?

There are 2 wineries, a packing plant and tea factory that will be affected if there is a spill. Let alone all the residences on Green Valley Road.

I have a tenant who has a history of seizures. They have been under control for over 6 months. Will the added truck traffic, vibrations and exhaust, cause him to start to having seizures again?

My front porch is right across from the proposed site. Will the county help pay for fencing and a sound barrier so I can sit on my porch with "nature" and not in site (and smell) of a "sewage facility".

My family bought this property (over 30 years ago) to get away from the City. The last thing we want is the City moving into our front yard.

Concerned Resident,

Kim McWilliams

8876 Green Valley Road

Sebastopol, Ca 95472

Kimmcw54@att.net

From: Amy Beilharz <amy@amybeilharz.com>
To: "permitsonoma@sonoma-county.org" <permitsonoma@sonoma-county.org>; "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>
Sent: Wednesday, April 7, 2021, 11:06:39 AM PDT
Subject: Occidental sewage plant

Hello,

I am writing to support the proposed installation of a sewage pipeline and treatment investment for the non-incorporated community of Occidental.

As a homeowner in Occidental, this investment is a must for the health, safety, and resiliency of our broader West County community. It's not just Occidental that benefits. Such a smart infrastructure investment will:

- 1) The current system of trucking waste is cumbersome at best and at its worst, an accident on our narrow winding roads would result in waste spillage in our sensitive creeks, and hurt the economy of the entire West County.
- 2) A modern system will support more visitors and new homeowners.
The current system of trucking waste was certainly not sized to manage increased waste from those of us who may now be permanently working from home. Nor does it incorporate the growth of people seeking to move to the area as they want a better quality of life and can now work from where they choose to live. We need a sewage system able to handle the area's growth.
- 3) This is a strategic Climate Change issue too — and should not be stalled. Waste and wastewater treatment is crucial as we enter (or continue on our way through) what is anticipated as a mega-drought cycle. This has to be a priority for our County and State let alone our communities. If we don't invest now in sustainable infrastructure, we are being irresponsible in all ways that matter.

Thank you for listening and for pushing forward the investment in much-needed and absolutely required sewage treatment for Occidental and West County communities.

Best wishes for miracles in your life--today, and every day!

Amy Beilharz,

Co-Founder, CEO [Artistree](#)
Co-Founder, [Cypress Valley](#)

[Check out Artistree's latest initiative!](#)



In the rush to return to normal, use this time to consider which parts of normal are worth rushing back to.

Davie Hollis - Author

From: James Nekton <jnekton@gmail.com>
To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>
Sent: Wednesday, April 7, 2021, 10:41:13 AM PDT
Subject: Occidental Wastewater Transport and Treatment Project - Letter of Support

Good morning Mr. Ortiz,

Please consider this email as part of the public comments in support of the Occidental Wastewater Transport and Treatment Project Proposal.

I have attached a letter outlining my support.

--

James Nekton
H) 707-827-3915
W) 707-827-3055
www.linkedin.com/in/jamesnekton

April 7, 2021

Mr. Jose Ortiz

Board of Directors

Graton Community Services District

Greetings,

My wife and I are commercial property owners in downtown Occidental. This letter is in support of the Occidental Wastewater Transport and Treatment Project being considered by the Graton Community Services District.

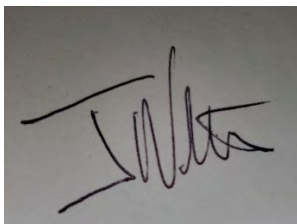
Hauling waste water to Graton as opposed to the airport facility will save significant amounts of money, wear and tear on our roads, potential accidents, and negative effects on the environment. Developing a site in Graton will save close to 22 miles per truck load x 5-10 per day (that is a lot of saved fuel and reduction in emissions)!

It will also benefit Graton to upgrade their infrastructure while helping Occidental and the surrounding community.

In addition to approving this Transport and Treatment project I urge the board to move forward with the proposal for a future pipeline from Occidental to Graton to save millions of dollars and solve an issue that has been brushed under the rug for decades.

Future generations of West County residents will thank you, as well as the environment!

Thank you for the consideration.

A handwritten signature in black ink on a light-colored background. The signature is stylized and appears to read 'J. Nekton'.

James Nekton

707-888-0859

From: Anita Botieff <botieff@sbcglobal.net>

To: joseortiz.gcsd@gmail.com <joseortiz.gcsd@gmail.com>; Suzanna McMurtry <sumcm49ers@gmail.com>; Roger House <rhouse@sonic.net>; andrea@opendoorins.com <andrea@opendoorins.com>; barbara@unionhoteloccidental.com <barbara@unionhoteloccidental.com>

Sent: Saturday, April 3, 2021, 10:01:04 AM PDT

Subject: Occidental Wastewater Transport and Treatment Project Article - Sonoma County Gazette, April 2021

Hi all,

FYI. Just saw this attached article addressed to Graton with regard to the captioned upcoming meeting we have been referring to with regard to the Occidental Wastewater Transport and Treatment Project.

Just bringing it to you attention.
Thanks for your interest on this issue.

Bill Botieff

William Botieff
William Botieff General Contractor
CA Lic No. 193984
707-343-7366 (home/office)
650-438-9288 (cell)
707-581-1750 (fax)
botieff@sbcglobal.net

Anita Botieff, Broker/Realtor
BRE No. 00964077
650-238-4951 (cell)
botieff@sbcglobal.net

Feelin Graton Greetings Graton!

By Jennifer Butler

Happy Spring Dear Graton! Last weekend my husband, brother, sister in law and I went for a motorcycle ride in the late afternoon. It was a beautiful spring day. We rode along on my favorite road in Sonoma County which is Sweet Water Springs Road. I was really overcome with happy memories from my childhood. My dad used to live there when I was young, and it was such a magical place to visit. He had a huge garden, and everything tasted delicious. There was a fancy peacock who loved to strut his stuff and fan his colorful feathers. I remember making homemade ice cream with ripe summer fruits! My dad would bring back huge cardboard boxes which we would use to fly down the hills of dry yellow grass. We didn't have electricity, but my dad would read to me from the light of a kerosene lantern. I could always count on being barefoot and wild. I loved it even when we would sleep outside and find a disgusting potato bug had been sharing my pillow. We would explore for hours and swim in the pond. I really appreciate those happy times and being able to just be kid.

GRATON COMMUNITY CLUB SPRING PLANT SALE

The Graton Community Club invited its 2020-21 Scholarship Winners to introduce themselves to the club members at the January meeting, via Zoom. There were delays this year resulting from the "Covid Effect"; however, GCC was proud to be able to continue its longstanding support of students who are graduates of a high school in the West Sonoma County Unified High School District and of Santa Rosa Junior College, and who will continue on to university or college.

Club members enjoyed hearing from Ana Onofre, Olivia Greenbaum and Lakota Amore about their goals and aspirations: Scholarships also went to Leslie Salgado and Brenna Whitehead, who was the "2020 Vision Award" winner. Their families must be proud of their accomplishments. We hope the community joins us in wishing these promising students well. Congratulations to all!

This not-for-profit organization has been providing scholarships to local students since 1954. Funds come from

Jennifer Butler is a facility solutions specialist with Site logic and a long-time Graton resident. She can be reached at butlersjennifer@gmail.com.

the Club's annual Spring and Fall Flower Shows, plant and craft sales,

UPDATE ON THE GCSD OCCIDENTAL WASTEWATER TRANSPORT AND TREATMENT PROJECT

This project is an opportunity to raise revenues for Graton Community Services District, thereby forestalling the need to raise sewer service rates. Unfortunately, it has been difficult to convince potential neighbors to accept a receiving station near their homes. Its an impressive game of telephone how dramatically the facts get skewed. Here are the facts 1. There is more infrastructure upgrade cost needed for the existing GCSD plant than there is revenue. 2. Raising rates is the least popular option and we want to keep Graton an affordable community 3. There will not be more trucks on the road than there already are and in fact the carbon footprint will be reduced 4. All considerations are conducted per all regulatory agencies and require approval from Sonoma County 5. Not performing the necessary 2.8 million in infrastructure is a greater threat to the environment, smell, inconvenience, etc. than a transfer station. 6. A consideration for the transfer station has been identified and GCSD is in the process of determining it as a viable option. That location is in the area of Green Valley Road and Hicks Lane.

YOU CAN HELP SAVE THE DISTRICT AND RATE PAYERS MONEY, ENERGY COST AND TIME

GCSD Meets very 3rd Monday. These meetings are open to the public and Board members have expressed that they encourage your attendance. More information about the Board can be found on here www.graton.org including minutes from past meetings, and archived agendas. You can also view the most recent GCSD Newsletter.

Please let me know if there is something that you would like me to know or write about. You can reach me butlersjennifer@gmail.com



From: MATTHEW WILLCOX <matthew@magniwillcox.com>
To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>
Sent: Sunday, April 4, 2021, 04:25:31 PM PDT
Subject: Occidental Wastewater Transport and Treatment Project

Dear Mr Ortiz

We live on Mueller Road, and I am writing to convey my strong objection to the plans to continue to truck sewage from Occidental along Mueller Road. While we could accept this as a temporary approach to help the Occidental community through a sewage emergency (which we have done for the last two years) the continued use of Mueller Road as the return route for these large trucks traveling at 35 mph as a permanent solution is not acceptable. Simply walking along Mueller Road for a hundred yards to visit a neighbor is to take your life into your own hands, and this situation is made significantly worse by large trucks such as those used for transporting sewage from Occidental.

Mueller Road is narrow and has no shoulder. While the sewage trucks are not all of the problem they are a large part of it.

Our request, and that of a number of our neighbors is that instead of having the trucks turn right down Mueller Rd on their return route, that they continue along 116, and then turn right on Graton Road. The section of 116 between Mueller Rd and Graton Rd is wide enough for trucks and has few residences, and the section of Graton Road between 116 and Mueller has a demarcated shoulder, giving pedestrians and cyclists at least some space.

If this is not possible we would request that you help us get the speed limit on Mueller Road changed to 25 mph. This would mean the sewage trucks would create less noise and would be less of a danger.

I look forward to hearing from you.

My best

Matthew Willcox
3150 Mueller Road
Sebastopol
CA 95472

From: district5 <district5@sonoma-county.org>

To: Ann Wittbrodt <awittbrodt@aol.com>; joseortiz.gcsd@gmail.com <joseortiz.gcsd@gmail.com>; Lynda Hopkins <lynda.hopkins@sonoma-county.org>

Sent: Wednesday, March 31, 2021, 11:29:11 PM PDT

Subject: Re: Occidental Wastewater Transport Project

Dear Ms. Wittbrodt.

Thank you for sharing your input on the proposed changes to the Graton sewer system.

Supervisor Hopkins supports the local community in determining the best option for wastewater through the permitting process and the leadership of your locally elected representatives. We will be following the process and input.

Best regards,

Elise

Elise Weiland

Field Representative

Supervisor Hopkins

From: Ann Wittbrodt <awittbrodt@aol.com>
Sent: Tuesday, March 30, 2021 6:10:35 PM
To: joseortiz.gcsd@gmail.com; Lynda Hopkins
Subject: Occidental Wastewater Transport Project

EXTERNAL

It is my understanding that the GCSD is accepting public comments on the Occidental Wastewater project until April 7th. As a member of GCSD from my 3137 Mueller Rd. property, I have been well aware of this project for quite some time given the burden of the truck traffic on Mueller Rd. I understand a great amount of work has gone into finding a balanced solution for this issue and I commend you for the work you have done. The one issue I have with the proposal is the continued use of Mueller Road, when this is an opportunity to establish a route that is less impactful to the residents of Mueller Road. As you are probably aware, Mueller Road has become a nightmare of traffic speeding through to cut off a short amount of distance to get to either Graton Rd or Hwy 116. Many a day I have been tailgated right to my driveway because I drive the speed limit. We have cyclists, pedestrians, dog walkers, and baby walkers who get forced off the road because there is not room for trucks and cars and pedestrians. There are no shoulders on Mueller and in some sections, your only option to avoid getting hit is a deep ditch. It takes me quite some time just to cross Mueller to pick up my mail which is on the opposite side of the road. I realize your project isn't responsible for this and I'm hoping my inclusion of Lynda Hopkins on this email will bring light to this traffic nightmare on this small country road. My request for your project, however, is that you make one small change to the return route of these transport trucks. They should continue on Hwy 116 all the way to Graton Rd (or Occidental Rd) and then make a right turn to go back to Occidental. Hwy 116 and Graton Rd. are better suited to handle large amounts of truck traffic. The use of Mueller Rd only cuts off a very small amount of distance and then requires a right hand turn at Graton Rd (without a light), which is a dangerous turn given the level of visibility. In all cases these trucks should use the main roads when at all possible – Mueller Rd. should not be one of those roads. In a bigger picture, these traffic issues on Mueller could be mitigated with lower speed limits (to discourage it as a 'short cut'), perhaps even speed bumps, or improvements to create safe space for walkers and cyclists. But I believe this one small change to your plan, would be a very welcome remedy for residents of Mueller Rd.

Thank you for accepting this input.

Regards,

Pete & Ann Wittbrodt

3137 Mueller Rd.

(707)824-1607

Sent from [Mail](#) for Windows 10

THIS EMAIL ORIGINATED OUTSIDE OF THE SONOMA COUNTY EMAIL SYSTEM.

Warning: If you don't know this email sender or the email is unexpected, **do not** click any web links, attachments, and **never** give out your user ID or password.

From: Charlene Flowers <cflowers149@hotmail.com>
To: lynda.hopkins@sonoma-county.org <lynda.hopkins@sonoma-county.org>
Cc: joseortiz.gcsd@gmail.com <joseortiz.gcsd@gmail.com>
Sent: Wednesday, April 7, 2021, 03:54:53 PM PDT
Subject: Occidental Wastewater Transport

Dear Ms. Hopkins,

I spoke to the Board of Supervisors on November 19, 2019 to say I was opposed to the Graton Sewer Dumpsite at Bridgeway Gas Station. Today I am writing to say that I am opposed to the proposed sewage dump site at Green Valley and Hicks Roads.

I live in the Blue Spruce Mobile Home Park (Senior Park) and the new proposed dump site is still too close to my home. There is no doubt that the smell will reach our house and the noise will also be heard at my house. Noise travels in this area. I can easily hear the band that practices across the road from the proposed dump site at my house. In Huntington Beach, CA the odor from the same type of sewer dump site travels throughout a large surrounding area.

This past year has been tough for everyone. Not only are we dealing with Covid, difficult fire seasons, and price increases on everything; we are facing destruction of our neighborhood.

Having grown up in Forestville, I have great respect for this area. This wastewater dump site needs to be in an industrial area not in a residential area with homes so close to the site.

Thank you for your time.

Sincerely,

Charlene Flowers

8800 Green Valley Rd
Space 33
Sebastopol, CA 95472
707-827-3247
cflowers149@hotmail.com

From: Marcy Greeley <mgreeley@hotmail.com>
To: joseortiz.gcsd@gmail.com <joseortiz.gcsd@gmail.com>
Cc: lynda.hopkins@sonoma-county.org <lynda.hopkins@sonoma-county.org>
Sent: Saturday, April 3, 2021, 12:22:30 AM PDT
Subject: Opposition to Occidental-to-Graton Wastewater Transport/Treatment Project

Dear Mr. Jose Ortiz, and Graton CSD Board Members,

I am writing to express my **strong opposition** to the proposed location for the Graton CSD Occidental Wastewater Transport and Treatment Project.

As you're aware, the intersection at Green Valley Road and Hicks Road is in a residential neighborhood. A project of this nature should be placed in an industrial or commercial area - and far away from residences and families, as is currently proposed.

Taking into consideration the proposed location, heavy daily traffic, inclement weather conditions, and the *inevitable occurrence of human or mechanical error* - there is absolutely NO GUARANTEE that there will not be an accident or "spillage" of some sort, at some moment in time. This puts the community and especially neighboring families at risk, not to mention the damages to the environment and nearby Atascadero Creek.

This is avoidable - find another location!

It seems logical that there will be inevitable reduction in nearby property values if this location is approved. Ask yourself honestly, would you want to live so close to this wastewater transfer station?

This is avoidable - find another location!

It has been distressing to learn that the Graton community (and specifically the homeowners and residents closest to this proposed location) did NOT receive adequate notification about this proposed plan. Placing a small "30-day" notice in the Santa Rosa Press Democrat on March 7, 2021 is the bare minimum communication requirement, and as far as I know, it seems to be the only communication with the community - which is shameful. It is a given that not everyone receives the newspaper, and even those who do, may not see the posting.

It seems that if the GCSO Board wanted to be up-front, transparent and receive feedback from the Graton community about this, ALL residents and homeowners *within at least a 1-mile radius* of the proposed site should have received written notice in the mail about this - and they clearly did not. Many of us only just found out about this in the past 7-10 days, thanks only to someone posting onto the NextDoor website. As I've been reaching out to my neighbors, I find that those not online or on NextDoor *are just hearing about this in the past 1-2 days*. The very poor communication leads me and my neighbors to conclude that this was an attempt by the GCSO to rush through the approval process with the bare minimum of community feedback or discussion.

I ask that you please extend the April 7 deadline for community feedback, so more of our neighbors can be fully informed about this proposal, before your scheduled vote on April 19, 2021

I urge you and the members of the GCSO Board to work with us in the Graton community *so another more appropriate location can be considered* - one that will not have the negative impacts this proposed location does.

Thank you for your consideration, and for your service to our Graton community.

Marcy Greeley
(3242 Sullivan Road, in Graton)

CC: Lynda Hopkins, Sonoma County Supervisor, District 5

From: Hilary Sepp <hilary@shikai.com>

To: joseortiz.gcsd@gmail.com <joseortiz.gcsd@gmail.com>

Sent: Wednesday, April 7, 2021, 12:53:25 PM PDT

Subject: Opposition to proposed sewer transfer station on the corner of Green Valley & Hicks Roads in Graton

Dear Mr. Ortiz,

I'm writing to voice my surprise and dismay that there are plans to build a sewage transfer station smack dab in the middle of my neighborhood, where many people reside.

The proposed location at the corner of Green Valley Rd and Hicks Rd is surrounded by residences in every direction. It is also the current location of a bus stop. This location is frequented by walkers, joggers, and cyclists of all ages. Every morning, on my way to work, I see an elderly woman walking her dog and passing through this very spot. I truly do not feel that it is appropriate to move a sewage pumping facility from a location near an airport into our neighborhood.

The proposed truck route is also concerning, as every street on the route contains many homes. Ross Rd. and Mueller Rd. are not roads that currently get much truck use. They are smaller roads where people take their dogs and go for walks specifically because they do not have the heavy truck traffic that Green Valley Road gets. Adding truck use here is very unfair to the people who live along these relatively narrow roads.

Please see my attached letter which includes 3 maps for a visual demonstration of the fact that many people live in this area. We are not an industrial area where a sewage transfer station and all associated odors, hazards and additional traffic will go unnoticed. This will negatively impact our neighborhood.

I do hope you will take my concerns into consideration and find a more suitable location for this proposed sewage transfer station. One that is not so centrally located in a residential neighborhood.

Sincerely,
Hilary Sepp

9036 Green Valley Road
Sebastopol, CA 95472

April 7, 2021

Re: proposed sewer transfer station on the corner of Green Valley & Hicks Roads

Dear Mr. Ortiz,

I'm writing to voice my surprise and dismay that there are plans to build a sewage transfer station smack dab in the middle of my neighborhood, where many people reside.

The proposed location at the corner of Green Valley Rd and Hicks Rd is surrounded by residences in every direction. It is also the current location of a bus stop. This location is frequented by walkers, joggers, and cyclists of all ages. Every morning, on my way to work, I see an elderly woman walking her dog and passing through this very spot. I truly do not feel that it is appropriate to move a sewage pumping facility from a location near an airport into our neighborhood.

The proposed truck route is also concerning, as every street on the route contains many homes. Ross Rd. and Mueller Rd. are not roads that currently get much truck use. They are smaller roads where people take their dogs and go for walks specifically because they do not have the heavy truck traffic that Green Valley Road gets. Adding truck use here is very unfair to the people who live along these relatively narrow roads.

Please see the following Maps 1-3 for a visual demonstration of the fact that many people live in this area. We are not an industrial area where a sewage transfer station and all associated odors, hazards and additional traffic will go unnoticed. This will negatively impact our neighborhood.,

I do hope you will take my concerns into consideration and find a more suitable location for this proposed sewage transfer station. One that is not so centrally located in a residential neighborhood.

Sincerely,

Hilary Sepp
9036 Green Valley Road
Sebastopol, CA 95472

Map 1)

This is the area affected by the proposed transfer station shown on a Google map. The red star represents the proposed sewage transfer center.



Map 2)

This is the same map as #1, but with yellow showing areas where people live.

The red star represents the proposed sewage transfer station.

The Green X is my house at 9036 Green Valley Road

The transfer station and related truck routes basically circumnavigate a residential area that is well populated for the West County area. It is not a “no man’s land”, but a neighborhood that lies just North of downtown Graton.



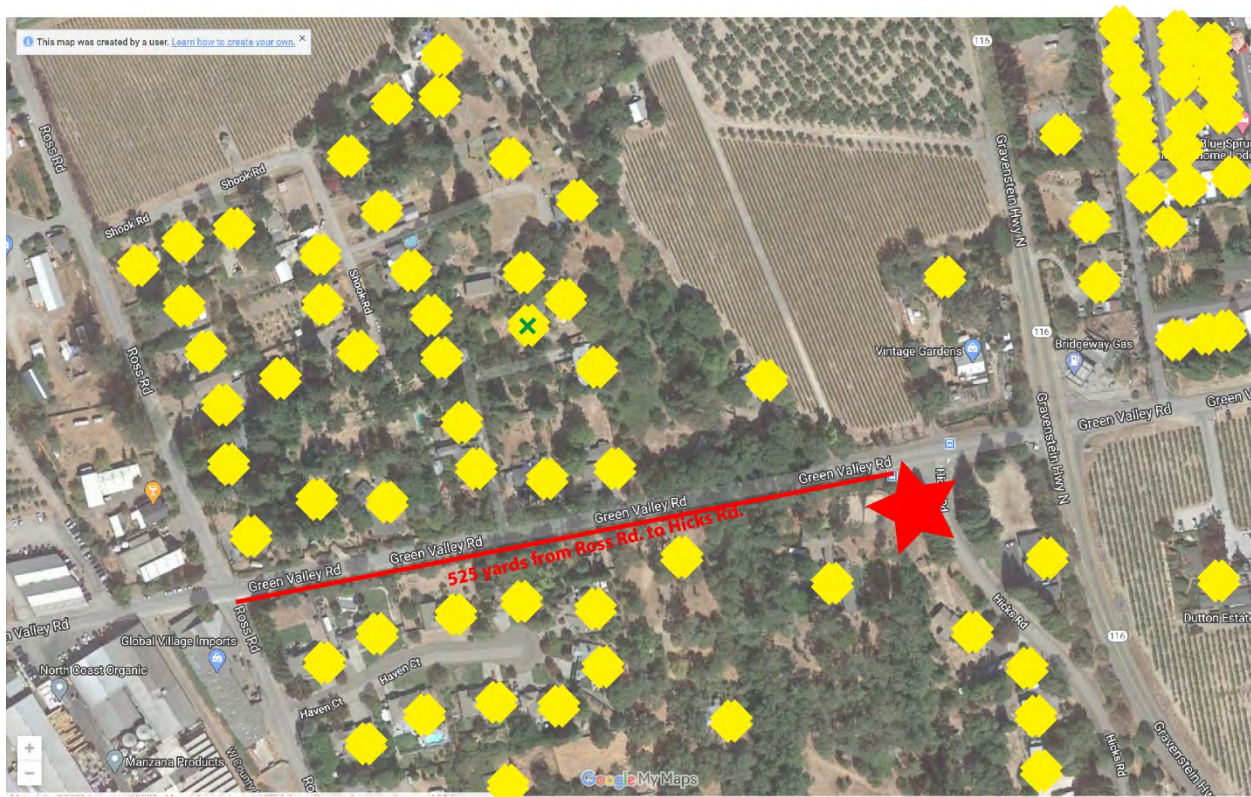
Map 3)

This is a close-up of the area immediately surrounding my home at 9036 Green Valley Rd (I'm the green x).

I put a yellow mark over every structure that is a home in this area. You can see that there are quite a few dwellings within 500 yards of the facility.

Note that the distance from Ross Road to Hicks Road along Green Valley is about 525 yards (according to Google Maps).

Please also note that this is only a close-up of most North area noted on my map #2. There are plenty more homes south of Green Valley that will be affected.



From: Melissa Hall <lemhall@comcast.net>
To: info@graton.org <info@graton.org>; joseortiz.gcsd@gmail.com <joseortiz.gcsd@gmail.com>
Cc: district5@sonoma-county.org <district5@sonoma-county.org>
Sent: Monday, March 29, 2021, 02:22:51 PM PDT
Subject: Potential water treatment transfer site in Graton

Dear Graton Community Sewage District Board Members,

My name is Melissa Hall and I live at 8910 Green Valley Rd., which is on the hill between Ross Rd and Highway 116. First, I'd like to thank you for your time and energy as volunteers for our community.

I am writing regarding the ill-advised plan to build a sewage transfer station at the top of Green Valley Road. Through a VERY roundabout way I found out about your potential plans to dump sewage directly above a seasonal storm drainage ditch. As a member of the community that will be impacted by this I would have expected to be personally notified just like other public utilities notify us ahead of any potential work or changes to our road/services. I understand that Occidental has a waste issue, but like the many other failed locations ideas the current plan you are pursuing is not what is best for our community. I understand the reasons behind trying to help Occidental and also to help with the financial burden on GCSO. With all of that said, there is a reason that all of the other sites have failed. This is not an appropriate way to help our community and keep taxes down.

I have many concerns about this proposal:

Location:

The proposal is to have the transfer site at the top of a sloped hill. Have you been on Green Valley Road when it rains? Both sides of the road have seasonal culverts that overflow regularly. The plan to put a sewage transfer station at the top of one of the culverts is extremely environmentally irresponsible and potentially hazardous. The Project document states "find that although the proposed project could have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION would be prepared." This is a farce and irresponsible. I am shocked that a modified CEQA study was done without considering the real environmental impact. The idea that there will be 0 waste spillage is not realistic. This can't be a let's try it and see situation. I have heard that *this is already an issue at the current transfer site* that is actually intended for this purpose not a make shift side of the road sloped facility. Also, people walk and bike that part of the road all day long. I don't want my kids potentially walking near or on a spill. Not to mention the smell. We already have to deal with Manzanita... *The location is reason enough to find a more appropriate location.*

Number of trips:

Have you sat on the side of Green Valley for any length of time and watched the number of vehicles that are already on the road? The expected number of trips by the sewage trucks can be up to 50 per week and up to ten times per day. They could have more than ten trips a day if needed! This projection is not an appropriate addition to GVR for many reasons: *The additional large, slow, loud vehicles chugging up the hill alone should be reason enough to find a more appropriate location.*

More trucks:

In the past 5 years the number of trucks on Green Valley Rd. has become overwhelming. This once quiet country road has become very loud and busy (semi-truck engines, jake brakes). Your proposal has full trucks going up the steep hill on Green Valley Rd. between Ross and Hicks. This is a residential road that has already been impacted beyond what is reasonable. I would think that you understand that we did not plan to live on a busy, noisy road and would hope that just because you don't live here recognizing it affects your fellow community members is important. Our experience with heavy trucks going up the hill is that they are slow, loud and the exhaust from diesel engines is both loud and not environmentally friendly. Slow trucks cause traffic problems. Do we really have to have more? *The additional large, slow, loud vehicles chugging up the hill alone should be reason enough to find a more appropriate location.*

Pedestrian, bicycle, and neighborhood respect :

Graton and the greater community use GVR for recreation. My family and I walk on it every day to get to Hicks or to the path. Intentionally adding more large trucks to a road that does not have sidewalks is, again, both irresponsible and lacks awareness or respect for the larger Graton community. Not to mention having to walk by potential raw sewage spills. *Respecting the road use and neighborhood is reason enough to find a more appropriate location.*

I am sure that you have done A LOT of homework and attempted planning around these proposed sites. As I said previously, there are reasons that the other sites have failed. Please add GVR to that list...the site was proposed, researched, and recognized as not being an appropriate location for a project that needs a more reasonable solution.

Thank you again,

Melissa Hall

From: Alan Watt <wattguitar@gmail.com>
To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>
Cc: "lyndea.hopkinsw@sonoma-county.org" <lyndea.hopkinsw@sonoma-county.org> **Sent:** Wednesday, April 7, 2021, 03:13:12 PM PDT
Subject: Proposed by Graton CSD Transfer Station

Mr. Jose Ortiz
General Manager
Graton Community Service District
Graton, CA.

Hello; my name is Alan (Watt) Weintraub, and I have been a resident of the area that is within a 1/2 mile radius of the proposed lift station, for the past 28 years.

I have read the Occidental Wastewater Transport and Treatment, Recirculated Initial Study; each page of it.

After reading it, it is hard for me to consider it a "study", and view it more as a projection of unrealistic views in reference to the actual day to day operations of a **raw sewage** transfer station. I find the "study" misleading to a small degree, as also the notices I just recently saw at the Graton Post Office, in referring to the product being transported and disgorged at the transfer station as "wastewater". I understand that technically, raw sewage can be referred to as "wastewater"

Which most people, hearing that word, assume the water has been treated, in some manner. But indeed, what our neighborhood and environment will be subjected to is the transfer and hazards of **raw sewage**.

I am familiar with the history of Occidental's (and Camp Meeker's) sanitation issues, which at this point are actually 24 years old. In wanting to take on the transport and treatment contract with Occidental/Sonoma Water, it appears to me that Graton CSD has a logistics problem in fulfilling that contract. I am confident you can find a solution that doesn't include highly impacting a residential neighborhood (and potential high impact to Atascadero Creek).

I want to touch on three points in the study that either are inaccurate, or misleading. They are Traffic Congestion and Safety, Environmental Impact/Review, and Quality of Life Impact.

TRAFFIC CONGESTION AND SAFETY

During the 28 years I have lived within an 1/8 of a mile of the intersection of Green Valley Road and Ross Rd., I have watched the general level of traffic increase; rather dramatically over the last 10-12 years. During that same 10 year period, I have witnessed increased heavy truck traffic in the general Graton vicinity, including vineyard development heavy equipment and farming equipment, increased truck traffic up and down Ross Rd from wineries in the area plus Traditional Medicinals, trucks leaving or coming into the Purple Wine facility on Graton Rd, and using Green Valley Rd to complete their circle around town, etc. At times, the backup on the eastbound lane of Green Valley Road, for example, goes halfway down the hill, as some truck waits to make whatever turns it has to. Sometimes there is a freightliner from the cannery followed by some heavy farm equipment.

This area of Green Valley Rd. & Ross Rd., including Graton Rd, is virtually a heavy truck corridor, aided by GPS.

It is good to have that kind of business activity in our little burg, but to add a significant amount of equally heavy truck traffic to the mix doesn't sound safe or rational. What's more, no matter what mitigation is attempted, the potential for serious auto accidents no doubt will go up exponentially. Ther location proposed for the transfer/lift station is adjacent to an busy and sometimes dangerous intersection.

Using that road myself, at least once or twice a day, it is hard to imagine a regular parade of heavy, 30 foot long sewage trucks on small Ross Rd, being allowed. I have to ask: Whose idea was that?!

At the very least, I would like to see Cal Trans brought in for consultation on the traffic impact, along with whatever County of Sonoma guidelines are being utilized.

ENVIRONMENTAL IMPACT/REVIEW

The "study", from reading pages 27-28, Section 4, Part 4, b, c, & d. conveys that every possible environmental challenge within the perimeter of the project will be monitored, biologists brought in when necessary, and whatever mitigation performed as necessary. It completely minimizes the how closely adjacent the ditch draining directly into Atascadero Creek, on the north side of Green Valley Road, is to the projected site; merely the distance across the road. Previously, on Page 13, Section 2.3.1, ***it is admitted a spill of some sort is inevitable***. I have been informed and seen evidence of shoddy connections/leakage during transfer at the Wikiup/Larkfield facility. How is it possible to guarantee some slip of human error won't occur? (it's not possible).

Not to worry, says the "study"; a *concrete curb* will divert any spill into a drain connected to the sanitation system. I understand that curb would probably be a few feet high, not merely inches. Even so.

What could possibly go wrong? Hoses *never* are not attached correctly or become disconnected (for just one, very easy to imagine, disastrous scenario).

I insist that a EIR be done, with the project within a mile of a sensitive wetlands/riparian environment and threatened fishery. A "negative declaration" is not appropriate for the potential damage that could occur.

Other environmental concerns are an increase in the general noise level. I read the part of the study that dealt with this issue. However, I have worked in the professional audio/sound business the majority of my life, and know some measurements or guidelines don't accurately reflect reality. The 1db measure mentioned, for example, doesn't take into account that a -1db measurement, heard a quarter mile away, is still irritating in the context of general quiet.

The regular occurrence of hearing a large sewer truck's back-up beeper 5 days a week, for a minimum 10 year sentence, I mean period, for example, seems to have been overlooked by whoever put your study together.

QUALITY OF LIFE IMPACT

It is somewhat laughable that in Section 4.21. Mandatory Findings of Significance, that Section c, answering the question of "substantial adverse effects on human beings" claims it will be at "less than significant levels".

Who, may I ask, made *that* assessment?

I know for example, that I will begin to hear a whole new chorus of industrial transportation noises, once operations begin, and I live a small distance from the projected site, not merely 150 feet or a little more. I know of someone whose dining room faces right out to the site. They live very close to it. And of course, before that, is the construction activity.

The whole retort to the impact on human beings/ quality of life? It was two and a half sentences long, saying "All those mitigations we've put in place fixes everything!" We won't smell a thing!

That's not what people in Occidental tell us.

Just for another example, what about the people that live along Green Valley Road, and also Ross Road, having to deal with not only an increase in traffic, but the increase being 30 foot long big trucks. Getting out of their driveways will become a whole new experience, I imagine.

Then there is this very important fact, pointed out to me by a neighbor, who works for a service company the GCSD utilizes. They have recently done some work for you, and he reminded me of the Lift Station #1, located on Ross Rd, approximately 200 yards north of the Post Office.

So, regardless of my objections about your study report, I have to ask:

Why are you going through all the expense and hassle and *high impact to property owners/ratepayers* when an accessible lift station/transfer point already exists?

After presenting these flaws and inaccuracies I've found in the study you've offered us, I insist that the vote scheduled for April 19th, 2021 be delayed, until more input, investigation, and an EIR can be performed.

I would also ask for a detailed explanation, since our capacity far outstrips our use at the moment, what kind of rate increase might be required or justified, if the contract with Occidental/Sonoma Water was abandoned, and therefore no transfer station was needed to be constructed.

Sincerely,

Alan Weintraub
4140 Shook Rd.

Sebastopol, CA 95472

From: Julie Young <omjewelie@aol.com>
To: joseortiz.gcsd@gmail.com <joseortiz.gcsd@gmail.com>
Sent: Monday, April 5, 2021, 04:05:57 PM PDT
Subject: Proposed Occidental Sewage Transfer site.

Dear Mr. Ortiz

My name is Julie Young and I have lived at 3720 Hicks road for most of my 62 years. Although this is technically a Sebastopol address, Graton has always been my community and I have worked, voted and paid taxes for my entire adult life to benefit this community.

I understand that Occidental has a problem with their sewage and that Graton CSD may benefit from having it brought here but the proposed site is located next to private residences and is in my neighborhood. It is disrespectful to say the least that your organization is proposing a site in a residential neighborhood (instead of a more appropriate industrial area) where most of us do not have sewer available and will not benefit from this plan. What about the more than adequate current Graton sewage facility? Perhaps your efforts would be better served and welcomed working to deposit the waste there. It is offensive that you are making Occidental's sewage problem my problem! My neighbors and I do not want this and do not benefit. If you must take on Occidental's sewage I suggest you put it next door to those of you voting for it and benefiting from it. Then you can enjoy the impact of increased traffic, idling exhaust from 30 foot trucks, noise, unsightliness and sewer smell!

Please reject this unfair plan and redirect your energies to a more appropriate solution.

Julie Young
Longtime Graton Resident
707-321-6197

From: Carla Peterson <carla5850@aol.com>
To: joseortiz.gcsd@gmail.com <joseortiz.gcsd@gmail.com> **Sent:**
Monday, April 5, 2021, 05:34:19 PM PDT
Subject: Proposed Sewage Dump Site at Green Valley/Hicks roads

Dear board of Graton Community Services District,
I am writing to you today as a very concerned resident. I feel the site selected for the proposed dump station is a poor choice. A better site could and should be chosen.

Have you considered the following:

- The Green Valley Road/ Hicks Road/ Hwy 116 area is a very busy intersection with vehicles. The narrow roads (Green Valley, Hicks, and Ross) are challenging and dangerous for drivers, bike riders, and walkers.
- Currently, many trucks and cars go down Green Valley and Ross roads to Manzana Apple Products and Traditional Medicinals. Adding more big trucks could add to the congestion and impact traffic.
- It is very alarming to have sewage dumped at the top of the hill, with the possibility of leakage/spillage that could roll down hill toward Manzana's. Ditches are open and the slope of the land would allow sewage to flow down to the water drains at Green Valley and Ross roads and cover the road.
- Manzana's Products produces quality human food products. Food safety wise, is it logical to have a sewage facility so near the production plant?
- Bus stops are located near the proposed site. Where would bus stops be relocated in order to make it safe, convenient and serve public transit riders?
- The proposed site is in a residential area. The dump station should be located in an appropriate place, such as an industrial area away from neighborhoods.
- The odor will be unpleasant and may affect the quality of life of residents.
- How much is this going to cost? Rate payers are already paying a premium. I haven't heard about increases, but we know they will occur.

Please consider the various points and the residents who live here. This will impact us greatly on many levels.

Sincerely,
Carla Peterson

From: Nancy Packard <nancypackard7@gmail.com>
To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>
Cc: "lynda.hopkins@sonoma-county.org" <lynda.hopkins@sonoma-county.org>;
"grant.davis@scwa.ca.gov" <grant.davis@scwa.ca.gov>
Sent: Wednesday, April 7, 2021, 03:06:46 PM PDT
Subject: Proposed Sewage Transfer Station at Green Valley Road & Hicks Road

April 7, 2021

To: Members of the Graton Community Services District Board
Jose Ortiz, PE, General Manager, Graton CSD
joseortiz.gcsd@gmail.com

cc: Linda Hopkins, District 5 Supervisor
lynda.hopkins@sonoma-county.org

Grant Davis
Sonoma County Water
grant.davis@scwa.ca.gov

re: Proposed Sewage Transfer Station at the corner of Green Valley Road and Hicks Road.

Dear Members of the Graton Community Services District Board,

Here are additional comments about the proposed Occidental Wastewater Transport and Treatment Project. I look forward to working with you:

1. A Notice of Intent to Adopt a Mitigated Negative Declaration dated March 9, 2021 states that it was prepared in order to inform agencies and interested parties. However, from talking with neighbors who live on the West side of Highway 116 on Green Valley Road, Hicks Road or Ross Road, none of us received this notice. We request that the April 7 date be extended so that we have sufficient time to work with the Board on questions raised by the plan.
2. This is not the same Project as was proposed in 2018. One of our neighbors just received a response to her letter of concerns from Elise Weiland in Lynda Hopkins Office referring to the meeting in April, 2018. The Transport, at that time, was targeted to be installed at the Gas Station near the Blue Spruce Motor Home community in the East side of Highway 116. That project was tabled. Tying that proposal to the current one may be the reason that we were not informed and why it doesn't address the new Green Valley site. This proposed site is located on the side of a busy street rather than being part of a gas station.
3. Wastewater or Raw Sewerage. Please change the word "wastewater" to "raw sewerage" in the report. We understand that the trucks are carrying raw sewerage.
4. Diversion to the Airport The report says that trucks will go to the Airport if the amount of water in the Occidental sewerage is too great to use the transfer station proposed for Green Valley Road during winter rains. Does that mean this station would only be used when it isn't raining?
5. Sewer Spillage Please share with us the procedures that will be in place if there is a sewer spillage in the space designated for the transport station. The report states that there will be water in containers and in a pipe to help with clean-ups. Can you describe the plan? The space seems so small. Will bicyclists, walkers, elderly and children be able to use that side of the street safely?
6. How does this Project honor its Scenic Highway status? Many of us who bought homes here adjusted our wishes to meet the requirements. Are you considering this in the plans for the transport station?

For those of us on the Graton Sewer line, we are interested in assuring that the District is able to continue to serve our community. We look forward to continuing this conversation.

Sincerely,
John & Nancy Packard

John and Nancy Packard
9000 Green Valley Road
Sebastopol CA 95472

From: Lilith Rogers <lilithrogers1@gmail.com>
To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>
Sent: Sunday, April 4, 2021, 06:56:16 PM PDT
Subject: Proposed Sewage storage site near Graton--NO

This is an awful idea and will bring nasty material and traffic to a quiet residential neighborhood.

So—NOOOOO!!

Lilith Rogers
Concerned citizen of West County

From: Robert Buckley <robert.buckley81@gmail.com>
To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>
Cc: "nowystation@gmail.com" <nowystation@gmail.com>
Sent: Monday, April 5, 2021, 09:20:05 AM PDT
Subject: Proposed Sewage Transfer Station at Green Valley/Hicks Road

My name is Robert Buckley. I own a home at 9086 Green Valley Road. I am writing to protest the proposal to create a sewage transfer station at the intersection of Green Valley Road and Hicks Road. In particular:

1. Residents in this area were not notified that such a plan was being discussed until about one week ago. Presumably the plans were published somewhere publicly, but residents in the area were not notified until a concerned neighbor learned of the plan and distributed documents to individual mailboxes in the area.
2. While I do understand the need for some way to dispose of Occidental's sewage, I am not aware of any environmental study of this particular plan
3. While I am aware that the plan includes some safeguards against leaks or spills, the fact is that many homes directly downhill from the proposed station (including my own home) obtain their water from onsite wells, which would be contaminated by any leaks.
4. Graton Road between Hwy. 116 and Ross Road, which would provide access to the station for sewage tanker trucks, is already greatly impacted by semi trucks servicing the Manzana plant just west of Ross Road. Adding 5-10 tanker trucks per day will worsen the noise and road damage already existing.

My hope is that the period for public discussion of this plan can be extended, and alternate proposals be entertained. My understanding is that discussion is currently planned to close after a public meeting on April 19, 2021. This is simply not enough time for constructive criticism given the very recent announcement to residents near the proposed transfer station.

Thank you for your attention and consideration.

From: robin winslow <piglet101winslow@gmail.com>
To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>
Sent: Wednesday, March 31, 2021, 12:33:37 PM PDT
Subject: Proposed Sewer Transfer Station/Corner of Green Valley Road/ Hicks Road

Dear Mr. Ortiz,

March 31, 2021

Subject: Graton Community Service District
Transport and Treatment Project
Proposed wastewater site at corner of Hwy 116, Green Valley Rd., Hicks Rd.

Dear Mr. Ortiz,

In the last 24 hours, I learned that Hicks Road and Green Valley, Hwy. 116, is the proposed site of a new Transport and Treatment project for Occidental wastewater. This is a shocking and inappropriate idea to consider inserting an INDUSTRIAL, noisy, unhealthy transport and treatment business smack in between a pristine country road, RESIDENTIAL area, used daily by walking, biking and jogging residents at the corner of an already dangerous intersection. I urge you to find an appropriate industrial site for this project, instead of asking residents that have no connection to Occidental Waste Water or the Graton Water District to absorb this insulting misuse of their neighborhood. Many residents of the Graton community will be greatly impacted by this misguided, dangerous self-serving proposal.

Thank you for your consideration in this matter.

Sincerely, Robin Winslow

From: The Lochners <4lochs@comcast.net>
To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>
Sent: Wednesday, April 7, 2021, 08:23:15 PM PDT
Subject: Proposed Transfer Station

I am very opposed to the planned transfer station at Hicks Road and Green Valley Road.

It is a traffic concern, on a steep hill and in a residential area zoned RR.

It should be in an industrial area, not a residential area.

While you have been working on this project for a while, the current site is new and no one in the area was aware of the plan. Please remember that we have septic systems here and don't get the GCSD newsletter!

Please find a more appropriate location.

Jan Lochner

From: Karen Hendrickson <karen@quietdivorce.com>
To: joseortiz.gcsd@gmail.com <joseortiz.gcsd@gmail.com>; David Clemmer (dlctechical@gmail.com) <dlctechical@gmail.com>; grant.davis@scwa.ca.gov <grant.davis@scwa.ca.gov>; lynda.hopkins@sonoma-county.org <lynda.hopkins@sonoma-county.org>
Sent: Wednesday, April 7, 2021, 04:24:54 PM PDT
Subject: Recirculated IS/MND

Mr. Ortiz, et al., Pursuant to your request that we email any comments on the Recirculated IS/MND, please find attached my and my husband/s comments re: same.

Thank you for your kind attention to this matter. We welcome any questions or further comment you may require.

Yours, Karen

Karen M. Hendrickson

“Out beyond ideas of wrongdoing and rightdoing there is a field. I'll meet you there. .” Rumi

In these challenging times, I am following the guidance of the state and county health officials. I continue to offer mediation, collaborative, and estate planning legal services, utilizing video conferencing with Zoom or phone conference calls. I hope that you and your family remain healthy and safe. We are all in this **together** and we will weather this “storm” **together**.

Law Offices of
McLaughlin & Hendrickson
121 North Main Street, Suite 200
Sebastopol, CA 95472
P(707) 823-2130 F(707) 823-8089

www.quietdivorce.com

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April 7, 2021

Karen M. Hendrickson
Richard G. Coleman
3911 Ross Road (Graton)
Sebastopol, CA 95472

VIA EMAIL ONLY

Jose Ortiz, GCSD General Manager joseortiz.gcsd@gmail.com
David Clemmer, GCSD Board President dlctechnical@gmail.com
Grant Davis, General Manager, Sonoma County Water Board grant.davis@scwa.ca.gov
Lynda Hopkins, Board of Supervisors lynda.hopkins@sonoma-county.org

**Re: NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
OCCIDENTAL WASTEWATER TRANSPORT AND TREATMENT PROJECT**

To all: Your service to ours and many communities is greatly appreciated. We know the hard work and diligence it takes.

I want to urge the “slow down” of adoption of the MND and the commencement of this project. The following identifies some of my concerns and encompasses my objections to the project as is and the adoption of the MND.

Notice:

In my opinion the most egregious misstep at the outset: The GCSD has shown poor judgment in deciding not to notify specifically and directly all of Graton residents of this potentially dangerous proposed site by an effective means of communication. An obscure posting in a newspaper that may or may not be read by the residents and posting on a Post Office Notice board is insufficient notice. This may be what is prescribed by regulations – but we are no longer in the 19th century. Majority of people have emails, telephones, and mailboxes from which they derive most of their information. A simple post card to the Graton service district residents would have been the most sensible and effective choice. We cannot expect that word-of-mouth (the manner in which many Gratonians received the information on this issue) will reach everyone in the district – and especially those in the closest proximity. (“Deja Vue all over again” same poor communication regarding the actual installation of the current treatment plant – which by the way, still does not function as originally planned and touted as the new environmentally efficient process)

Dangerous Substances:

Sewage plants and treatment facilities are not plopped into a residential neighborhood. For obvious reasons, right? Studies have shown that 1 in 10 people exposed to sewage will become ill from an infectious disease

Regardless of the zoning assigned to an area – if there are people residing in close proximity to a proposed site - it is in a residential neighborhood and therefore inappropriate for any kind of facility that has any chance of exposing people to dangerous substances (sewage) to be placed there.

The proposed Sewage transfer station site is just such a facility. Evidence shows that transfer stations (like the one proposed in Graton on Hicks Rd.) experience spills. It is not a matter of IF but WHEN a spill will occur.

Impacts:

- Potential sewage exposure to families close to the facility as noted above.
- Potential of a spill on the residential streets proposed to be part of the route taken by the trucks.
- Infrastructure: additional heavy trucks added to the already burdened Green Valley Rd. which shows the wear and tear, as well Ross Rd which recently had resurfacing.
- Sewer system infrastructure – the pipes are extremely old and in need of repair – have needed repair and/or replacement for many years. Proposing to add this burden of 550 gals per minute will place a strain that this infrastructure will not be able to withstand. It is questionable whether even the use of gravity flow will overburden this overtaxed system. There are wells on most of the properties-potentially impacted by any spill.
- If pumps are required to assist the flow not only taxing the system – it will add another layer of noise pollution to the area.
- Trucks are very noisy and any pumps used to empty the trucks will produce a noise nuisance to many around.
- Inhibition of tourist activity, pedestrians, and in particular bicyclists – Green Valley Road is designated as a Scenic Highway
- Steep hill from which a spill could flow into the drainage ditches and on down the hill passing residences, potentially exposing bicyclists, and pedestrians who use the road to access the Joe Rodota trail.
- Financial impact in the form of potential increased cost to “clean up spills” and maintain the safety and security of the facility; cost of which will be passed along to the rate payers. The property values in an area/town that is currently a very desirable destination will be affected (sewage in our neighborhoods not enticing).
- Bus stop right across from the site – moving it anywhere on Green Valley Rd. will still be a dangerous idea with the additional truck traffic.
- Pollution/Noise produced by the truck traffic, the process of transfer, the back-up alarms on the trucks, diesel fumes pouring into the neighborhood added to what already occurs with the current truck traffic.

A Mitigated Negative Declaration (MND) is insufficient to explore and effectively assess the impacts of this proposed facility. A full Environmental Impact Report (EIR) is necessary to discover all the potential risks and dangerous effects posed by the installation of this project in an area that is and continues to grow as a residential neighborhood.

Objections contained in the letter to Jose Ortiz, et al from Sarah & David Johnson dated April 7, 2021 are incorporated herein and made a part of this letter as if set out in full.

Alternatives:

While there have been previous sites considered by the GCSD – all of which were rejected and rebuffed by the neighborhoods in which it was to be placed – it is not clear that all possibilities have been explored, including:

- Possibly the best and most advantageous: Leaving the arrangement as is until, as GCSD plans, installation of a pipeline directly to the GCSD plant can be built. Put the effort and funds into getting that done.
- Although not necessarily the best site either: discussing with Manzana, which is in closer proximity to the treatment plant, and is already set up as an industrial zone and has potential benefits for Manzana.
- Continue to explore the possibility of trucks directly having access to the GCSD plant itself.
- Other possibilities that will come from the community itself if they are properly informed and engaged in the process.

This entire project needs to be put on hold and further considerations made to ensure the best resolution is utilized. A solution that meets the needs, goals, and values of the communities of Graton and Camp Meeker/Occidental.

Please, let's move forward in a transparent manner, taking our entire community's interest into account. You may find some helpful and willing participants.

Yours,



The image shows two handwritten signatures in blue ink. The signature on the left is for Karen M. Hendrickson, and the signature on the right is for Richard G. Coleman. Both signatures are written in a cursive, flowing style.

Karen M. Hendrickson

Richard G. Coleman

From: Sally Ohlin <sallyjohlin@gmail.com>

To: elise Weiland <elise.weiland@sonoma-county.org>; "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>; "lynda.hopkins@sonoma-county.org" <lynda.hopkins@sonoma-county.org>; Sally Ohlin <sallyjohlin@gmail.com>

Sent: Wednesday, April 7, 2021, 03:34:12 PM PDT

Subject: Response and questions re: GCS D

Dear Elise Weiland, Lynda Hopkins, and Jose Ortiz,

Please find our response below to your emails received by several of us neighbors who sent letters to Lynda Hopkins office objecting to the current proposed waste transfer site on Green Valley and Hicks Roads. Please see our inline comments and questions below in red to your letter in black.

Please know that we do see the problem for Occidental as it is well known and long standing. Can you answer this: what other community ships their sewage out by truck? It is not a common solution to this problem and we feel if it must happen, continue the current process until another solution is found such as building the pipeline from Occidental directly to the Graton facility.

Benefits of the solution: Adding Occidental's business to the Graton CSD will allow both to be viable financially and provide for ongoing improvements to infrastructure. Please note that the homes on the proposed intersection and on Hicks Road are on septic systems and are not in the District and therefore will not receive this benefit. Yet they are being asked to bear the lion's share of the burden of noise, traffic, potential odors and spills, and having an industrial structure set in a visible location in the middle of their residential neighborhood. How will it be financially viable if the lateral sewage pipes leak and spill sewage into the water table and into our water supply? We are all on wells. How will you mitigate that? How is it financially viable if there is a sewage spill on Green Valley Road? We have every reason to believe that the proposed site will not be able to contain a large spill of up to 4,000 gallons. Spills happen all the time, they are expected.

Concerns:

1) Increased traffic – the trucks are currently going through Graton on their way to the Airport station. Because the new route will be a loop rather than a straight back and forth, this new plan will decrease the number of trucks going through Graton, while also decreasing the trucking miles and related emissions by half. The distance traveled by the dump trucks will be 9 miles instead of 22 miles.

The part that is true here is that the trucking miles will decrease. The new plan will NOT decrease the number of trucks going through Graton, it will be the same. And the trucks will be using two roads that they currently do not use, Ross Rd. and Green Valley Rd. This will cause INCREASED traffic on these roads. Ross Road is a small residential road as is Green Valley. Unfortunately, Green Valley Road has many 18 wheeler trucks daily in multitudes going to and coming from Manzana as well as a few other businesses. Perhaps this is part of the reason why the Ross Road residents protested and the District failed in its attempt to place the station on Ross Road, although there is already a lift station there that is closer to the treatment facility? Please note that building the waste transfer station at Ross Road or Graton Road in the industrial area would be even closer to Occidental by about a mile.

2) The project is making an additional connection to the current, established site. They are not building any new station. The GCS D Board refers to this project as a Waste Transfer Station. There is

no structure currently at the intersection of Green Valley Road and Hicks Road, and the proposal states that a 1,400 square foot structure will be built there. Your statement appears to be untrue or one that means nothing in terms of defending the project on the basis that there will be no unsightly/industrial structure there. Please provide your backup for this statement.

3) Smells: The design is such that there shouldn't be any significant smell issues. When station is sitting there, everything is capped tight with check valves that close automatically so that no smells come back into the receiving pad. When you make a connection there is a cam lock that presses tight and ensures no gas release. If you haven't had complaints now about the sewer main, which has similar design, then you won't find more complaints with this system. They have had teams witnessing the new connection system and not detected any additional smells. The current site has had leaks/spills. Why subject a residential neighborhood to the risk, when there are industrial sites further from homes available to the district and nearer to the treatment facility? According to 35 year resident about 100 feet from the Occidental lift station, the site frequently has smells and spills, not to mention disruptive noise. That resident signed a letter stating that at times the smell is so unbearable that they do not go outside. We have consulted an engineer who has worked in this field for over 30 years. He is considered an expert in his field and says of course it will smell. Please do not assume we will ever believe this statement, it's simply untrue.

4) Spills: Every precaution is taken to avoid spills, actually this has been analyzed as the safest location after looking at many options in the area This is certainly not the reason that this site was chosen. We have heard from Jose himself that it's the third or fourth site they have proposed and tried, and failed to build at. We are the last option At the moment the material is being trucked twice the distance and the operation has never had a spill. This is untrue. We have obtained photos from the airport site showing spillage occurring from a truck as it was occurring. We will send them to you upon request. The location was chosen because it is closest to the connection There are locations far closer to the treatment facilities, such as Ross Road, that was attempted previously, it has a downhill slope that will speed the wastewater movement and reduce the transfer time, and it has the widest turn radius/loop which means greater safety against any possible truck turn issues. This proposed site is on the side of the road. There is little room there for a truck to be parked while there is passing traffic. The intersection of Green Valley and Hwy 116 already has frequent accidents. Having multiple truck turns there would likely increase the risk of even more accidents. Also, sight lines between Hicks Road and Green Valley would appear to be impacted when trucks are stopped there. But you are correct about the hill. Which leads to the question: Can the 6" lines handle the sewage? Were they built for such a huge inundation of sewage such as being proposed? How old are those pipes? When were they checked last for leaks and breaks?

5) Environmental impact: the CSD spent over \$100,000 on environmental assessment to ensure that this solution actually decreases adverse environmental impacts such as the impact of greenhouse gasses by reducing the distance travelled by half. But no environmental impact report was done. The report is conclusory and general/unspecific. We've had other engineers look at it and they say it's not a believable report based on lack of specifics. One part of the report says trucks will offload the waste as 550 cubic feet per minute. That equals 33,740 gallons per minute which is impossible. This is obviously an error in the report. Where are the other errors? Unfortunately, this report was speaking to the previously proposed site (near the Blue Spruce Mobile Park) and the site we are speaking of is mentioned in the same report, almost as an after thought. Was this proposal done specifically to GVR and Hicks? It does not bring peace of mind when done in this haphazard fashion.

6) Notification: This solution has been in discussion with the community for almost 3 years There has been no such discussion about this particular location until much more recently, this year. The neighbors at all other previously proposed locations stopped it. Note that we on Hicks Road are not even within the GCS district and are not part of discussions on Graton's sewer system. The Graton CSD introduced this at a community meeting in April of 2018 This discussion was regarding another location, not the current location., sent out mailers to all the residents (no they did not, at least not to those of us not in the District), informed the community in annual newsletter mailed to all the properties in the district (many of us are not in the district and received no such newsletter), articles and updates posted regularly by the Graton CSD at the post office (we are not in that zip code and do not use that

post office), on website (we are not in the district and have no reason to review their website), and even on Next Door (it was noticed on next door last week, when the neighborhood finally found about about this). They have also sent emails to anyone who had requested information prior and met all legal notification requirements under CEQA (except for mailing to those within 500 feet of the station. We have spoken with about every neighbor now and only **one person** received a mailing. It would have been easy to stuff mailboxes in the area of the station but that wasn't done either).

We would sincerely appreciate response to all of our counter points and questions.

Sincerely,

Jacob Harris - 3905 Hicks Rd.
Nancy Packard 9000 Green Valley Rd.
Sarah Johnson 8969 Green Valley Rd.
Sally Ohlin 8920 Green Valley Rd.
Melissa Hall 8910 Green Valley Rd.
Karen Hendrickson 3911 Ross Rd.
Robert Coleman 3911 Ross Rd.
Bruce Johnson 3850 Hicks Rd.
Nancy Scott 3700 Hicks Rd.
Stephen Lochner 3710 Hicks Rd.
Marci Greeley 3242 Sullivan Rd.

From: Mike Doherty <neverstopsurfing@gmail.com>
To: "joseortiz.gcsd@gmail.com"
<joseortiz.gcsd@gmail.com> **Sent:** Friday, April 2, 2021,
10:53:43 AM PDT
Subject: Sewage on Green Valley Rd.

I oppose this receiver installation

Thanks
Mike

Sent from Mike's iPhone

Mike Doherty
Roasters Espresso Bar
Sunshine Coffee Roasters
707.887.2323
<http://sunshineroasters.com>

From: margaret byrne <mgtbyrne1@yahoo.com>
To: joseortiz.gcsd@gmail.com <joseortiz.gcsd@gmail.com>
Sent: Wednesday, April 7, 2021, 11:30:45 AM PDT
Subject: SEWAGE RECEIVER STATION AT HICKS RD/GREEN VALLEY ROAD

Dear Mr. Ortiz and Supervisor Hopkins,

I am writing as a very concerned and shocked resident of Hicks Road near Green Valley Road regarding the apparent "done deal" by The Graton Community Services District (GCSD) to basically build a wastewater/sewage dumping station at the top of our road to accommodate 17,000 gallons of Occidental area waste for what appears to be financial benefit to the GCSDI. Most of us in this area are on the Graton system, we have our own wells for our water and septic systems that we maintain.

The first information I, as a homeowner on Hicks Road even heard of this issue was a week or so ago by a text from a friend in Occidental showing me the newspaper notice! I find it very hard to believe that **with the knowledge and support of our Board of Supervisors** there was no obligation to notify by mail, all residents of an area that would be specifically affected by such a toxic and invasive proposal of a project that has absolutely no business even being considered in a residential/agricultural area. This station needs to be re-directed to a non residential industrial area, or, remain where it is!

On reading the report of the GCSD regarding the "little or no negative affects" on the nearby residents I cannot in all reality understand how that can be verified when I have already seen evidence of spillage and heard from reliable sources that yes indeed there is inevitably some spillage. I would like to know was there a Full Environmental Review done also of the fact that we would have constant diesel trucks idling for around 15 minutes - which has been confirmed - lined up waiting to dump? So the miles saved in the transportation will inevitably result in all of us breathing in the diesel fumes instead. I would request a copy of that report.

Not to mention the traffic congestion at what is already a very busy intersection at Green Valley Road/Hwy 116. It does not take a genius to foresee that Hicks Road will be bombarded with traffic as a shortcut. Are you both familiar with Hicks Road? It is a very narrow curvy road that local people walk every day all through the day, We are already working with CHP on having a speed limit posted at the Green Valley entrance to make it safer due to heavy speeding traffic at the present time, never mind adding the preposterous idea of a waste station at that very location! As a point of reference a month or so ago the Road Dept., had diverted Green Valley traffic and long distance Big Rigs from Hwy 116 who could not turn around drove down Hicks Road taking up both sides and forcing pedestrians to have to basically climb into the ditch or the bushes on the sides.

Finally, I have heard that residents in this area feel that they are being brushed off by the GCSD, by the lack of notice and the rushing through of final dates etc., and that basically we have no say in this issue. I for one do not appreciate feeling bullied or intimidated and feeling that our concerns do not matter. These are our homes, our health and wellbeing is not a bargaining chip for a financial deal for any group or organization. Would you like like this on your street?

Respectfully,

Margaret Byrne

From: Liz Gehl <liz@gehlsearchpartners.com>
To: joseortiz.gcsd@gmail.com <joseortiz.gcsd@gmail.com>
Sent: Tuesday, April 6, 2021, 12:14:25 PM PDT
Subject: Sewage receiver station on Hicks and Green Valley Rd

Hello Jose,

I hope you are doing well. Just as many other residents on Green Valley Rd I am greatly concerned that there is a proposed sewage receiver station to be installed on Hicks Rd. It is not appropriate for a residential area and is incredibly worrisome for several reasons. The smell alone would affect our local wineries and their tasting room visits. I'm sure you are aware the wine industry has taken a major hit in recent years due to the fires, loss of fruit, and COVID-19 closures. These wineries and facilities employ hundreds, if not thousands of local residents. Should their businesses lose business as no one wants to taste wine while smelling sewage, there's a very good chance many will lose their jobs which in turn effects our local economy and community. In addition, there are already a large number of commercial trucks who do not respect the speed limit on Green Valley Rd and put residents, children and their pets in danger. Adding additional traffic to our West County neighborhood goes against everything we love about living here. The cost of living is almost unbearable but we squeeze by. Creating a situation where property values decline (who buys a \$700k+ house where you have to deal with that?) is yet another slap in the face for those who are lived here for generations, or have worked their entire lives to purchase property here. Please reconsider the location and move to an industrial area as that would be less impactful on our community.

Thank you,

Liz Gehl
Founder - Chief Recruiter, Gehl Search Partners
O 707-368-3625 M 707-287-6890
liz@gehlsearchpartners.com
www.gehlsearchpartners.com

From: Randall Urban <maalaea49@gmail.com>
To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>
Sent: Sunday, April 4, 2021, 04:27:15 PM PDT
Subject: Sewage receiver station

GCSD:

I am a resident of Blue Spruce Mobile Home Lodge at 8800 Green Valley Road. I am registering my strong objection to GCSD building a sewage receiver station at the corner of Hick's Road and Green Valley Road. This is not an installation that should be done in a residential area. It will obviously have a long term negative effect on our neighborhood. It should be installed in an industrial or commercial area. Please reconsider the location of this facility.

Randall Urban
8800 Green Valley Road, spc 39

From: Jennifer Lyons O'Donnell <jennifer_od@hotmail.com>
To: joseortiz.gcsd@gmail.com <joseortiz.gcsd@gmail.com>
Cc: joseortiz.gcsd@gmail.com <joseortiz.gcsd@gmail.com>
Sent: Thursday, April 1, 2021, 08:03:12 PM PDT
Subject: Sewage receiving station in Graton

I am writing to strongly request that you do not place a sewage station at the corner of Hicks and Green Valley. I understand it needs to go somewhere but not in the middle of a residential area. We live in Hicks Road and enjoy walking our dog down the road as it is relatively traffic free. We see many of our neighbors doing the same.

Sent from my iPhone

From: Ivy <ivy_maria@yahoo.com>
To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>
Sent: Friday, April 2, 2021, 10:26:16 AM PDT
Subject: Sewage solutions for Graton. Supporters opinion

I live in Camp Meeker and I have always hoped that we would have a sewage treatment plant. Several trucks will be needed to service the plant. The issue is GPS and road signage needed for all roads that have; 1. no shoulder 2. Height limits due to electrical lines that hang low, 3. Narrow access or one lane roads, 4, no turn-around road, and 5, hairpin turns that restrict trailer length. We need sinage on every road with evert access point labeled so drivers using GPS will stop and reroute the drive. Also, perhaps the map system for Google can be notified about the limits, I have done this by selecting 'report an issue' from a pc to make a correction on the maps system and it takes some time about 30 minutes to file a report and this job is necessary in planning the development of any large scale operation involving trucks.

I hope that Camp Meeker can soon have a wastewater sewage treatment plan implemented so we can all be on sewer systems rather than septic.

I support the development and needed to offer these mandatory steps that must be considered in order to make it possible and avoid public outrage.

In the name of peace,
Ivy Hunter
Resident home owner in Camp Meeker

[Sent from Yahoo Mail for iPhone](#)

From: Jizell Albright <jizellalbright@gmail.com>
To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>
Sent: Saturday, April 3, 2021, 01:00:46 PM PDT
Subject: Sewage transfer proposal

Mr. Ortiz

I am one of the citizens concerned that the Graton community has had no say in the destination of the sewage transfer proposal at Green Valley Rd and Hicks Rd. This proposal does not benefit the Graton folks at all and compromises property values and lifestyle with no community buy-in at all.

Personally I do not understand why the drop-off in Windsor needs to stop. Who benefits?

We are having enough trouble keeping our processes democratic. This idea does not help.

Regards,
Mary J. Albright
621 Sexton Rd,
Sebastopol, CA 95472

From: Edie Barry <ediebarry@gmail.com>
To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>; "lynda.hopkins@sonoma-county.org" <lynda.hopkins@sonoma-county.org>
Sent: Wednesday, April 7, 2021, 11:54:01 AM PDT
Subject: Sewage Transfer Station

to: Jose Ortiz, General Manager of the
Graton Community Services District to: Lynda Hopkins, County Supervisor

I left a voice message for each of you yesterday and am following up today with this email.

My name is Edith (Edie) Barry and I live at 3445 Hicks Rd, Sebastopol, CA 95472. My phone number is (707) 953-5316. My email is EdieBarry@gmail.com.

I am writing to express my grave concerns over the proposed sewage transfer station at the corner of Green Valley Road and Hicks Road at the end of my street!

I only found out about this proposal recently as a flyer was left in my mailbox. I am told that the public meeting (tentatively scheduled for April 19, location TBD) is to be the same night as the vote. This is far too late to have our concerns expressed or our questions answered.

What studies have been completed and where can we obtain these reports?

Is there an Environmental Impact Statement?

Has CalTrans been consulted about the increased traffic load?

What has the Department of Health had to say about the potential hazards of such a project?

In addition to all the objections anyone would have to a Sewage Transfer Station being placed in a residential area and right at the end of their street (noise, smell, unsightliness, decreased property values, increased traffic - heavy trucks all day long, etc.), I am deeply concerned about the profound impact such a plant would have on our water supply and its purity.

Folks in this neighborhood do not have the luxury of being hooked up to a public source for water nor are we hooked up to a public sewage system and yet we are to bear the burden of a sewage plant? How will it affect our water supply?

We are already concerned about water scarcity as our wells share the same underground water supply that all the wineries in this area use. Towards the end of the summer during the crush, water

levels drop drastically and last year, the sides of my well caved in. Needless to say, the cost to fix my problem was exorbitant. The guy from Ray's Well told me it's not that uncommon in this area at that time of year. How much more water can we afford to lose to a sewage transfer station? Even greater is my concern over the possibility of contamination to our precious water supply.

I understand that the original location of this plant was to have been on the other side of 116 near the gas station and the entrance to the Blue Spruce community. Whatever objections a gas station and mobile home park had, I can assure you that this neighborhood will have the same and more. In addition, we are prepared to mount even greater resistance.

Please let me know how I can obtain the necessary reports, studies, and stakeholder opinions. With whom can I meet in person to get my questions answered? What recourse do we have?

Thank you for taking your time to read this email and thank you in advance for your prompt reply. It seems we have no time to lose so I will be following up on this.

Sincerely,
Edie Barry

Elissa Overton

From: joseortiz.gcsd@gmail.com
Sent: Thursday, April 8, 2021 3:40 PM
To: Brian Bacciarini; Claire Lai; David Clemmer
Subject: Fw: Sewage transfer station on Hicks Road and Green Valley Road

Oppose

----- Forwarded Message -----

From: Bruce Johnson <brucejohnson3@yahoo.com>
To: joseortiz.gcsd@gmail.com <joseortiz.gcsd@gmail.com>
Sent: Monday, March 29, 2021, 05:56:18 PM PDT
Subject: Sewage transfer station on Hicks Road and Green Valley Road

If this item will be discussed at tonight's meeting, I would like to protest against it being placed in our residential neighborhood. Aside from the obvious issues of the truck and pumping noise, odor, ugliness and creation/disruption of traffic, I note that all of the homes that are the most negatively impacted by it (located at that intersection) are not located in the GCSO, and therefore would not share any of the benefits of the funds that Occidental will pay to Graton. This is unfair to them and those of us who also live close by on Hicks.

Thank you,
Bruce Johnson
Hicks Road

From: Jan Cahill <farmfoxhaven@comcast.net>
To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>
Sent: Wednesday, April 7, 2021, 02:00:53 PM PDT
Subject: Sewage transfer station

Dear Mr Ortiz:

I am writing to you again after a more thorough review of the lengthy documents concerning the sewage issue. Upon further reflection I have additional questions and concerns.

Firstly, there wasn't an EIR, which should have been done rather than the limited excuse for a comprehensive study. What was presented was rather like putting a band-aid on a broken leg. What I read is not acceptable.

Second, there does not appear to be any evaluation of the increase in heavy truck activity by Cal Trans. These are narrow roads with many local residents walking, bicycling and dog walking, with the occasional equestrian passing by. This is a very scenic area as well as a wild life corridor.

Third, it appears that the interim county health director, Dr Sundari Mase, has also not signed off on this project.

Variations of COVID 19 are identified from urine found in sewers at large universities. We really don't need a Graton variant of the virus. Our health director should have had a chance to weigh in on this proposal.

Last, no one on Hicks Rd. is serviced by the Graton Sewer group. We are on our own septic systems. Such a site should be placed in the location that is serviced by the sewer department. Certainly not in an area that does not benefit from that service.

Needless to say, I am quite angry that this location has been ear marked for such a proposal. The terms minimal smells is offensive at best. Any smells of feces is completely unacceptable. That is a health hazard! Spills, even small ones, are a health hazard.

In conclusion, I am very opposed to this project. Again, here is just another example of a mismanaged business ignoring the needs of the impacted community. Business before the people has become the reality of government deciding to rule rather than represent the people. This is not my America.

Thank you in advance for considering a change of location for this proposal.

Janet Cahill

3425 Hicks Rd

707-327-6318

cc: Patrica McVerry, esq.

Sent from my iPhone

From: Jan Cahill <farmfoxhaven@comcast.net>
To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>
Sent: Monday, April 5, 2021, 04:58:47 PM PDT
Subject: Sewage transfer

Dear Mr. Ortiz

Thank you for speaking with me the other day.

To recap our conversation, I live on Hicks Rd and was horrified to learn of the proposed sewage transfer plan. Why in the world would you propose putting something like that in a quiet residential neighborhood? That is an insane plan. We have a quiet neighborhood, people walk along the road all day. It is also a wildlife corridor. The impact it would have on our neighborhood would be devastating, and possibly decrease our property values. Hicks Rd is already a bumpy road but add that many trucks driving on it would make it worse.

I am vehemently opposed to such a ridiculous proposal.

Thank you,

Jan Cahill

3425 Hicks Rd

cc: Patricia McVerry, esq.

Sent from my iPhone

From: Marcy Greeley <mgreeley@hotmail.com>
To: joseortiz.gcsd@gmail.com <joseortiz.gcsd@gmail.com>
Cc: Nancy Scott <nanlscott@comcast.net>; lynda.hopkins@sonoma-county.org <lynda.hopkins@sonoma-county.org>
Sent: Tuesday, April 6, 2021, 03:40:49 PM PDT
Subject: Signed Petitions - Opposition to Graton Sewer Transport/Treatment Project

Hello Mr. Ortiz,

Enclosed is a 21-page PDF containing signed petitions from our neighbors (108 signatures) - **all who are in strong opposition** to the proposed location of Green Valley Road and Hicks Road for the "*Occidental Wastewater Transport and Treatment Project.*"

The printed/hard copies of these petitions are being mailed to your office today via registered mail. My neighbor, Nancy Scott (copied here) spoke to you recently and she and I have compiled these petitions for you.

We expect to be sending you more signed petitions sometime tomorrow, Wed., April 7th before 5:00pm. Please share these with the GCSO Board members.

Marcy Greeley
3242 Sullivan Road, Graton
(408)838-7599

STOP THE OCCIDENTAL SEWAGE / WASTEWATER TRANSPORT AND TREATMENT PROJECT

The Occidental Wastewater Transport and Treatment Project, proposed by the Graton Community Service District (Graton CSD), involves the transportation of sewage-wastewater from Occidental to Graton, as well as the construction of a **1,400 square foot receiving station**. This station would be large and very visible at the intersection of Green Valley Road and Hicks Road, with the sewage trucks routed through Graton. The site would be receiving an average of 17,000 gallons of sewage per day. This project is planned to begin this **SUMMER - or FALL of 2021**.

WE, THE UNDERSIGNED, OPPOSE THIS PROJECT AT THIS LOCATION. We were not given sufficient notice of this project. We believe there has not been ample time to study the environmental impact of the implementation of this program. Both Green Valley Road and Hwy. 116 already have substantial traffic, which would be increased with this project. There is no guarantee that there will be no substantial odor or spills from the transfer station in our residential area. The construction and use of this transfer station will have a negative effect in the value of homes near the site. The transfer station is expected to receive a minimum of **5-10 truckloads daily, between 7am - 5pm on weekdays**.

PRINTED NAME	SIGNATURE	ADDRESS	PHONE	EMAIL
1 DOREEN KUEHN HACK	<i>[Signature]</i>	8800 Green Valley Rd #28	707 824 1807	miad.com doreenhack@comcast.net
2 Joanne Ferris	<i>[Signature]</i>	8800 Green Valley #47 Seb	707 695 1500	Caruthamm@gmail.com
3 Michael Flowers	<i>[Signature]</i>	8800 Green Valley Rd #33		oflowers149@hotmail.com
4 Sara O'Brien	<i>[Signature]</i>	8800 Green Valley Rd #7 Sebastopol	707 217 2123	swick1128@gmail.com
5 Joanie Tompkins	<i>[Signature]</i>	8800 Green Valley Rd #30 Sebastopol 95472	707-829-6394	alegria910@yahoo.com
6 Margaret Powell	<i>[Signature]</i>	8800 Green Valley #12 Seb		mainju423@aol.com
7 DAVID POWELL	<i>[Signature]</i>	" "		
8 Loren Bennett	<i>[Signature]</i>	8800 Green Valley Rd #11	313-422-5933	loren.ibc@gmail.com
9				
10				

STOP THE OCCIDENTAL SEWAGE / WASTEWATER TRANSPORT AND TREATMENT PROJECT

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PRINTED NAME	SIGNATURE	ADDRESS	PHONE	OPTIONAL EMAIL
1 Phillip Monette	<i>[Signature]</i>	#5 8800 Green Valley	707	
2 Grace Stegemann	<i>[Signature]</i>	#36 3000 Green Valley		
3 Margaret Powell	<i>[Signature]</i>	#12 G V Hwy		
4 Mary McCoy	<i>[Signature]</i>	#12 G V Hwy		
5 BETH KRISTWOOD	<i>[Signature]</i>	Hwy 116 Graton		
6 LYDIA EDELHEIT	<i>[Signature]</i>	#49 8800 Green Valley Rd		
7 Charlene Flowers	<i>[Signature]</i>	8800 Green Valley Rd #33		flowers49@hotmail.com
8 Susan H Stern	<i>[Signature]</i>	8100 Green Valley Rd #45		
9 Melinda Bachman	<i>[Signature]</i>	8800 Green Valley Rd #16		
10 Juanita Schultze Juanita Schultze	<i>[Signature]</i>	11800 Green Valley Rd #3		

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CITIZENS

PRINTED NAME	SIGNATURE	ADDRESS	PHONE	EMAIL
1 JORY ADAMSON	<i>Jory Adams</i>	8800 Green Valley Rd. #44		
2 PAUL WAMBURG	<i>Paul Wamburg</i>	8800 Green Valley #44		
3 SHIRLEY SMITH	<i>Shirley Smith</i>	"		
4 WILLA GOLDMAN	<i>Willa Goldman</i>	8800 Green Valley Rd #37		
5 KELLY TRAHAN	<i>Kelly Trahan</i>	8800 GREEN VALLEY #55		
6 ROBERT HYSON	<i>Robert Hyson</i>	8800 Green Valley Rd #31		
7 CAROL LEE	<i>Carol Lee</i>	8800 Green Valley Rd #35		
8 DEENA BREWSTER	<i>Deena Brewster</i>	8800 Green Valley Rd #54, Seb		
9 PATRICIA B. MCKAY	<i>PATRICIA B. MCKAY</i>	8800 GREEN VALLEY #17, SEB.		
10				

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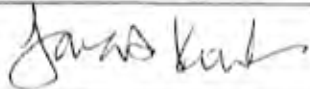
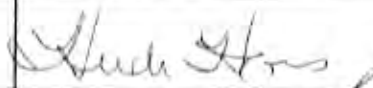

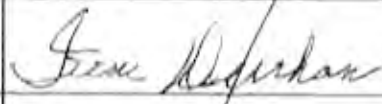
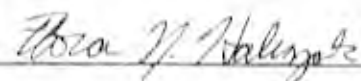
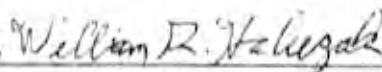
	PRINTED NAME	SIGNATURE	ADDRESS	PHONE	EMAIL
1	Pam Nilsson	<i>Pam Nilsson</i>	#53 8800 Green Valley		
2	Tom Nilsson	<i>Tom Nilsson</i>	#53 8800 Green Valley		
3	Lawrence Connelly	<i>Lawrence Connelly</i>	#148 8800 Green Valley Rd		
4	CLAUDIA VIDANO	<i>Claudia Vidano</i>	8800 Green Valley #14		
5	Dana Rodney	<i>D Rodney</i>	8800 Grn. Vly #32		
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STOP THE OCCIDENTAL SEWAGE / WASTEWATER TRANSPORT AND TREATMENT PROJECT

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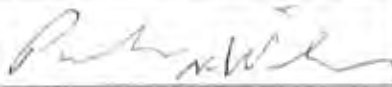
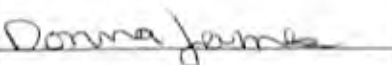
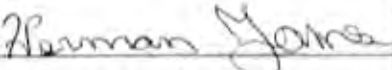
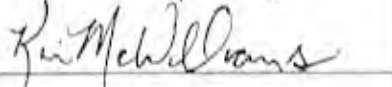
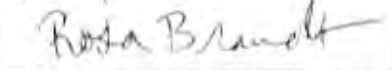


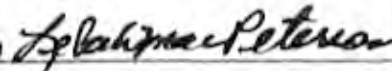
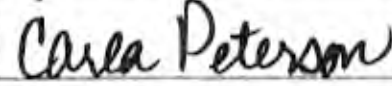
PRINTED NAME	SIGNATURE	ADDRESS	PHONE	EMAIL
1 Lana Karhu		3787 Ross Road Sebastopol, CA 95472	707 322-3478	32karhu@gmail.com
2 Heidi Harris		3787 Ross Rd Sebastopol CA 95472	707 322 2510	2sisubaidu@gmail.com
3 Buffy Simoni		3758 Ross Rd Sebastopol CA 95472	707 318-5518	buffy.simoni@yahoo.com
4 IRENE DURHAM		3820 ROSS RD SEBASTOPOL 95472	707-291-1530	volehollow@hotmail.com
5 Flora N. Haluzak		3900 Hicks Road Sebastopol, CA 95472	707.526-5150	haluzak@sonic.net
6 William G. Haluzak		3900 Hicks Rd Sebastopol 95472	707-291-7686	Haluzak@Sonic.net
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PRINTED NAME	SIGNATURE	ADDRESS	PHONE	EMAIL
1 RICHARD WILMARTH		3825 Ross Rd.	707-753-6892	zeppmarth@gmail
2 Donna James		3515 Ross Rd.	(707)824-9743	donna.james5@hotmail
3 Herman James		10141 Field Lane	(707)887-7788	
4 Kim McWilliams		8876 Green Valley Rd	707-823-9062	KIMHCW54@ATT.NET
5 Rosa Brandt		4151 Shook Rd	707-217-5064	ROSA.BRANDT22@GMAIL.COM
6 Mary Rose Ohlin		8920 Green Valley Rd	707-329-5347	M.ROSE.OHLIN16@GMAIL.COM
7 Christian Ohlin		8920 Green Valley Rd	707-484-0670	CHRISTIAN.OHLIN12@GMAIL.COM
8 Lelah Mae Peterson		9060 BR. Vly Rd.	707-823-5850	
9 Carla Peterson		9060 Green Valley Rd.	707-823-5850	Carla5850@aol.com
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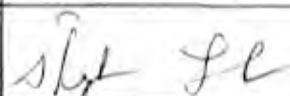

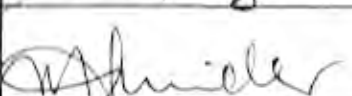
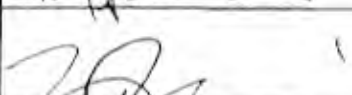
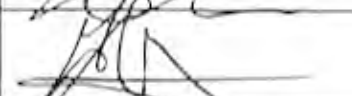

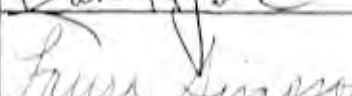


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	PRINTED NAME	SIGNATURE	ADDRESS	PHONE	EMAIL
1	JOANN NEWTON	<i>Joann Newton</i>	3690 Hicks Rd. Sebastopol, CA	(707)824-2293	eaglepure@sonic.net
2	Angela Abruzzi	<i>Angela Abruzzi</i>	8577 Graton Rd	(301)408-8795	angieabruzzo@gmail.com
3	Heather Brown	<i>H Brown</i>	8577 Graton Rd	310-418-9501	whbrun@gmail.com
4	BUY LASKY	<i>Mary Lasky</i>	3690 Hicks Rd	707.591.5989	GMLASKY@COMCAST.NET
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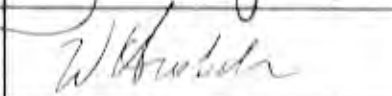
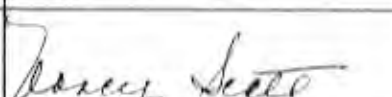
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	PRINTED NAME	SIGNATURE	ADDRESS	PHONE	EMAIL
1	Steve Lochner		3410 Hicks Rd	569-4725	stlochner@comcast.net
2	Laila Schneider-Gossens		3430 Hicks Rd.	849-1641	lbschneidergossens@gmail.com
3	Marita Schneider		3430 Hicks Rd	707-484-2204	marita_56@comcast.net
4	Morgan Winlow		8901 Jeanette Ave	707-48- ²⁰⁹ 808	magwinlow@comcast.net
5	Gerrit Kemp		3950 Hicks Rd	707-591-1527	gkemp@hotmail.com
6	Rachel Sauerbrey		8730 Green Valley Rd	607-427-9785	RachelSauerbrey@yahoo.com
7	Laura Simpson		10521 Graton Road	707-829-1450	lauras6@pradigy.net
8	Samantha Stocke		3710 Hicks Rd	707-791-5367	sstocke99@gmail.com
9	Chris Crawford		3710 Hicks Rd	707-230-1995	norcalbmx55@gratia
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PRINTED NAME	SIGNATURE	ADDRESS	PHONE	EMAIL
1 Camille Althmann		3165 A ROSS rd Graton CA	510 812 6133	camillealthmann@gmail.com
2 Thomas Moore		3165 A Ross Rd Graton, CA	901-592-9359	tomymoreworldwide@gmail.com
3 Stuart Cunningham		4062 Blessies Path Graton CA	707-861-9511	stuartcunningham@hotmail.com
4 Margaret Mudge		3841 Hicks Rd	(707) 824-4654	MGTBYRNEJ@YAHOO.COM
5 Tim Desantis		3841 Hicks Rd.	" "	-
6 Greg Young		3720 Hicks Rd	707 304-3712	Babatofour@gmail.com
7 Julie Young				
8 Julie Young		3720 Hicks rd	707-829-2842	onyjewelle@aol.com
9 Bill Huebsch		3700 Hicks Rd	707 823-5859	-
10 Nancy Scott		3700 Hicks Rd, Sol	707 823-5859	nanscott@comcast.net

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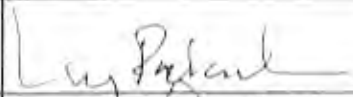
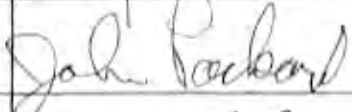

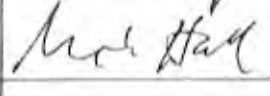
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PRINTED NAME	SIGNATURE	ADDRESS	PHONE (optional)	EMAIL (optional)
1 Mishy Zelt		3203 Sullivan Rd	707-829-2134	
2 Bailey Egan		3100 Sullivan Rd	707-829-2134	
3				
4 Kim Hodge		3203 Sullivan Rd	707-829-2134	
5 Marcy Greeley		3242 Sullivan Rd	408-838-7599	mgreeley@hotmail.com
6 George Greeley		3242 Sullivan Rd	408-806-3735	g-greeley@yahoo.com
7 Kory Steelman		3291 Sullivan Rd		
8 Nancy Sandborn		3294 Sullivan Rd	707-823-9536 707-694-9923	104nans@gmail.com
9 Roberta Latafs ^{Mineo}		3291 Sullivan rd	707 953 1134	rlmineo32@yahoo.com
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	PRINTED NAME	SIGNATURE	ADDRESS	PHONE	EMAIL
1	Nancy Packard		9000 Green Valley Rd	(707) 829-3560	nancypackard7@gmail.com
2	John Packard		9000 Green Valley Rd	(707) 829-3560	johnpackard21@gmail.com
3	Aaron Bruton-Long		8910 Green Valley Rd	(707) 827-3450	ablconstruction@comcast.net
4	Melissa Hall		8910 Green Valley Rd	(707) 827-3450	ablconstruction@comcast.net
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PRINTED NAME	SIGNATURE	ADDRESS	PHONE	EMAIL
1 JOANN NEWTON	Joann Newton	3690 Hicks Rd Sebastopol CA	(707)824-2293	eaglepure@sonic.net
2 Gahan Garner	Gahan Garner	3690 Hicks RD Seb. CA 95472	707-824-1702	gengahane@hotmail.com
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File Copy

Petition to Stop Consideration for Use of Green Valley Road between Highway 116 and Ross Road for the Purpose of Dumping Untreated Sewerage

Green Valley Road is named a scenic highway. It is used by residents and visitors for bicycling, walking and running, and the way to County hiking trail.

Green Valley Road between Highway 116 and Ross Road is a residential street. Adding an industrial function to this street will reduce home values.

Up to 15 truckloads a day of untreated sewerage is not acceptable does not sound like a Scenic Highway.

We are a street of families with children and elderly people. Most people who live here own their own homes. To use our neighborhood for an industrial use is not acceptable.

Trucking large amounts of sewerage gets more ridiculous as the "solution" is further away from the Graton Waste Management Plant. The logical places near the Wastewater plant have been rejected by the neighbors.

We are valuable fee-paying users of the Graton Wastewater Plant. We have been supporters of the system since the beginning. A more reasonable approach would be to encourage more residents of our area to sign up to be part of the service.

For many years now, people in Sonoma County have worked to see if there can be a solution to Occidental's need for a way to safely manage its need for a plant to replace an inadequate system. Green Valley Road is not a solution to this problem.

W De Juma 3980 Hicks
Susan Turner ~~Hasen~~ ~~at~~ Hicks Rd
Elizabeth Gray ~~Hasen~~ ~~at~~ Hicks Rd
Thomas ... 3525 Hickwood
Robin L. ... 3690 Hicks Rd.
Thy ... 3690 HICKS RD.

Please sign this Petition so we can present it at the April 19 Sewer District meeting

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Sumac Nykier Green Valley Rd

Bert Kaplan Green Valley Rd

Anna Kapps Hicke Road

Dan Johnson Hooks Court

Wyn Padend 4500 Green Valley Rd

John Packard 9000 Green Valley rd.

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Swan Watson 4011 Haven Court

Donald Watson " " "

[Signature] 4001 Haven Ct

Kathleen Lynn Perlone 4001 Haven Ct

[Signature] 4001 Haven Ct.

Please sign this Petition so we can present it at the April 19 Sewer District meeting

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PRINTED NAME	SIGNATURE	ADDRESS	EMAIL (optional)	PHONE (optional)
STEVEN NUNN		3600 SULLIVAN RD SEBASTOPLA CA 95472	nunnst@ gmail.com	
Patty NUNN		3600 SULLIVAN RD	pattynadonovan@gmail.com	

**PETITION TO
STOP THE OCCIDENTAL-TO-GRATON
SEWAGE / WASTEWATER TRANSPORT AND TREATMENT PROJECT**

The Occidental Wastewater Transport and Treatment Project, proposed by the Graton Community Service District (Graton CSD), involves the **transportation of sewage-wastewater from Occidental to Graton, as well as the construction of a 1,400 square foot receiving station.** This station would be large and very visible at the intersection of Green Valley Road and Hicks Road, with the sewage trucks routed through Graton. The site would be receiving an average of **17,000 gallons of sewage per day.** This project is scheduled to begin this **SUMMER or FALL of 2021.**

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PRINTED NAME

SIGNATURE

ADDRESS

EMAIL (optional)

PHONE (optional)

JACOB HARRIS Jacob Harris 3950 Hicks Rd. musik9000@gmail.com 707-827-7431

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Mariah Sorelborn	<i>Mariah Sorelborn</i>	3266 Sullivan Rd		

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RAY WORRALL		3550 SULLIVAN RD		

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PRINTED NAME	SIGNATURE	ADDRESS	EMAIL (optional)	PHONE (optional)
SUSAN SANDILANDS		9913 GREEN VALLEY ROAD SEBASTOPOL. CA 95472		

From: Therese Noël Allen, MFT <theresenoel@gmail.com>
To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>
Sent: Thursday, April 1, 2021, 07:11:56 PM PDT
Subject: Stop Sewage Receiver Station @ Hick's & Green Valley Rd

Dear Mr. Ortiz,

As a member of the local community and parent, I am writing with strong objection to the building of a sewage receiver station at Hick's Road and Green Valley Road. This is a central location close to where children play. Sewage stinks and sewage and diesel trucks are in no way a part of a wholesome community for children to be raised in and play near. This development must be relocated to a more remote location.

Thank you for your understanding.

Best regards,
Therese Allen
Occidental

From: Brenda sanders <drbrendasanders@gmail.com>
To: "permitsonoma@sonoma-county.org" <permitsonoma@sonoma-county.org>
Cc: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>; Ken Jenkins <kendjenkins@gmail.com>; Theresa Alexander <moontraces@me.com>
Sent: Wednesday, April 7, 2021, 02:12:30 PM PDT
Subject: Support for installation of waste water treatment and pipeline for non-incorporated Occidental

Hello,

I am writing to support the proposed installation of sewage pipeline and treatment investment for the non-incorporated community of Occidental.

As a homeowner in Occidental, this investment is a must for the health, safety and resiliency of our broader West County community. It's not just Occidental that benefits. Such a smart infrastructure investment will:

1) Help us avoid disaster.

Imagine what an accident and resulting waste spillage on our roads would mean to the economic value of the entire West County. Disaster is exactly the right word.

2) Support more visitors and new home owners

The current system of trucking waste was certainly not sized to manage increased waste from those of us who may now be permanently working from home. Nor does it incorporate growth of people seeking to move to the area as they want a better quality of life and can now work from where they choose to live.

We need a sewage system sized for growth.

3) This is a strategic Climate Change issue too — and should not be stalled by a few NIMBY neighbors.

Waste and waste water treatment is crucial as we enter (or continue on our way through) what is anticipated as a mega-drought cycle. This has to be a priority for our County and State let alone our communities. If we don't invest now on sustainable infrastructure, we are being irresponsible in all ways that matter.

Thank you for listening and for pushing forward the investment in much-needed and absolutely-required sewage treatment for Occidental and West County communities.

Thank you,

Brenda Sanders & Ken Jenkins

14614 Jomark Lane, Occidental
Harmony Village

From: Brenda Sanders <drbrendasanders@gmail.com>
To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>
Cc: Ken Jenkins <kendjenkins@gmail.com>
Sent: Tuesday, April 6, 2021, 08:22:31 PM PDT
Subject: Support for the Occidental Transport and Treatment Project

Dear Mr. Ortiz

This email is in support of your Occidental Transport and Treatment Project and the attached letter from others owners in Harmony Village. My husband Ken Jenkins and I own a house in Harmony Village and strongly support the proposal and this issuers raised in this letter.

We are out of town and were not able to personally sign the letter.
Thank you,
Sincerely,
Brenda Sanders & Kenneth Jenkins 14614 Jomark Lane

Brenda Sanders
707-292-9237 mobile



From: Connie Gardner Rosenthal <congarose@gmail.com>
To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>
Sent: Thursday, April 1, 2021, 08:12:26 PM PDT
Subject: The proposed receiving station at Hicks and Green Valley

Mr. Ortiz,

As a resident off Green Valley Road I feel strongly that the receiving station should not be installed at Hicks and Green Valley or in any residential area. It should be only installed in a more commercial or industrial area.

Connie Gardner Rosenthal
5001 Maddocks Road

Sent from my iPad

Elissa Overton

From: joseortiz.gcsd@gmail.com
Sent: Thursday, April 8, 2021 4:11 PM
To: Brian Bacciarini; Claire Lai; David Clemmer
Subject: Fw: Today's mail - Occidental project petition
Attachments: Petition.pdf

Oppose

----- Forwarded Message -----

From: John Gibson <john.gcsd@gmail.com>
To: Jose Ortiz <joseortiz.gcsd@gmail.com>
Cc: David Clemmer <davidclemmer.gcsd@gmail.com>; Linda Martinez <lindamartinez.gcsd@gmail.com>
Sent: Wednesday, April 7, 2021, 01:24:09 PM PDT
Subject: Today's mail - Occidental project petition

Hi Jose,

See attached.

*John Gibson
Chief Plant Operator
Graton Community Services District
250 Ross Ln. Sebastopol, CA 95472
Mailing address: P.O. box 534 Graton, CA 95444
Cell: (707) 591-5646
Office: (707) 823-1542
email: John.gcsd@gmail.com*

PRINTED COPY OF EMAIL SENT April 6, 2021

From: Marcy Greeley <mgreeley@hotmail.com>
Sent: Tuesday, April 6, 2021 3:40 PM
To: joseortiz.gcsd@gmail.com <joseortiz.gcsd@gmail.com>
Cc: nanlscott@comcast.net
lynda.hopkins@sonoma-county.org

Subject: **Signed Petitions -
Opposition to Graton Sewer Transport/Treatment Project**

Hello Mr. Ortiz,

Enclosed is a 21-page PDF containing signed petitions from our neighbors (108 signatures) - all who are in strong opposition to the proposed location of Green Valley Road and Hicks Road for the "Occidental Wastewater Transport and Treatment Project."

The printed/hard copies of these petitions are being mailed to your office today via registered mail. My neighbor, Nancy Scott (copied here) spoke to you recently and she and I have compiled these petitions for you.

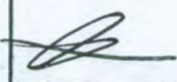
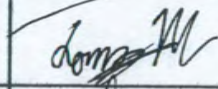
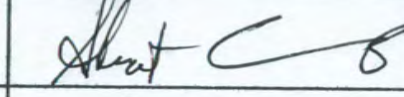
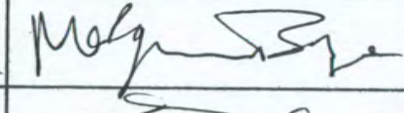

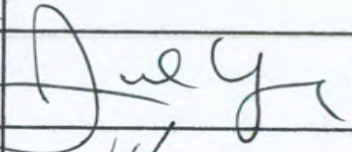
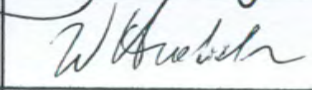

We expect to be sending you more signed petitions sometime tomorrow, Wed., April 7th before 5:00pm. Please share these with the GCSO Board members.

Marcy Greeley
3242 Sullivan Road, Graton
(408)838-7599

STOP THE OCCIDENTAL SEWAGE / WASTEWATER TRANSPORT AND TREATMENT PROJECT

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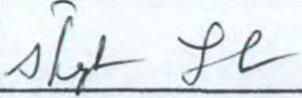
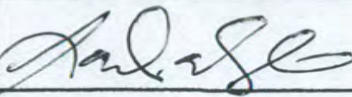
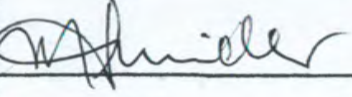
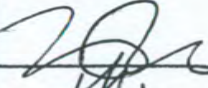

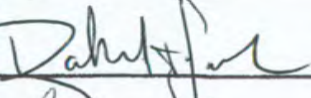
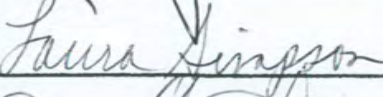
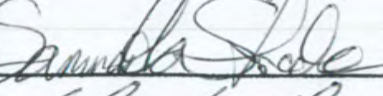
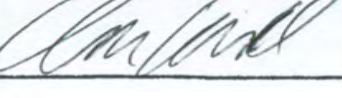
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	PRINTED NAME	SIGNATURE	ADDRESS	PHONE	EMAIL
1	Camille Altkmann		3165 A ROSS rd Graton CA	510 812 6133	camillealkmann@gmail.com
2	Thomas Moore		3165 A Ross Rd. Graton, CA	901-592-9359	tommymoreworldwide@gmail.com
3	Shat Cummings		4062 Blessies Path Graton, CA	707-861-9511	shatcummins@hotmail.com
4	Margaret Byrnes		3841 Hicks Rd	(707) 824-4654	MGTBYRNE7@YAHOO.COM
5	Tim DeArto	tim de arto	3841 Hicks Rd.	" "	-
6	Greg Young		3720 Hicks Rd	707 304-3712	Babatofour@gmail.com
7	Julie Young	Julie Young			
8	Julie Young		3720 Hicks rd	707-829-2842	onyjewell@aol.com
9	Bill Huebsch		3700 Hicks Rd	707 823-5859	-
10	NANCY SCOTT		3700 Hicks Rd, Seb	707 823-5859	nanscott@comcast.net

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1	STEVE LOCHNER		3710 Hicks Rd	569-4725	stlochner@comcast ..NET
2	Laila Schneider-Gossens		3430 Hicks Rd.	849-1641	lbschneidergossens@gmail
3	Marita Schneider		3430 Hicks Rd	707-484-2204	marita_56@comcast.net
4	Morgan Winslow		8901 Jeanette Ave	707-45-709 800	magmiss@comcast
5	Gerrit Kemp		3950 Hicks Rd	707-591-1527	gkemp@hotmail.com
6	Rachel Sauerbrey		8730 Green Valley Rd	1007-427-9785	RachelSauerbrey@yahoo.com
7	Laura Simpson		10521 Graton Road	707.829.1450	lauras6@pradigy.net
8	Samantha Storde		3710 Hicks Rd	707-791-5367	ssstorde99@gmail.com
9	Chris Crawford		3710 Hicks Rd	707-230-1995	nosca16mx55@gmail
10					

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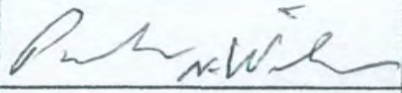
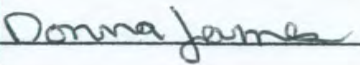
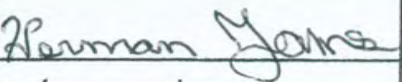
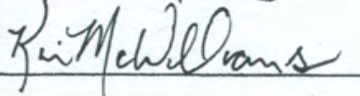
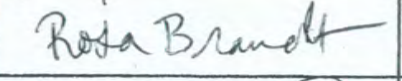
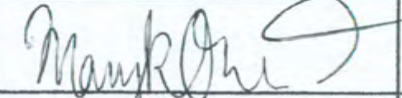
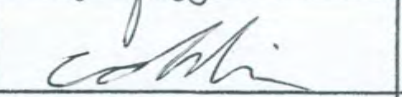
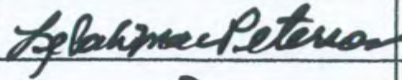
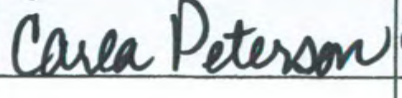
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	PRINTED NAME	SIGNATURE	ADDRESS	PHONE	EMAIL
1	JOANN NEWTON	<i>Joann Newton</i>	3690 Hicks Rd. Sebastopol, CA	(707)824-2293	eaglepur@sonic.net
2	Angela Abruzzi	<i>Angela Abruzzi</i>	8577 Graton Rd	(30) 408-8795	angieabruzzo@gmail.com
3	Heather Brown	<i>HBrown</i>	8577 Graton Rd	310-418-9501	whrbrown@gmail.com
4	GUY LASKY	<i>Guy Lasky</i>	3690 Hicks Rd	707.591.5989	GMLASKY@COMCAST.NET
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PRINTED NAME	SIGNATURE	ADDRESS	PHONE	EMAIL
1 RICHARD WILMARTH		3825 Ross Rd.	707-258-6892	zeppmarth@gmail
2 Donna James		3815 Ross Rd.	(707)824-9743	donna.james5@hotmail
3 Herman James		10141 Field Lane	(707)887-7788	
4 Kim McWilliams		8876 Green Valley Rd	707-823-9062	KIMMCW54@ATT.NET
5 Rosa Brandt		4151 Shook Rd	707-217-5064	rosabrandt22@gmail.com
6 Mary Rose Ohlin		8920 Green Valley Rd	707-329-5347	m.rose.ohlin16@gmail.com
7 Christian Ohlin		8920 Green Valley Rd	707-484-0672	christian.ohlin12@gmail.com
8 Lelah Mae Peterson		9060 Green Valley Rd.	707-823-5850	
9 Carla Peterson		9060 Green Valley Rd.	707-823-5850	Carla5850@aol.com
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PRINTED NAME	SIGNATURE	ADDRESS	PHONE	EMAIL
1 Lana Karhu	<i>Lana Karhu</i>	3787 Ross Road Sebastopol, CA 95472	707 322-3478	32karhu@gmail.com
2 Heidi Harris	<i>Heidi Harris</i>	3787 Ross Rd Sebastopol CA 95472	707 322 2510	2sisuheid@gmail.com
3 Buffy Simoni	<i>Buffy Simoni</i>	3758 Ross Rd. Sebastopol CA 95472	707 318-5518	buffy.simoni@yahoo.com
4 IRENE DURHAM	<i>Irene Durham</i>	3820 ROSS RD SEBASTOPOL 95472	707-292-1530	volehollow@hotmail.com
5 Flora N. Haluzak	<i>Flora N. Haluzak</i>	3900 Hicks Road Sebastopol, CA 95472	707.526-5150	haluzak@sonic.net
6 William G. Haluzak	<i>William R. Haluzak</i>	3900 Hicks Rd Sebastopol 95472	707-291-7686	Haluzak@Sonic.net
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3758

STOP THE OCCIDENTAL SEWAGE / WASTEWATER TRANSPORT AND TREATMENT PROJECT

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1	Pam Nilsson	<i>Pam Nilsson</i>	8800 Green Valley #53		
2	Tom Nilsson	<i>Tom Nilsson</i>	8800 Green Valley #53		
3	Lawrence Connelly	<i>Lawrence Connelly</i>	8800 Green Valley #48		
4	CLAUDIA VIDANO	<i>Claudia Vidano</i>	8800 Green Valley #14		
5	Dana Rodney	<i>D Rodney</i>	8800 Grn. Vly #32		
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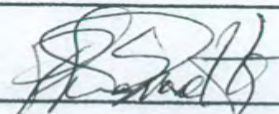
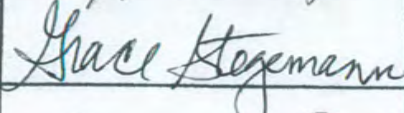

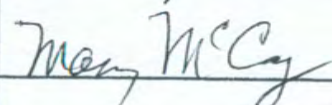
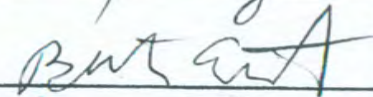
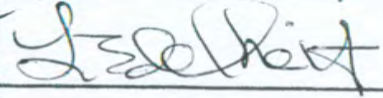
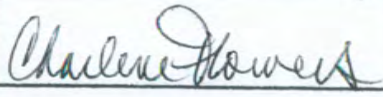
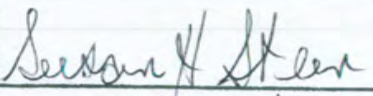
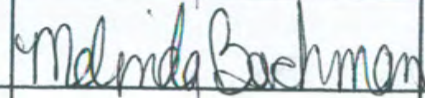
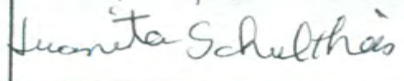
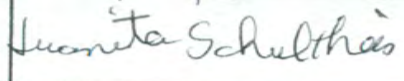
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PRINTED NAME	SIGNATURE	ADDRESS	PHONE	EMAIL
1 DOREEN KUETH HADY	<i>[Signature]</i>	8800 Green Valley R # 28	707 824/807	max.com dorethead@G
2 Joanne Ferris	<i>[Signature]</i>	8800 Green Valley #47 Seb	707 6951500	Carodhamm@gmail
3 Michael Flowers	<i>[Signature]</i>	8800 Green Valley Rd. #33		cflowers149@hotmail.com
4 Sara O'Brien	<i>[Signature]</i>	8800 Green Valley Rd #7 Sebastopol	707 217 2123	swick1128@gmail.com
5 Joanie Tompkins	<i>[Signature]</i>	8800 Green Valley Rd. Sebastopol #30 95472	707-829-6394	alegria910@yahoo.com
6 Margaret Powell	<i>[Signature]</i>	8800 Green Vly #12 Seb		mainjv423@aol.com
7 DAVID POWELL	<i>[Signature]</i>	" "		
8 Loren Bennett	<i>[Signature]</i>	8800 Green Valley Rd #11	323-422-5938	loren-ibc@gmail.com
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PRINTED NAME	SIGNATURE	ADDRESS	PHONE	OPTIONAL EMAIL
1 Phillip Monette		#5 8800 GREEN VALLEY	707	
2 Grace Stegemann		#36 8800 Green Valley		
3 Margaret Powell		#12 G Villy		
4 Mary McCoy		#12 G Villy		
5 BETH EASTWOOD		#4 8800 VALLEY		
6 LYDIA EDELHEIT		#49 8800 Green Valley Rd		
7 Charlene Flowers		8800 Green Valley Rd #33		flowers149@hotmail.com
8 Susan H Steen		8800 Grn Valley Rd #45		
9 Melinda Bachman		8800 Green Valley Rd #16		
10 Janita Schultze		8800 Green Valley Rd #3		
10 Juanita Schultze		8800 Green Valley Rd #3		

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	PRINTED NAME	SIGNATURE	ADDRESS	OPTIONAL	
				PHONE	EMAIL
1	JORY ADAMS	<i>Jory Adams</i>	8800 Green Valley Rd. #44		
2	Paul Woyberg	<i>Paul Woyberg</i>	8800 Green Valley #44		
3	Shirley Smith	<i>Shirley Smith</i>	"		
4	Willa Goldman	<i>Willa Goldman</i>	8800 Green Valley Rd #37		
5	Kelly Trahan	<i>Kelly Trahan</i>	8800 Green Valley #55		
6	Robert Hysou	<i>Robert Hysou</i>	8800 Green Valley Rd #31		
7	Carol Lee	<i>Carol Lee</i>	8800 Green Valley Rd #35		
8	Deena Berens	<i>Deena Berens</i>	8800 Green Valley Rd #51, Seb		
9	Patricia B. McKay	<i>PATRICIA B. MCKAY</i>	8800 GREEN VALLEY #17. SEB.		
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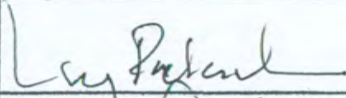
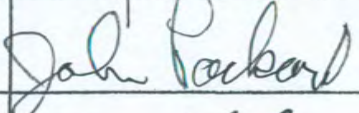

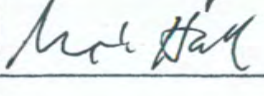
	PRINTED NAME	SIGNATURE	ADDRESS	PHONE	EMAIL
1	JOANN NEWTON	Joann Newton	3190 Hicks Rd. Sebastopol, CA	(707)824-2293	eaglepuw@sonic.net
2	Gahan Garner	Gahan Garner	3690 Hicks RD Seb, CA 95472	707-829-1702	gengahan@hotmail.com
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1	Nancy Packard		9000 Green Valley Rd	(707) 829-3560	nancypackard7@gmail.com
2	John Packard		9000 Green Valley Rd	(707) 829-3560	johnpackard21@gmail.com
3	Aaron Bruton-Long		8910 Green Valley Rd	(707) 827-3450	ablconstruction@comcast.net
4	Melissa Hall		8910 Green Valley Rd	(707) 827-3450	ablconstruction@comcast.net
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Petition to Stop Consideration for Use of Green Valley Road between Highway 116 and Ross Road for the Purpose of Dumping Untreated Sewerage

Green Valley Road is named a scenic highway. It is used by residents and visitors for bicycling, walking and running, and the way to County hiking trail.

Green Valley Road between Highway 116 and Ross Road is a residential street. Adding an industrial function to this street will reduce home values.

Up to 15 truckloads a day of untreated sewerage is not acceptable does not sound like a Scenic Highway.

We are a street of families with children and elderly people. Most people who live here own their own homes. To use our neighborhood for an industrial use is not acceptable.

Trucking large amounts of sewerage gets more ridiculous as the "solution" is further away from the Graton Waste Management Plant. The logical places near the Wastewater plant have been rejected by the neighbors.

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For many years now, people in Sonoma County have worked to see if there can be a solution to Occidental's need for a way to safely manage its need for a plant to replace an inadequate system. Green Valley Road is not a solution to this problem.

W. De Janner

3980 Hicks

Susan Janner

~~3980~~ Hicks Rd

Elizabeth Janner

~~3980~~ Hicks Rd

Thomas Janner

3525 Hicks Rd.

Robin L. Winslow

3690 Hicks Rd.

Theresa Winslow

3690 HICKS RD.

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Sumner Hyman Green Valley Rd

Bert Kaplan Green Valley Rd

Anna Kepps Hicke Road

Dail Yeh Hicke Court

~~Wyn Rand 9000 Green Valley Rd~~

~~John Packard 9000 Green Valley rd.~~

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Swan Watson 4011 Haven Court

Donald Watson " " "

M. St. 4001 Haven Ct

Kathleen Linda Pedone 4001 Haven Ct.

T. Hensby 4001 Haven Ct.

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SEWAGE / WASTEWATER TRANSPORT AND TREATMENT PROJECT**

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RAY WORRAH	<i>Ray B Worrah</i>	3550 Sullivan Rd		

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Mariah Sandborn	<i>Mariah Sandborn</i>	3266 Sullivan Rd		

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SIGNATURE

ADDRESS

EMAIL (optional)

PHONE (optional)


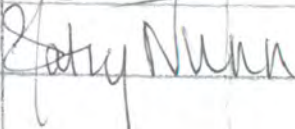
JACOB HARRIS *Jacob Harris* 3950 Hicks Rd. musik9000@gmail.com 707-827-7931

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PRINTED NAME	SIGNATURE	ADDRESS	EMAIL (optional)	PHONE (optional)
STEVEN NUNN		3600 SULLIVAN ROAD SEBASTOPOLE, CA 95472	nunnstd@gmail.com	
Patty NUNN		3600 SULLIVAN RD	pattynunn7@gmail.com	

From: Sally Ohlin <sallyjohlin@gmail.com>
To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>
Cc: "district5@sonoma-county.org" <district5@sonoma-county.org>; Sally Ohlin <sallyjohlin@gmail.com>
Sent: Monday, March 29, 2021, 08:53:03 AM PDT
Subject: tonight's board meeting comments

Dear Mr. Ortiz,

I am enclosing a letter that I would like to have read at this evening's meeting in the public comment section portion of the agenda. I will be attending the meeting and am glad to read the letter myself. Thank you, Sally

Dear Graton Community Sewage District Board Members,

My name is Sally Ohlin and I live at 8920 Green Valley Rd., which is on the hill between Ross Rd and Highway 116. I have read the 69 page Occidental Wastewater Transport and Treatment Project document. I have also spoken with many members of the community and am daily learning more about this project. Although I believe that Occidental definitely has a waste issue that needs to be dealt with, I believe that the current plan you are pursuing is not best for our community. To address the elephant in the room, we all get it that you are doing this purely for financial gain. Please consider other sources of funding.

As a resident on Green Valley Rd. I have read the revised proposal and I have a few concerns.

Number of trips-

The expected number of trips by the sewage trucks can be up to 50 per week and up to ten times per day. They could have more than ten trips a day if needed! There is no daily trip limit in the proposal. Going uphill on GVR these trucks will be full, heavy and slow as well as using the most fuel at this point and creating larger amounts of diesel particulate matter and smell. You need a daily cap in your contract. Also, ten years?! That is a very long time and adds up to an enormous amount of trucking - it is environmentally unsound! The fact that there is no long term plan for Occidental's sewage is troubling and it appears we are looking at a band-aid solution at our expense.

More trucks-

Green Valley Rd. is already inundated with the noises (semi-truck engines, jake brakes) and vibrations from the large trucks coming and going from Manzana and other businesses (Manzana has the majority). Your proposal has full trucks going up the steep hill on Green Valley Rd. between

Ross and Hicks. There are about 20 residences on this road, it is completely residential with families with small children as well as aging folks. Our experience with heavy trucks going up the hill is that they are slow, loud and the exhaust from diesel engines can be pretty bad. Slow trucks cause traffic problems. Do we really have to have more?

Pedestrian & bicycle use-

I walk GRV because I have to and it's challenging already as there is really no safe space. Traffic is close and often fast. Adding more trucks as well as having them pull out at the bus stop is bad for pedestrians. I see elderly folks walking this road daily as well as bicyclists and have concerns for them as well.

Dangerous corner-

The corner of Highway 116 and Green Valley Rd. is a dangerous intersection and there have been some really bad accidents. I'm concerned about these sewage trucks turning right onto the highway. One example is the multitude of gravel trucks out of Forestville are often speeding and are heavy with gravel and turning onto the highway at Green Valley Rd. is dangerous. Another distraction at this intersection will bring yet more safety issues.

Accidental spillage-

I am concerned that when there is a spillage that the location proposed could be a disaster. Dumping waste at the top of a hill that goes down through a residential neighborhood, lands at a food processing facility and all the while in the Atascadero watershed sounds risky.

A better idea-

I am certain there is a better idea. Perhaps the trucks could use the Graton Fire Station? Or a business at the bottom of GRV such as Manzana (who is not hooked up to sewage, but I digress) or Traditional Medicinals? Find somewhere along the bottom of the watershed, near the plant, not at the top of the watershed in a residential neighborhood. You can find a better spot.

Lastly, I must share the dismay that I, myself, and the neighbors that I have spoken with regarding this issue, have that you have not been transparent and have not given any notice of this plan except for the public notice in the Press Democrat. You have already done so much work and spent so much money! Yet you do not reach out to the community? I see in the PD archives that this is not the first time this board has neglected to inform the community of the Occidental Sewage Plan. The people at the mobile home park also found out about the plan to put the transfer station in next to them by reading the public notice. I get that one time the board didn't get it right but again? One article in the PD, January 29, 2020 quoted Karin Lease and Jose Ortiz:

“Lease acknowledged that **“sometimes the outreach is not what it could be.”**

Jose Ortiz, the district's general manager, said a 65-page consultant's report was prepared to assess the project's impacts and **also admitted that residents should have been notified.”**

I'd like an explanation as to why we were not notified of your plan? I am requesting that the board find another proposal that we can all get behind. This one is unacceptable as it stands. Perhaps one of you would like it near your house?

Thank you for your time,
Sally Ohlin

From: Sally Ohlin <sallyjohlin@gmail.com>
To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>; sally Ohlin <sallyjohlin@gmail.com>
Sent: Tuesday, March 23, 2021, 02:09:25 PM PDT
Subject: Transfer Site Proposal - Green Valley Rd.

Dear Graton Community Sewage District Boards Members,

My name is Sally Ohlin and I live at 8920 Green Valley Rd., which is on the hill between Ross Rd and Highway 116. I have read the 69 page Occidental Wastewater Transport and Treatment Project document. Although I believe that Occidental definitely has a waste issue that needs to be dealt with, I believe that this is not the best plan for our community.

I believe that Occidental should find a way to manage their waste within the town limits. It makes all kinds of sense. Trucking sewage is not sustainable nor is it environmentally sound. The idea that they are already taking the sewage to Windsor and will be cutting the trip in half by transferring the waste at Green Valley Rd. is misleading. Agreed, they will be cutting down on the environmental impact by driving fewer miles but does this make sense? I would say, no. As a resident on Green Valley Rd. I have read the revised proposal and I have a few concerns.

Number of trips- The expected number of trips by the sewage trucks can be up to 50 per week and up to ten times per day. They could have more than ten trips a day if needed! There is no limit in the proposal. Going uphill on GVR these trucks will be full, heavy and slow as well as using the most fuel at this point and creating larger amounts of diesel particulate matter and smell. More big trucks- Green Valley Rd. is already inundated with the noises (semi-truck engines, jake brakes) and vibrations from the trucks coming and going from Manzana and other businesses (Manzana has the majority). Do we really have to have more? Exit route using Mueller Rd.- The trucks will empty at Hicks and GRV and then circle back to Occidental via Mueller Rd. Mueller Rd. is basically a country lane that does not need that kind of traffic and I imagine the residents would not appreciate this. How about they go all the way to Graton Rd? Pedestrian use- I walk GRV because I have to and it's challenging already as there is really no safe space. Traffic is close and often fast. Adding more trucks as well as having them pull out at the bus stop is bad for pedestrians. I see elderly folks walking this road daily and have concerns for them as well.

Dangerous corner-
The corner of Highway 116 and Green Valley Rd. is a dangerous intersection and there have been some really bad accidents. Another distraction at the intersection will bring yet more safety issues.

Accidental spillage-
I am concerned that when there is a spillage that the location proposed could be a disaster. Dumping waste at the top of a hill that goes down through a residential neighborhood, lands at a food processing facility and all the while in the Atascadero watershed sounds kind of risky.

A better idea- I am certain there is a better idea. Perhaps the trucks could use the Graton Fire Station? Or a business at the bottom of GRV such as Manzana (who is not hooked up to sewage, but I digress) or Traditional Medicinals? Please consider finding another proposal that we can all get behind.

Thank you,

Sally Ohlin

--
Sally Ohlin

sallyjohlin@gmail.com

From: Daniela M. Pavone <pavone@zp-law.net>
To: joseortiz.gcsd@gmail.com <joseortiz.gcsd@gmail.com>
Cc: Lynda.Hopkins@sonoma-county.org <lynda.hopkins@sonoma-county.org>; Elise.Weiland@sonoma-county.org <elise.weiland@sonoma-county.org>
Sent: Wednesday, April 7, 2021, 04:43:01 PM PDT
Subject: Wastewater Transfer Station in Graton

Please see the attached correspondence regarding the proposed Wastewater Transfer Station in Graton.

Thank you,

Daniela Pavone

--

*** *Please note our new address****

Daniela M. Pavone

Zimmerman Pavone LLP

6010 Commerce Blvd., Suite 148

Rohnert Park, CA 94928

Telephone: (707) 578-7555

www.zp-law.net

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6010 Commerce Blvd., Suite 148
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BARBARA C. ZIMMERMAN
Zimmerman@zp-law.net
DANIELA PAVONE
Pavone @zp-law.net
(707)578-7555
www.zp-law.net

April 7, 2021

Graton Community Services District
Joseortiz.gcsd@gmail.com

RE: April 19, 2021 Agenda: Graton Community Services District Occidental
Wastewater Transport and Treatment Project

To Whom It May Concern,

We represent a number of homeowners who all live within a mile of the proposed Graton Community Services District Occidental Wastewater Transport and Treatment Project (“Project”) being considered by the Graton Community Services District (“District”). All of these individuals are strongly against this Project for a number of reasons.

This agency has attempted to place this project in the Graton area numerous times and every time the community has stood up and said no, it is not a good fit, and ultimately, the District has agreed. Now, with this fourth attempt at a site (this time located in and directly affecting a neighborhood largely outside the District), the District, knowing the strong pushback they are sure to receive, followed the most bare bones requirements regarding notice, merely putting a small notice in the paper, posting on the District’s website, which is not generally read by those who are not located in the District, and posting at the Graton post office, which is not necessarily used by those who are not located in the Graton ZIP Code. While this may be technically sufficient, the changes between the last proposal in 2019 on the other side of Hwy 116 and this most recent one are significant and a more good faith attempt at notice should have been made. One of our clients noticed this posting in the paper just last week, leaving the quiet neighborhood surrounding this proposed location with little to no time to learn their rights and how best to share their concerns with the District. For this reason, we ask that the vote on this matter be postponed and the window for public comments reopened to give these neighboring property owners more time to examine the specific and unique issues siting this Project at the currently proposed location will raise.

In addition, there are numerous errors and/or omissions in the Recirculated Initial Study/Proposed Mitigated Negative Declaration (“Study”) that we believe are sufficient such that a full Environmental Impact Report should be done or at the very least, a revised Study.

Location – We understand the representation has been made that this is the safest place to locate this station, which begs the question, why did the District wait until its fourth attempt to place this Project in the safest possible location? Presumably the prior three attempted sites were actually, overall, better locations.

Visual Impact – A review of potential visual impact from Hwy 116 is provided in the Study. However, this proposed transfer station is 250 feet or more off of Hwy 116. It is sited in a residential area immediately adjacent to two residential properties and along these properties' wooden property fences shared with this site, and directly across the street from two or more properties located on the intersection. A 1,400 square foot paved area with a 6-foot tall, 6-foot wide, and 2-foot deep control box, regularly visited by trucks carrying 4,000 gallons of wastewater will unquestionably have a visual impact on the surrounding community. The Study acknowledges that the site sensitivity is high, but then contends that the visual dominance is subordinate, claiming it would be seen but not attract attention. Notably, the Sonoma County PRMD Visual Assessment Guidelines state, at paragraph 1:

Project impact will be analyzed by considering public viewing points. [. . .] Start with topographic maps and aerial photos. Follow up with a 'windshield' survey of roads in the vicinity of the project to determine where the project would be most visible to the general public. Consider a variety of viewpoints, and not only the points at which the project is most visible.

Simply dismissing the visual impact from Green Valley Road or Hicks Road and only analyzing the view from Hwy 116, is inconsistent with the scope required to be considered and therefore not a sufficient analysis.

Paragraph 2 goes on to state that, “[p]hotographic analysis is required to evaluate potential visual impacts.” While there is an aerial photograph showing the location of the Project, there are no photographs showing what the surrounding area looks like and whether, as a result, with high site sensitivity, the proposed project's site dominance really would be subordinate.

There is repeated mention of a retaining wall in the Study but no indication is given of how big this retaining wall might be. It is drawn on the aerial photograph but without “windshield” photographs or story poles showing exactly where and how high everything will be, it is impossible for residents, and the District, to properly and fully assess the visual impact this Project might have.

Traffic and Noise – While this Project may not increase traffic on Hwy 116 (although we cannot understand how it could not by adding several truck per weekday), it certainly will on Ross Road and no analysis of these large trucks on this residential road has been done. In fact, it would seem that at the other end of Ross Road, by the lift station, in an industrial area and actually closer to Occidental, would be a better location than the one currently being proposed. In addition, it would only be a matter of time before these truck drivers realize that Hicks Road is an easier and shorter transition to Graton Road than the route along Hwy 116 and Mueller Road proposed in the Study. There is no mechanism for enforcing this proposed route or for protecting the residents of Hicks Road when this detour inevitably becomes the route of choice.

In addition, the report fails to assess the impact on traffic with these large trucks turning from Hwy 116 onto Green Valley Road. This intersection already has a seemingly disproportionately large number of accidents, and more study needs to be done on why so many accidents happen there and what these large trucks turning left onto Green Valley Road could do to that rate.

There is also the question of where the queue for this site would be. Because there is likely no set schedule for these trucks, there is a real possibility that one may arrive while another is pumping. There is no mention of where those waiting trucks would actually wait. Any

impact this may have on traffic and possible collisions in that immediate area must also be assessed.

Finally, the noise caused by multiple trucks on residential roads such as Ross Road and crossing Hicks Road, nor the noise of trucks stopping and pumping at the station itself for up to two and a half hours per day (assuming 15 minutes per load), is not adequately addressed. The station is directly adjacent to two homes and very close to a number of others. Five to ten trucks per weekday arriving, stopping and pumping at the station would result in long periods of noise to the residents, and we believe further study should be done regarding the extent of this nuisance.

Spillage – Spillage on site is a real concern and is mentioned only briefly in the Study, saying that the area will be paved, grates installed, and potable water available. At 500 cubic feet per second a spill could be significant and it is unclear how much grating will be installed or water available to handle it. Page 13 of the Study states potable water will be available in secured containers but it doesn't say where these containers will be, how large they are, where this water will come from and how often its level be checked. Confusingly, on page 25 of the Study, it states that there will be a potable water connection, indicating water will be drawn directly from an existing water line, without stating what line that is. The source and storage of this water is an important issue that needs to be addressed and corrected in the Study.

Neighboring properties are on well water. There is a real concern that if there is a large spill that flows beyond the grates and pavement, it could enter their property and cause real damage. Page 46 the Study discusses measures that would be taken if shallow groundwater is encountered during construction but there is no discussion regarding the impact a spill would have on such shallow ground water, except to dismissively, and confusingly, state the groundwater table is deep.

If this is a closed system, it is unclear how simply washing wastewater down the grate will allow it to enter this system. It cannot be disputed that minor and even major spills happen at transfer sites, they have certainly happened in Windsor, so there is no reason to think they would not happen here. With the connecting and disconnecting of hoses, the aging of equipment, and inevitable human error, there are bound to be spills but there is no real discussion about mitigation of a potentially large spill, or even the impact of numerous smaller ones. This risk is real and should be properly assessed.

Odor – This issue has not been adequately assessed. Instead, there is an unsupported assumption that because this is a closed system there will not be odors. Odors in the area of the Occidental Station are strong as well as those in the area of the Windsor Station. There must be an acknowledgement of the potential for odor issues and an effort to mitigate them beyond the statement that truck drivers will be adequately trained. This is in a residential neighborhood, and even minor odors will cause a nuisance and must be addressed.

These individuals who all reside within a mile of project, and some, right next door, have real concerns about placing this station where the District is proposing. In addition to all of the above reasons, they are legitimately concerned about a drop in their property values and a material change to the character of their neighborhood. Therefore, we contend that this proposed site should be rejected. However, if the District is still considering moving forward, we ask that a full EIR be conducted or at the very least, a continuation of this hearing so that these neighbors have more time to understand and assess potential impacts and so that a revised, more thorough Study, can be provided.

Graton Community Services District
April 7, 2021
Page 4 of 4

Sincerely,

A handwritten signature in blue ink, appearing to read "Daniela M. Pavone". The signature is fluid and cursive, with a long horizontal stroke at the beginning.

Daniela M. Pavone

Cc: Lynda Hopkins, County Supervisor
Elisa Weiland, Supervisor Hopkins' Field Representative

From: Magi Discoe <magi_discoe@msn.com>
To: joseortiz.gcsd@gmail.com <joseortiz.gcsd@gmail.com>
Cc: nowystation@gmail.com <nowystation@gmail.com>
Sent: Monday, April 5, 2021, 07:55:44 AM PDT
Subject: Wastewater transfer station

Dear Mr. Ortiz,

My name is Magi Discoe and I live at 9086 Green Valley Rd. I strongly object to the proposed plan for a sewage transfer station at the corner of Green Valley Rd and Hicks Road for these reasons:

1. You would be placing a sewage transfer station in a residential area. Hicks Road and Muller Road are rural and would suffer greatly from the impact of more large truck traffic. The fact that the structure would be visible from these residences is also an infringement on the rural character of the area.
2. The stretch of Green Valley Rd. from 116 to Ross Rd. is already congested by trucks going to Manzana and the industries on north end of Ross Rd., five to ten tankers would add considerably to this congestion.
3. Most individuals on the north side of Green Valley Rd. are on aseptic systems. Any accidental discharge of sewage could affect ground water. I understand that there would be some containment structures in place, but we both know accidents do happen.
4. I love smelling apples from Manzana, but am not fond of sewage.
5. I understand how the transfer of sewage would benefit GSD and Occidental, a more industrial location for placement of the facility is a better choice.

Sincerely,

Magi Discoe

From: Lynne and Richard <nonesuch@sonic.net>
To: "joseortiz.gcsd@gmail.com" <joseortiz.gcsd@gmail.com>
Sent: Wednesday, April 7, 2021, 02:43:19 PM PDT
Subject: Wastewater treatment facility

April 7, 2012

To Jose Ortiz and the Graton CSD:

My name is Lynne Koplof and I live at 4004 Bones Rd., just 2 miles from the site of the proposed Occidental Waste Water Transport and Treatment Project.

I first heard about the project at the end of March, when the information was posted on a neighborhood site. I immediately called several neighbors. None of them had heard anything about using Hicks and Green Valley Rd as a transfer site. As I called more neighbors, it became apparent that none of us were notified or informed about a project that will have an impact on our community.

These Covid times are clearly exceptional and need to be accommodated as such. Those of us who are seniors have been following CDC guidelines and staying away from public places. We have been isolating ourselves to protect our health care workers and our community. Many of us on fixed incomes have old computers that do not have zoom capacity. Through no fault of our own, we have been left out of the process of participating in any public education and input that should be required before this project goes through.

Out of respect for those of us who have given so much of our own freedom throughout the past year, I am requesting a delay in the permitting of the Occidental Waste Water transport and Treatment Project until there can be an in-person community meeting where people from all sides can gather, express their opinions, listen to each other, and get their questions answered.

The time of public gatherings is not that far off, and we all deserve a chance for public input.

Sincerely,

Lynne Koplof

4004 Bones Rd. Sebastopol

Your comments and suggestion are noted. We will be preparing responses to all comments received at the end of the public review period. Thank you for your input.

Jose Ortiz
General Manager
Graton CSD
707-330-3542

On Tuesday, March 30, 2021, 06:10:38 PM PDT, Ann Wittbrodt <awittbrodt@aol.com> wrote:

It is my understanding that the GCSD is accepting public comments on the Occidental Wastewater project until April 7th. As a member of GCSD from my 3137 Mueller Rd. property, I have been well aware of this project for quite some time given the burden of the truck traffic on Mueller Rd. I understand a great amount of work has gone into finding a balanced solution for this issue and I commend you for the work you have done. The one issue I have with the proposal is the continued use of Mueller Road, when this is an opportunity to establish a route that is less impactful to the residents of Mueller Road. As you are probably aware, Mueller Road has become a nightmare of traffic speeding through to cut off a short amount of distance to get to either Graton Rd or Hwy 116. Many a day I have been tailgated right to my driveway because I drive the speed limit. We have cyclists, pedestrians, dog walkers, and baby walkers who get forced off the road because there is not room for trucks and cars and pedestrians. There are no shoulders on Mueller and in some sections, your only option to avoid getting hit is a deep ditch. It takes me quite some time just to cross Mueller to pick up my mail which is on the opposite side of the road. I realize your project isn't responsible for this and I'm hoping my inclusion of Lynda Hopkins on this email will bring light to this traffic nightmare on this small country road. My request for your project, however, is that you make one small change to the return route of these transport trucks. They should continue on Hwy 116 all the way to Graton Rd (or Occidental Rd) and then make a right turn to go back to Occidental. Hwy 116 and Graton Rd. are better suited to handle large amounts of truck traffic. The use of Mueller Rd only cuts off a very small amount of distance and then requires a right hand turn at Graton Rd (without a light), which is a dangerous turn given the level of visibility. In all cases these trucks should use the main roads when at all possible – Mueller Rd. should not be one of those roads. In a bigger picture, these traffic issues on Mueller could be mitigated with lower speed limits (to discourage it as a 'short cut'), perhaps even speed bumps, or improvements to create safe space for walkers and cyclists. But I believe this one small change to your plan, would be a very welcome remedy for residents of Mueller Rd.

Thank you for accepting this input.

Regards,

Pete & Ann Wittbrodt

3137 Mueller Rd.

(707)824-1607

Sent from [Mail](#) for Windows 10



6010 Commerce Blvd., Suite 148
Rohnert Park, CA 94928

BARBARA C. ZIMMERMAN
Zimmerman@zp-law.net
DANIELA PAVONE
Pavone @zp-law.net

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April 9, 2021

Graton Community Services District
Joseortiz.gcsd@gmail.com

RE: CORRECTION: April 19, 2021 Agenda: Graton Community Services District
Occidental Wastewater Transport and Treatment Project

To Whom It May Concern,

We sent a correspondence on April 7, 2021, in opposition to the above noted project. Unfortunately, in our rush to get the letter out we made a factual error that we would like to correct.

In the second paragraph of the “Traffic and Noise” section it states that “In addition, the report fails to assess the impact on traffic with these large trucks turning from Hwy 116 onto Green Valley Road. This intersection already has a seemingly disproportionately large number of accidents, and more study needs to be done on why so many accidents happen there and what these large trucks turning left onto Green Valley Road could do to that rate.”

What we had intended to say was: “In addition, the report fails to assess the impact on traffic with these large trucks turning from Green Valley Road on to Hwy 116. This intersection already has a seemingly disproportionately large number of accidents, and more study needs to be done on not only why so many accidents happen there and what these large trucks turning right from Green Valley Road onto Hwy 116 could do to that rate, but also how significantly these trucks could block the sight line for people on Hwy 116 headed southbound and those trying to turn left onto Green Valley Road from Hwy 116. In addition, since the intersection of Hicks Road and Green Valley Road is essentially conjoined with the intersection of Green Valley Road and Hwy 116, more study needs to be done on the impact of large trucks backing up traffic on Green Valley Road eastbound numerous times each weekday as they wait to turn right onto Hwy 116 and potentially blocking entry in either direction from Green Valley Road onto Hicks Road or entry onto Green Valley Road from Hicks Road, especially during rush hour, as there are already significant backups in these areas. The impact of the sight lines of traffic turning left from Hicks Road onto Green Valley Road when trucks are waiting to turn right off of Green Valley Road onto Hwy 116 should also be studied (traffic coming in from Hwy 116 is not visible until a vehicle has turned around a waiting truck and is already accelerating toward the Hicks intersection from a very short distance away). Finally, the impact in the change in the

Graton Community Services District

April 9, 2021

Page 2 of 2

shape of the Green Valley Road/Hicks Road intersection when the asphalt is cut away for the station, changing the shape of the turn should be studied as well. ”

Sincerely,

A handwritten signature in blue ink, appearing to read 'Daniela M. Pavone', written in a cursive style.

Daniela M. Pavone

Cc: Lynda Hopkins, County Supervisor

Elisa Weiland, Supervisor Hopkins' Field Representative

Exhibit B-1

Response to Comments Memo



RESPONSE TO COMMENTS
Graton Community Services District (GCSD)
Occidental Wastewater Transport and Treatment Project
Recirculated Initial Study / Proposed Mitigated Negative Declaration
State Clearinghouse No. 2019119006

Overview

The Graton Community Services District (District) manages the public sewer system in the unincorporated Graton community in the County of Sonoma, California, serving both residential and commercial users. The District is proposing to undertake the Occidental Wastewater Transport and Treatment Project (Project) in partnership with the Sonoma County Water Agency (Sonoma Water), a California special district, to provide for the transport, treatment, storage, and disposal of dry weather wastewater from the Occidental County Sanitation District, an entity managed and operated by Sonoma Water. The project is proposed in order to meet waste discharge requirements of the North Coast Regional Water Quality Control Board. As noted in the project's environmental documentation described below, the proposed project would serve to reduce transport costs and mobile source air emissions by reducing the overall distance of wastewater transportation trips, and would help the Graton CSD solve a number of financial challenges including unstable rates, servicing a small customer base, high fixed costs for wastewater collection and treatment, and lack of revenue for future large projects.

In accordance with the California Environmental Quality Act (CEQA), the District prepared an Initial Study/Mitigated Negative Declaration (IS/MND) for the Project in 2019. The IS/MND was initially circulated for a 30-day public comment period pursuant to CEQA Guidelines section 15073 from November 6, 2019 to December 5, 2019. Subsequent to the circulation of the 2019 IS/MND, the Project underwent certain modifications and, as proposed currently, the Project would include the construction of a wastewater receiving station, concrete driveway pullout, new traffic striping, and sewer lateral connection on developed property within and adjacent to Green Valley Road in Graton, California, and includes other associated improvements such as a retaining wall and above- and below-ground electrical, piping and appurtenances. The IS/MND was revised accordingly to analyze the revised Project and environmental impacts of the proposed changes. A Recirculated IS/MND was circulated for a 30-day public comment period pursuant to CEQA Guidelines Sections 15073 and 15073.5 on March 9, 2021, which ended on April 7, 2021 at 5:00 p.m.

Summary of Public Outreach, Comments and Responses

During the 30-day public comment period, comments on the Recirculated IS/MND were received from the Sonoma County Department of Transportation & Public Works, Sonoma County Regional Parks, and from members of the public. Comments also were received from members of the public at a public meeting held during the comment period on March 29, 2021. A copy of the comments is attached to this memorandum.

Review of the written and oral comments made on the Recirculated IS/MND indicated that some comments were made frequently, demonstrating a common concern. To allow presentation of a response that addresses all aspects of these related comments, select Master Responses have been prepared. The use of a Master Response is in no way intended to minimize the importance of the individual comments. Rather, Master Responses are intended to allow a well-integrated response addressing the facets of a particular issue, in lieu of piece-meal responses to each individual comment, which may not have portrayed the full complexity of the issue.



Comment Letter from the Sonoma County Department of Transportation & Public Works

The District appreciates the Department's comments on the Recirculated IS/MND as a Responsible/Trustee Agency. While the comment letter does not specify any issue regarding the adequacy of the Recirculated IS/Proposed MND, the District acknowledges that Sonoma County retains the authority for construction of improvements within the County right of way of Green Valley Road. If the project is to proceed, the District would provide for coordination with Sonoma County Transit, conformance with County Standard 216 for structural sections, conformance with Caltrans standards for retaining walls and/or structural review through the encroachment process, coordination of haul routes, use of curbing in lieu of traffic striping, conformance with CA MUTCD for signage warning of truck crossings, and submittal of plans for an encroachment permit through Permit Sonoma and review by the Sonoma County Department of Transportation and Public Works.

Mitigation Measure TR-1 in the Recirculated IS/MND requires District coordination with Sonoma County Transit to coordinate design of the turnout to accommodate bus access, or, if needed, to arrange for the temporary and/or permanent relocation of the bus stop. Based on the letter received from the Sonoma County Department of Transportation and Public Works, the County indicates probable use of the proposed turnout as a bus stop. Therefore, the project may improve the overall accessibility and safety of the existing Route 20 bus stop, as the improvements would provide additional roadside pullout space for a Sonoma County Transit bus.

Mitigation Measure TR-2 in the Recirculated IS/MND requires the District and its contractor to implement a traffic control plan to reduce potential impacts on traffic flows and safety hazards during construction. The traffic control plan would minimize the potential impact by providing for continuity of vehicle traffic, ensuring worker and vehicle safety within construction zones, and prescribing traffic detours (if needed) to reduce the potential impacts.

Comment Letter from Sonoma County Regional Parks

The District appreciates the Department's comments on the Recirculated IS/MND. While the comment letter does not specify any issue regarding the adequacy of the Recirculated IS/Proposed MND, the District will coordinate with Sonoma County Regional Parks to discuss ideas on safety measures for the shared access path to the District's wastewater treatment plant associated with existing operational use such as worker vehicles and delivery trucks.

Comments from California Department of Transportation

During the 30-day review period for the Recirculated IS/MND, the District corresponded with the Caltrans District 4 Local Development-Intergovernmental Review and the Caltrans District 4 Office of Advance Planning, including review of the preliminary improvement plan. No formal comments were received.

Statements of Opinion For or Against Project and Project Planning

In several cases, comments include an opinion on the project, questions about the project planning process, and requests that the project be implemented or eliminated from consideration. Such comments provide valuable input to Graton CSD's process of considering approval of a project, and the comment letters and details have been provided to the Graton CSD Board of Directors. Where the comments address the merits of the project and do not necessarily pertain to environmental issues, no further response to comments is provided. Such comments do not address the adequacy of the environmental analysis contained in the Recirculated IS/MND, but rather relate to the approval of the project - a process that will occur after CEQA documentation is considered for adoption. Nevertheless, Graton CSD will consider the recommendations in these comment letters as well as the



information presented in the CEQA documentation or elsewhere in the record, when making its decision regarding approval of the project.

Public Noticing and Outreach

In advance of the 30-day public review period for the Recirculated IS/MND, the District issued a press release for a community meeting to discuss the revised project. The press release was issued on January 27, 2021 to the State Water Resources Control Board, the Sonoma Local Agency Formation Commission, the Department of Toxic Substances Control, the Sonoma County Permit and Resource Management Department, Sonoma Water, Caltrans District 4, Blue Spruce Mobilehome Lodge, Resident Owned Parks, Inc., Bridgeway Gas Station, nine contiguous property owners and addresses within 500 feet of the project site, and other known interested parties. Due to the COVID-19 Pandemic, the community meeting was held virtually on February 17, 2021 and was attended by several member of the community. During the meeting, the District provided an update on the project and the schedule for the revised CEQA documentation.

In advance of the 30-day public review period, the District also met with officials from the County of Sonoma Permit and Resource Management Department, the County of Sonoma Transportation and Public Works Department, Sonoma Water, and members of the community.

The District noticed and distributed the Recirculated IS/MND in accordance with the CEQA Guidelines, with additional notifications provided to surrounding contiguous property owners. The Recirculated IS/MND was circulated for 30 days, from March 9, 2021 to April 7, 2021, to allow the public and agencies the opportunity to review and comment on the document. The Recirculated IS/Proposed MND was made available for public review online at <https://graton.org>. The District provided a Notice of Intent to Adopt a Mitigated Negative Declaration to the Sonoma County Clerk and to the following agencies and contiguous properties:

- Agencies: State Water Resources Control Board; Sonoma Local Agency Formation Commission; Department of Toxic Substances Control; Sonoma County Permit and Resource Management District; Sonoma Water; Sonoma County Transportation and Public Works; Caltrans District 4
- Surrounding Property Owners: Blue Spruce Mobilehome Lodge; Resident Owned Parks, Inc.; Bridgeway Gas Station; 4167 Gravenstein Highway; 4195 Gravenstein Highway; 4130 Gravenstein Highway; 4210 Hwy N.; 8876 Green Valley Road; 8969 Green Valley Road; 8757 Green Valley Road; 3980 Hicks Road; 3950 Hicks Road; Other interested parties

The Notice of Intent to Adopt a Mitigated Negative Declaration was published in the Santa Rosa Press Democrat on March 9, 2021. The Recirculated IS/MND was submitted to the Office of Planning and Research State Clearinghouse with a notice of completion for review by state agencies. Through the State Clearinghouse, the Recirculated IS/MND was circulated to the following reviewing agencies:

- State Reviewing Agencies: California Air Resources Board; California Department of Conservation; California Department of Fish & Wildlife, Bay Delta Region 3; California Department of Forestry and Fire Protection; California Department of Parks and Recreation; California Department of Resources Recycled and Recovery; California Department of Transportation, District 4; California Department of Water Resources; California Highway Patrol; California Native American Heritage Commission; California Natural Resources Agency; California Regional Water Quality Control Board, North Coast Region 1; Department of Toxic Substances Control; Office of Historic Preservation; State Water Resources Control

Board, Division of Drinking Water; and State Water Resources Control Board, Division of Financial Assistance.

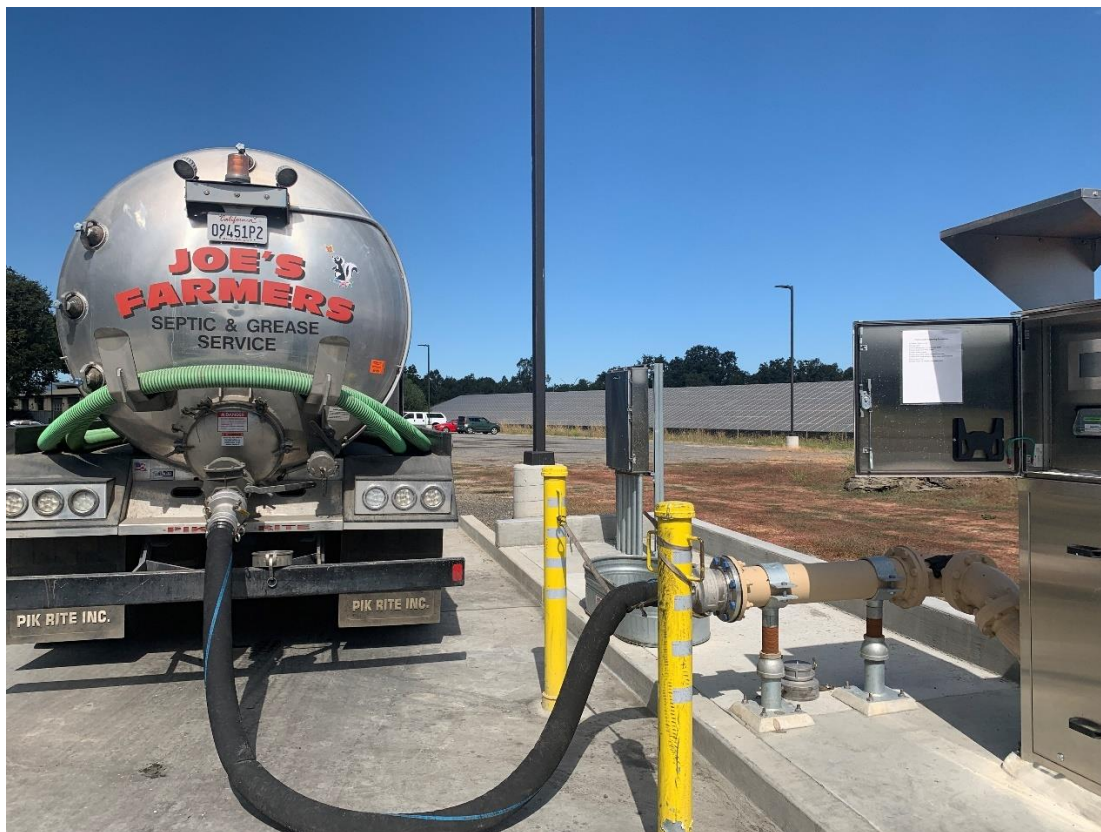
During the 30-day review period, the District held a special public meeting on March 29, 2021, in which public comments were made by 11 members of the community.

Master Response to Public Comments Received

As discussed above, the following master responses have been prepared regarding common concerns raised by comments received.

Potential for Spills and Odors

The process of transferring wastewater would include connecting a transport truck to the proposed receiving station with hoses, sealed connections and control valves through a closed system directly to an underground sewer main. The photograph below was taken during the transfer process occurring at the Larkfield-Wikiup Sanitation Zone. The proposed project would result in the same transfer process as shown in the photograph, and would utilize new trucks with vacuum tank assemblies. Wastewater would not be exposed to open air during the transfer process.



The District and Sonoma Water would require drivers to be fully trained on operation of the transport trucks and the proposed receiving station transfer process. Standard operating procedures to eliminate the potential for leakage during the transfer process is required, including full drainage of connecting hoses prior to disconnection. This Wastewater Receiving Procedure shown below is taped to the inside of the panel door.



Wastewater Receiving Procedure

- 1) Connect hose to truck
- 2) Swipe card
- 3) Key in pin number on card, press enter 1010
- 4) Press "Enter" for "Raw water"
- 5) Open valve on truck
- 6) When flow GPM is Zero, lift and drain hose
- 7) When flow GPM returns to Zero, close valve on truck
- 8) Disconnect hose
- 9) Press "Stop" on keypad, close panel door

The closed system is designed to prevent spills and odors from emanating from the transfer process and the collection system.

During preparation of the IS/MND, staff from the District and GHD observed the transfer process at the Airport-Larkfield-Wikiup Sanitation Zone wastewater treatment facility, which included standing immediately downwind of the transfer process. Based on conditions observed during review of the transfer process, the closed transfer system did not create spills or detectable odors.

While the use of new trucks, training of staff, and operation of transfers in accordance with standard operating procedures would minimize the potential for a leak or spill, the possibility of a minor spill or leak cannot be discounted. Therefore, as summarized on pages 2-6 and 4-7 of the Recirculated IS/MND, the receiving station is designed to include concrete curbing and drainage to contain any potential spills and direct all runoff to the wastewater collection system. These features would ensure all runoff from the receiving station is directed away from adjacent properties and storm water drainages to avoid any potential indirect or direct contact. Potable water would be available in secured containers to provide flush water, if needed. Given the engineering controls incorporated into the project, the potential impact of leaks, spills, and odors was determined to be less than significant.

The District also has determined that the hydraulic gradient in the project area would allow for transport trucks to drain to the receiving station under a closed system without the need for pumping under pressure. Because the transfer process would be completed under gravity flow, the engine of a transport truck would be turned off during the transfer process, further reducing intermittent idling emissions and the potential for any minor spills comparative to what was discussed in the Recirculated IS/MND.



Operational Traffic

Under existing conditions, wastewater is transported from Occidental to the Airport-Larkfield-Wikiup Sanitation Zone near Windsor. Transport trucks currently utilize Graton Road, Mueller Road, Vine Hill Road, and Highway 116 in the project vicinity. Approximately 30 trips per week occur during dry weather periods. Transport trucks travel approximately 36 miles round trip.

Under the proposed project, there would be no increase in wastewater generated or in transport trips. Dry weather flows would be transported from Occidental to a proposed receiving station in Graton on Green Valley Road. Transport of wastewater would not be scheduled on weekends or after 5 p.m. on a weekday. It is anticipated that transport to the proposed Graton CSD receiving station would occur approximately 3 to 5 days per week. On a day when wastewater transport occurs, approximately 5 to 10 trips would typically occur. Haul trips would occur at differing periods of the day and would represent a small percentage of the capacity of the roadways.

The metric for identifying significant operational transportation impacts under CEQA is the measurement of vehicle miles traveled (VMT). VMT refers to the amount and distance of automobile travel attributable to a project. In December 2018, the Office of Planning and Research published a Technical Advisory on Evaluating Transportation Impacts in CEQA. The advisory contains recommendations regarding the assessment of VMT impacts under CEQA, including screening thresholds for projects. Implementation of the project would result in a substantial reduction in VMT. Trucks transporting wastewater from the Occidental CSD to the proposed Graton CSD receiving station would travel approximately 7 vehicle miles for a one-way trip. Under existing conditions, trucks transporting wastewater from the Occidental CSD to the Airport-Larkfield-Wikiup Sanitation Zone near Windsor travel approximately 18 vehicle miles for a one-way trip. The project would reduce one-way trip lengths by 11 miles compared to baseline conditions and would not result in a traffic related impact as dictated under CEQA.

In addition to the CEQA metric of VMT, the County of Sonoma's *Guidelines for Traffic Impact Studies* includes peak hour trip thresholds to be used for determining the appropriate level of traffic evaluation. The County's guidelines require a full traffic study for projects that generate more than 25 vehicle trips in the critical peak hour, and a focused traffic study for projects that generate more than 10 but less than 25 vehicle trips in a critical peak hour. The County's guidelines require no further analysis for projects that result in less than 10 vehicle trips in a critical peak hour.

In comparison, the project would not result in either zero to one vehicle trips in a critical peak hour. If approved, there are additional options available for the District to consider to further minimize any potential for congestion, such as working with the community to ensure that transport trips occur outside of critical peak hours and to avoid overlapping schedules with truck trips associated with industrial land uses along Green Valley Road.

Construction Traffic

Mitigation Measure TR-2 in the Recirculated IS/MND requires the District and its contractor to implement a traffic control plan to reduce potential impacts on traffic flows and safety hazards during construction. The traffic control plan would minimize the potential impact by providing for continuity of vehicle traffic, ensuring worker and vehicle safety within construction zones, and prescribing traffic detours (if needed) to reduce the potential impacts of construction activities. The project would not require temporary or long-term closure of driveway and would not close the Green Valley Road or adjacent driveways in a manner that would impair emergency access or response timing of first responders during construction.



Roadway Designations and Vehicle Restrictions

The Sonoma County Transportation and Public Works Department's Functional Classification System designates Ross Road as a *Local Road* and Green Valley Road as a *Major Collector*. The Sonoma County Transportation and Public Works Department establishes certain roadway vehicle restrictions for roadways within unincorporated Sonoma County, including restrictions related to vehicle length, weight, height, and parking. No such roadway vehicle restrictions have been established along Ross Road and Green Valley Road in the project area.

Potential for Traffic Conflicts

Traffic engineering analysis conducted for the proposed receiving station determined that the proposed site would be located along a tangent inclined section of Green Valley Road that provides adequate lines of sight between the site and oncoming drivers. The proposed project site is the current location of an existing Sonoma County Transit bus stop, which is utilized by 30 foot to 40 foot transit buses pulling off the side of Green Valley Road. The assessment determined that the proposed station is adequately set back from the intersection of Green Valley Road and Hicks Road so as not to be within the corner sight distance for turning traffic from Hicks Road onto Green Valley Road. The proposed site also is located outside of the functional area of the Green Valley Road/Highway 116 intersection. Therefore, the potential for the project to cause speed differentials or increase conflicts on Green Valley Road is considered low.

Construction Air Quality Emissions

The project site and a portion of the proposed wastewater transportation route are located within the North Coast Air Basin and within the jurisdiction of the Northern Sonoma County Air Pollution Control District. An approximately 4-mile segment of the wastewater transportation route between the Occidental CSD Lift Station and the proposed Graton CSD receiving station is within the San Francisco Bay Area Air Basin and within the jurisdiction of the Bay Area Air Quality Management District.

Air quality modeling was conducted for the project to estimate construction-related air pollutant emissions. The results were then compared to the thresholds of significance for criteria pollutants established by the Northern Sonoma County Air Pollution Control District and the Bay Area Air Quality Management District. As summarized in the Recirculated IS/MND on page 4-5, the estimated construction-related emissions were below the thresholds of significance adopted by the local Air Pollution Control Districts.

Operational Air Emissions

The California Air Resources Board (CARB) has made the reduction of the public's exposure to diesel particulate matter (DPM) one of its highest priorities, with an aggressive plan to require cleaner diesel fuel and cleaner diesel engines and vehicles. The transport trucks to be utilized would be 4-axle trucks with 2017 EPA emission engines. CARB's *Air Quality and Land Use Handbook - A Community Health Perspective*, includes recommended separation distances for various land uses that are based on relatively conservative estimations of emissions based on source-specific information. In contrast with the types of facilities evaluated in the handbook, the project's average of 30 transport truck trips per week and vicinity to sensitive receptors is below the activity level that would require detailed health risk assessment. The proposed project would not result in new stationary sources of criteria air pollutants. Trucks transporting wastewater from Occidental to the proposed Graton CSD receiving station would travel approximately 7 vehicle miles for a one-way trip. Under existing conditions, trucks transporting wastewater from Occidental to the Airport-Larkfield-Wikiup Sanitation Zone travel approximately 18



vehicle miles for a one-way trip. Reducing haul trip lengths from 18 miles to 7 miles would reduce mobile source air emissions by more than 50 percent.

The District also has determined that the hydraulic gradient in the project area would allow for transport trucks to drain to the proposed receiving station under a closed system without the need for pumping under pressure. Because the transfer process would be completed under gravity flow, the engine of a transport truck would be turned off during the transfer process, further reducing intermittent idling emissions comparative to what was evaluated in the Recirculated IS/MND.

Noise

The proposed project would not include a new pump station or other stationary non-transportation related noise sources. When no trucks are present at the proposed site, the project improvements would result in no increase in ambient noise. Therefore, noise that would occur as part of project operation would be limited to transportation-related activity.

Neither the County of Sonoma nor the State of California have defined a traffic noise level increase that is considered substantial. A standard industry threshold used for project-generated traffic is whether traffic were to result in a permanent noise level increase of 3 dBA Ldn or greater in a residential area where the resulting noise environment would exceed or continue to exceed 60 dBA Ldn. The transport of wastewater from the Occidental to the proposed Graton CSD receiving station would be scheduled to occur on a weekday (Monday through Friday). Transport of wastewater to the proposed Graton CSD receiving station would not be scheduled on weekends or after 5 p.m. on a weekday. Given that transportation trips would be isolated to daytime periods and would occur at different short-term periods of the day, the daily average noise level increases was calculated to be less than 1 dBA Ldn along both Ross Road and Green Valley Road. Therefore, the impact of transportation related noise would be less than significant, as noted on page 4-33 of the Recirculated IS/MND.

Graton CSD has also determined that the hydraulic gradient in the project area would allow for transport trucks to drain to the receiving station under a closed system without the need for pumping under pressure. Because the transfer process would be completed under gravity flow, the engine of a transport truck would be turned off during the transfer process, further reducing intermittent idling noise comparative to what was evaluated in the Recirculated IS/MND.

Project construction is anticipated for a period of three months spanning weekdays and daytime hours, during which time construction-related noise may occur. No nighttime construction is anticipated.

Transit Facilities

Sonoma County Transit Route 20 utilizes Ross Road and Green Valley Road in the project area, and an existing Sonoma County Transit Route 20 in-street bus stop is located within the construction area boundary for the proposed receiving station. Route 20 provides daily service with five (5) stops throughout the day. The existing bus stop is characterized as a sign stop and does not include passenger amenities, such as a bus stop bench or shelter. If the project were to proceed, the District would provide for coordination with Sonoma County Transit. Mitigation Measure TR-1 in the Recirculated IS/MND requires District coordination with Sonoma County Transit to coordinate design of the turnout to accommodate bus access, or, if needed, to arrange for the temporary and/or permanent relocation of the bus stop. However, based on a letter received from the Sonoma County Department of Transportation and Public Works, the County indicates probable use of the proposed turnout as a bus stop.



Therefore, the project may improve the overall accessibility and safety of the Route 20 bus stop, as the improvements would provide additional roadside pullout space for a Sonoma County Transit bus.

Pedestrian and Bicycle Facilities

Mitigation Measure TR-2 in the Recirculated IS/MND requires the District and its contractor to implement a traffic control plan to reduce potential impacts on traffic flows and safety hazards during construction. Traffic controls would include roadside safety protocols and pedestrian and bicycle controls in conformance with the current California Manual of Uniform Traffic Control Devices.

There are no existing pedestrian sidewalk facilities or bicycle facilities located along Green Valley Road or Ross Road in the project vicinity. While the Sonoma County Bicycle and Pedestrian Master Plan identifies a proposed future Class II bike lane along Green Valley Road, the project would not prevent the implementation of any future bicycle or pedestrian improvements.

Highway 116 Scenic Highway

Highway 116 (Gravenstein Highway) in the project vicinity is an officially designated State scenic highway. The applicable Scenic Highway Corridor Study identifies several contributing elements to the scenic quality of Highway 116, including stands of trees, the Russian River and its associated vegetation, varied and undulating terrain, and small-scale man-made structures. The proposed improvements would be set back at a lower elevation approximately 250 feet from Highway 116 and would not be out of character with the design and appearance of the existing Green Valley Road setting. No trees, rock outcroppings, or historic buildings along the Highway 116 corridor would be removed or altered by the project. No placement of new improvements or re-grading along Highway 116 would occur. Existing views of the project site from Highway 116 would not substantially change.

Green Valley Road Scenic Corridor

The Sonoma County Permit and Resource Management Department's *Visual Assessment Guidelines* was used for the assessment of visual impacts along Green Valley Road. The *Visual Assessment Guidelines* are intended to define a methodology that utilizes to the extent practicable, objective standards that can be described and utilized in a consistent manner. In accordance with the *Visual Assessment Guidelines*, the visual sensitivity of the project site is considered to be "high", given that Green Valley Road west of Highway 116 is a designated scenic corridor and that a designated scenic landscape unit is located north of the roadway. In accordance with the *Visual Assessment Guidelines*, the visual dominance of the project would be "subordinate". The project site is not located on a ridgeline, and there are no adjacent public use areas or pedestrian sidewalk facilities near the project site. The proposed improvements would be located at grade with Green Valley Road and immediately adjacent to the paved roadway. In this way, the project elements would generally repeat the shape, geometry and orientation of existing Green Valley Road. The project also would not result in new night lighting in the project area. Based on the project site's visual sensitivity and the proposed project's visual dominance, the project is considered to have a less-than-significant effect on the existing visual character or quality of the site and its surroundings.



**Thresholds of Significance for Visual Impact Analysis
PRMD Visual Assessment Guidelines**

Sensitivity	Visual Dominance			
	<i>Dominant</i>	<i>Co-Dominant</i>	<i>Subordinate</i>	<i>Inevident</i>
<i>Maximum</i>	Significant	Significant	Significant	Less than significant
<i>High</i>	Significant	Significant	Less than significant	Less than significant
<i>Moderate</i>	Significant	Less than significant	Less than significant	Less than significant
<i>Low</i>	Less than significant	Less than significant	Less than significant	Less than significant

Economic Impacts

Comments regarding potential economic impacts are outside of the purview of the California Environmental Quality Act, which requires evaluation of physical environmental impacts. Nevertheless, the comments are valuable input to the process of approving a project. The comments have been provided to the District Board of Directors for consideration.

GRATON COMMUNITY SERVICES DISTRICT

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04/19/21

RESOLUTION NO. 210419B

RESOLUTION OF THE BOARD OF DIRECTORS OF THE GRATON COMMUNITY SERVICES DISTRICT APPROVING THE OCCIDENTAL WASTEWATER TRANSPORT AND TREATMENT PROJECT

WHEREAS, the Graton Community Services District (“District”) manages the public sewer system in the unincorporated Graton community in the County of Sonoma, California, serving both residential and commercial users; and

WHEREAS, the District is proposing to undertake the Occidental Wastewater Transport and Treatment Project (“Project”) in partnership with the Sonoma County Water Agency (“Sonoma Water”), a California special district, to provide for the transport, treatment, storage, and disposal of dry weather wastewater flows from the Occidental County Sanitation District (Occidental), an entity managed and operated by Sonoma Water; and

WHEREAS, the Project underwent certain modifications in 2020 and, as currently proposed, it would include: the construction of a wastewater receiving station, concrete driveway pullout, new traffic striping, and sewer lateral connection on developed property within and adjacent to Green Valley Road in Graton, California, as well as other associated improvements such as a retaining wall and above- and below-ground electrical, piping and appurtenances; and

WHEREAS, specifically, the Project proposes to install the wastewater receiving station adjacent to Green Valley Road west of Highway 116 in Graton, California; and

WHEREAS, the Project would also propose to construct an approximately 85-foot lateral connection and manhole within a portion of Green Valley Road to connect the proposed wastewater receiving station to an existing sewer main on Green Valley Road; and

WHEREAS, the Project would include wastewater transport trucks travelling between Occidental and Graton via various state and local routes between the two geographic locations; ; and

WHEREAS, the Project would also require, among other things, a ten (10)- year agreement with the County of Sonoma for the wastewater transport proposal; and

WHEREAS, The proposed Project would serve to reduce wastewater transport costs, decrease the overall distance of wastewater transport trips and thereby reduce mobile

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source air emissions, and generate revenue for the District to alleviate its fiscal challenges; and

WHEREAS, the proposed Project is located within District boundaries, and the location of the proposed receiving station, sewer lateral and related constructions are located in the public road/right of way owned and managed by the County of Sonoma; and

WHEREAS, approval of the Project is considered a "project" for purposes of the California Environmental Quality Act, Pub. Resources Code §21000, et seq. ("CEQA") and the District Board of Directors has considered the environmental impacts by separate resolution.

NOW, THEREFORE BE IT RESOLVED by the Graton Community Services District Board of Directors that the District hereby resolves as follows:

1. The foregoing recitals are true and correct and made a part of this Resolution.
2. Based on the foregoing, the Board of Directors of the Graton Community Services District hereby approves the Occidental Wastewater Transport and Treatment Project and directs the District General Manager to engage in negotiations with Occidental, Sonoma Water, the County of Sonoma, and/or other state and local agencies as applicable regarding necessary agreements and permits, and to undertake other tasks that are necessary and appropriate to carry out the Project and the intent of this Resolution.

Section 3. Effective Date

This Resolution shall take effect immediately upon its passage and adoption.

GRATON COMMUNITY SERVICES DISTRICT

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DIRECTORS:

CLEMMER, JOHNSON, LEASE, UPCHURCH, BUTLER.

AYES __; NAYS __; ABSTAIN __; ABSENT __.

WHEREUPON, the President of the Board of Directors declared the above and foregoing Resolution duly adopted and SO ORDERED.

Approved: _____ Date _____.

David Clemmer
President, Board of Directors
Graton Community Services District

Attest: _____

Jennifer Butler
Secretary, Board of Directors
Graton Community Services District

3737922.3

GRATON COMMUNITY SERVICES DISTRICT

FINANCIAL STATEMENTS

FOR THE YEARS ENDED

JUNE 30, 2020 and 2019

PRELIMINARY DRAFT 3/18/21 7A
FOR DISCUSSION PURPOSES ONLY

TABLE OF CONTENTS

	<u>Page</u>
INDEPENDENT AUDITOR'S REPORT	1 - 2
MANAGEMENT'S DISCUSSION AND ANALYSIS	3 - 8
FINANCIAL STATEMENTS:	
Government-wide Financial Statements:	
Statements of Net Position	9 - 10
Statements of Activities	11
Statements of Cash Flows	12 - 13
NOTES TO FINANCIAL STATEMENTS	14 - 30

PRELIMINARY DRAFT 3/18/21
FOR DISCUSSION PURPOSES ONLY

INDEPENDENT AUDITOR'S REPORT

To the Board of Directors of
Graton Community Services District
Graton, California

We have audited the accompanying financial statements of the governmental activities of Graton Community Services District (a special purpose government) as of and for the years ended June 30, 2020 and 2019, and the related notes to the financial statements, which collectively comprise the District's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

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Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities of the Graton Community Services District, as of June 30, 2020 and 2019, and the respective changes in financial position, and, where applicable, cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and budgetary comparison information on pages 3-8 be presented to supplement the basic financial statements. Such information, although not part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

XXXX

Santa Rosa, California

PRELIMINARY DRAFT 3/18/21
FOR DISCUSSION PURPOSES ONLY

GRATON COMMUNITY SERVICES DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
June 30, 2020 and 2019

As management of the Graton Community Services District (the District), we offer readers of the District's financial statements this narrative overview and analysis of the financial activities of the District for the fiscal year ended June 30, 2020. We encourage readers to consider the information presented here in conjunction with the District's basic financial statements and the accompanying notes to the basic financial statements as listed in the Table of Contents.

Reporting Entity

The District was formed in 2004 by a resolution of the Local Agency Formation Commission of the County of Sonoma, California approving a reorganization consisting of the dissolution of the Graton Sanitation Zone of the Sonoma County Water Agency, forming the District, designating the District as the successor in interest to the Graton Sanitation Zone, and establishing a sphere of influence for the District.

Please refer to the definition of the reporting entity within the notes to the financial statements for additional detail.

Financial Highlights

Net Position

The assets and deferred inflows of resources of the District exceeded its liabilities deferred outflows of resources at the close of the most recent fiscal year by \$13,030,057, an increase of \$67,412 from the prior fiscal year. Unrestricted net position at the end of the fiscal year amounted to \$773,806. The District reported a prior period adjustment of \$146,089 on the statement of retained earnings due to a delay in reporting based on the data CalPERS provided.

Revenues

The District recognized total operating revenues of \$1,006,674 during the fiscal year ended June 30, 2020, which consisted of flat charges of \$983,384 and charges for services of \$23,290.

Expenses

The District incurred operating expenses totaling \$932,610 during the fiscal year ended June 30, 2020. This amount represents expenses related to the general administration and operation of the sanitation system.

PRELIMINARY DRAFT 3/18/21
FOR DISCUSSION PURPOSES ONLY

GRATON COMMUNITY SERVICES DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
June 30, 2020 and 2019

Changes in Net Position

The District recorded operating income of \$74,064 for the fiscal year ended June 30, 2020, while recognizing an overall increase in net position of \$67,412.

Overview of the Financial Statements

This discussion and analysis is intended to serve as an introduction to the District's basic financial statements. The District's financial report is comprised of three components: 1) management's discussion and analysis, 2) basic financial statements, and 3) notes to the basic financial statements.

Management's Discussion and Analysis

Management's Discussion and Analysis is intended to provide a narrative overview that users need to interpret the basic financial statements. Management's Discussion and Analysis also provides analysis of key data presented in the basic financial statements.

Basic Financial Statements

The District is engaged only in the business-type activities of the collection, treatment, or disposal of sewage, waste and storm water within its service area. The District accounts for its financial activity utilizing fund accounting, specifically, enterprise fund accounting, to ensure and demonstrate compliance with finance-related legal requirements. An enterprise fund is a proprietary fund type used to report activities for which a fee is charged to external customers for goods or services provided. The focus of an enterprise fund is the determination of operating income, changes in net position (or cost recovery), financial position, and cash flow. The basic financial statements presented are the statement of net position; the statement of revenues, expenses, and changes in net position; and the statement of cash flows.

Notes to the Basic Financial Statements

The notes to the basic financial statements provide additional information that is essential to a full understanding of the data provided in the financial statements.

PRELIMINARY DRAFT 3/18/21
FOR DISCUSSION PURPOSES ONLY

GRATON COMMUNITY SERVICES DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
June 30, 2020 and 2019

Financial Analysis

Net position may serve over time as a useful indicator of the District's financial position. In the case of the District, assets and deferred outflows of resources exceeded liabilities by \$13,030,057 at the close of the fiscal year ended June 30, 2020.

The largest portion of the District's net position reflects its net investment in capital assets (e.g., land, infrastructure, machinery and equipment), less any related debt used to acquire those assets that is still outstanding. The District uses these capital assets to provide sanitation services to its customers; consequently, these assets are not available for future spending. Although the District's investment in its capital assets is reported net of related debt, it should be noted that the resources needed to repay this debt must be provided from other sources, since the capital assets themselves cannot be used to liquidate these liabilities.

The decrease in the current assets balance is due to a decrease in unrestricted cash and investments as the result of operations. The increase in non-current assets is due to an increase in cash and investments restricted for capital projects. The decrease in capital assets is due to annual depreciation of assets in service outpacing increases in construction projects. The increase in net position is due to decreases in noncurrent liabilities and net pension liability.

Total revenues of the District, including capital contributions from connection fees, for the fiscal year ended June 30, 2020 totaled \$1,102,500, representing an increase of \$52,984 from the preceding fiscal year revenues of \$1,049,516. The rate based operating charges, representing 91.3% of the District's total revenue, decreased by \$11,202. Non-operating revenues; comprised of interest income and interest expense represents 3.2% of the District's total revenue, increased by \$4,144. Capital contributions from connection fees of \$60,042 comprised 5.4% of the District's revenue. The combined effect overall was an increase in revenues, including capital contributions from connection fees, of 5.0% for the fiscal year ended June 30, 2020.

Operating revenues, consisting of flat charges and sanitation service charges, decreased overall by \$11,202 from the prior fiscal year. Flat charges consisting of direct charges and property taxes had decreased from the previous fiscal year. Sanitation service charges increased this year for the District. Connection fees increased by \$60,042 due to a higher number of new customers connecting to the District's system during the fiscal year.

PRELIMINARY DRAFT 3/18/21
FOR DISCUSSION PURPOSES ONLY

GRATON COMMUNITY SERVICES DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
June 30, 2020 and 2019

Expenses for the District for the fiscal year ended June 30, 2020 totaled \$1,035,088. The District saw a decrease in expenses of \$113,327 from the previous fiscal year. The decrease were due to a decrease in depreciation expense and services and supplies expense. The decrease in depreciation is due to several asset's reaching the end of their useful life. Costs associated with the administration of the sanitation system totaled \$422,132 and represent 40.8% of the District's total operating costs during the fiscal year. Salaries and benefits represent 34.1% or \$352,985 of expenses. Interest expense makes up 9.9% or \$102,478. The remaining 15.2% of operating expenses consists of \$157,493 in depreciation.

Capital Asset and Debt Administration

Capital Assets

The District's investment in capital assets as of June 30, 2020, amounts to \$14,234,197 (net of accumulated depreciation). The components of capital assets are summarized below. In addition to reporting the District's investment in capital assets including land, infrastructure and systems, improvements, and construction in progress, the District reports its investment in intangible assets as required by Governmental Accounting Standards Board (GASB) Statement No. 51 – *Accounting and Financial Reporting for Intangible Assets*. Intangible assets for the District consist of permanent and temporary easements.

	<u>June 30, 2019</u>	<u>June 30, 2020</u>	Percentage <u>Change</u>
Land	\$ 417,205	\$ 417,205	-
Machinery & Equipment	139,069	139,069	-
Infrastructure	7,601,193	7,601,193	-
Intangible: non-amortizable	19,055	19,055	-
Construction in Progress	10,065,077	10,205,357	1.4%
Accumulated Depreciation	<u>(3,990,189)</u>	<u>(4,147,682)</u>	3.9%
	<u>\$ 14,251,410</u>	<u>\$ 14,234,197</u>	

Additional information on the District's capital assets can be found footnotes to the basic financial statements.

PRELIMINARY DRAFT 3/18/21
FOR DISCUSSION PURPOSES ONLY

GRATON COMMUNITY SERVICES DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
June 30, 2020 and 2019

Long-term Debt

At the end of the current fiscal year, the District had a total of \$1,977,946 in outstanding current and non-current long-term debt. The District's long-term debt consists of a construction loan restructured in 2013. Long-term debt obligations are summarized below.

	<u>June 30, 2019</u>	<u>June 30, 2020</u>	Percentage <u>Change</u>	Amt of <u>Change</u>
Construction Loan	2,085,006	1,977,946	5.1%	(107,060)
Total	<u>\$ 2,085,006</u>	<u>\$ 1,977,946</u>	<u>5.1%</u>	<u>\$ (107,060)</u>

The District's total debt decreased \$107,060 during the fiscal year ended June 30, 2020 due to principal payments on the construction loan.

Additional information on the District's long-term debt can be found in the notes to the basic financial statements.

Next Year's Budget and Rates

Budgeted gross expenses, including capital projects expenditures, for the District for fiscal year ending June 30, 2021 have decreased by \$2,050 (-0.1%) for a total of \$2,223,600. The decrease in budgeted expenses is from the operations budget.

Following is a comparison of the final budget for the fiscal year ended June 30, 2020 and the proposed budgeted expenses for the District for the fiscal year ending June 30, 2021.

	Fiscal Year Ending <u>June 30, 2020</u>	Fiscal Year Ending <u>June 30, 2021</u>	Increase / <u>(Decrease)</u>	Percentage <u>Change</u>
Operations	\$ 1,730,800	\$ 1,728,750	\$ (2,050)	-0.1%
Construction	494,850	494,850	-	0.0%
	<u>\$ 2,225,650</u>	<u>\$ 2,223,600</u>	<u>\$ (2,050)</u>	<u>-0.1%</u>

Budgeted expenses for fiscal year ended June 30, 2020 differ in several instances from the budgeted expenses presented in the management's discussion and analysis for the period ended June 30, 2019. These variances are due to Board approved budgetary adjustments made subsequent to the publication of the audited basic financial statements for the fiscal year ended June 30, 2019.

PRELIMINARY DRAFT 3/18/21
FOR DISCUSSION PURPOSES ONLY

GRATON COMMUNITY SERVICES DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
June 30, 2020 and 2019

The Districts sewer service fees were not increased for the 2020/21 budget year.

	Fiscal Year Ending <u>June 30, 2020</u>	Fiscal Year Ending <u>June 30, 2021</u>	Percentage <u>Change</u>
Rate per Equivalent Single-Family Dwelling	\$ 1,574	\$ 1,574	0.0%
Number of Equivalent Single-Family Dwellings	630	634	0.6%

This financial report is designed to provide a general overview of the District's finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Graton Community Services District, P.O. Box 534, Graton, CA 95444.

PRELIMINARY DRAFT 3/18/21
FOR DISCUSSION PURPOSES ONLY

GRATON COMMUNITY SERVICES DISTRICT
STATEMENT OF NET POSITION
JUNE 30, 2020
(With summarized comparative totals for June 30, 2019)

	2020	2019
ASSETS		
Current assets:		
Cash and investments	\$ 667,011	\$ 788,040
Accounts receivable	24,379	15,942
Prepaid expenses	36,608	31,797
Total current assets	727,998	835,779
Non-current assets:		
Cash and investments restricted for capital projects	89,414	-
Accounts receivable	24,436	32,629
Capital assets not being depreciated:		
Land	417,205	417,205
Intangible assets - easement	19,055	19,055
Construction in progress	10,205,357	10,065,077
Capital assets, net of accumulated depreciation:		
Infrastructure	3,585,212	3,738,583
Machinery and equipment	7,368	11,490
Total capital assets, net of accumulated depreciation	14,234,197	14,251,410
Total non-current assets	14,348,047	14,284,039
Other assets:		
Deferred outflows	65,592	23,183
Total assets	\$ 15,141,637	\$ 15,143,001

PRELIMINARY DRAFT 3/18/21

FOR DISCUSSION PURPOSES ONLY

The accompanying notes are an integral part of these financial statements

GRATON COMMUNITY SERVICES DISTRICT
STATEMENT OF NET POSITION
JUNE 30, 2020
(With summarized comparative totals for June 30, 2019)

LIABILITIES AND NET ASSETS

Current liabilities:

Accounts payable and accrued expenses	\$ 99,424		\$ 99,687
Compensated absences	10,629		-
Construction loan, current portion	112,316		107,060
Accrued interest payable	22,650		23,876
Total current liabilities	245,019		230,623

Non-current liabilities:

Net pension liability	895		117,876
Construction loan	1,865,630		1,977,946
Total non-current liabilities	1,866,525		2,095,822

Other liabilities:

Deferred pensions	36		-
Total liabilities	2,111,580		2,326,445

Net position:

Net investment in capital assets	12,256,251		12,166,404
Unrestricted	773,806		650,152
Total net position	13,030,057		12,816,556
Total liabilities and net position	\$ 15,141,637		\$ 15,143,001

PRELIMINARY DRAFT 3/18/21

FOR DISCUSSION PURPOSES ONLY

The accompanying notes are an integral part of these financial statements.

GRATON COMMUNITY SERVICES DISTRICT
STATEMENT OF ACTIVITIES
FOR THE YEAR ENDED JUNE 30, 2020
(With summarized comparative totals for the year ended June 30, 2019)

	<u>2020</u> Total	<u>2019</u> Total
SUPPORT AND REVENUE:		
Flat charges	\$ 983,384	\$ 1,001,487
Connection fees	60,042	-
Charges for services	23,290	16,389
Investment income	35,784	31,640
Other revenue	<u>1</u>	<u>-</u>
Total support and revenue	<u>1,102,501</u>	<u>1,049,516</u>
EXPENSES:		
Program	879,826	976,153
Management and general	<u>155,263</u>	<u>172,262</u>
Total expenses	<u>1,035,089</u>	<u>1,148,415</u>
CHANGE IN NET ASSETS	<u>67,412</u>	<u>(98,899)</u>
NET POSITION, BEGINNING	12,816,556	12,915,455
Prior Period Adjustment	<u>146,089</u>	<u>-</u>
NET POSITION, ENDING	<u>\$ 13,030,057</u>	<u>\$ 12,816,556</u>

PRELIMINARY DRAFT 3/18/21
FOR DISCUSSION PURPOSES ONLY

GRATON COMMUNITY SERVICES DISTRICT
STATEMENTS OF CASH FLOWS
FOR THE YEARS ENDED JUNE 30, 2020 and 2019

	2020	2019
CASH FLOWS FROM OPERATING ACTIVITIES:		
Cash received from customers	\$ 1,006,430	\$ 1,026,062
Cash paid to vendors and employees	(786,690)	(868,205)
Net cash provided by operations	219,740	157,857
CASH FLOWS FROM INVESTING ACTIVITIES:		
Net purchase in property, plant and equipment	(140,281)	(33,689)
Investment income received	35,784	31,640
Connection fees	60,042	-
Net cash used by investing activities	(44,455)	(2,049)
CASH FLOWS FROM FINANCING ACTIVITIES:		
Interest paid on debt	(99,841)	(104,850)
Principal payments on note payable	(107,059)	(102,051)
Net cash used by financing activities	(206,900)	(102,051)
NET CHANGE IN CASH	(31,615)	(51,093)
CASH, beginning of year	788,040	839,133
CASH, end of year	\$ 756,425	\$ 788,040

PRELIMINARY DRAFT 3/18/21
FOR DISCUSSION PURPOSES ONLY

The accompanying notes are an integral part of these financial statements.

GRATON COMMUNITY SERVICES DISTRICT
STATEMENTS OF CASH FLOWS
FOR THE YEARS ENDED JUNE 30 2020 and 2019

RECONCILIATION OF OPERATING INCOME TO

NET CASH PROVIDED (USED) BY OPERATING ACTIVITIES:

Change in net position	\$ 74,064	\$ (22,994)
Adjustments to reconcile change in net assets to cash from operations		
Depreciation and amortization	157,493	202,223
(Increase) decrease in:		
Receivables	(244)	8,186
Compensated absences	1,215	-
Prepaid expenses	(4,811)	(18,744)
Increase (decrease) in:		
Accounts payable and accrued expenses	9,151	1,632
Pension prior service cost	(17,128)	(12,446)
Total cash provided (used) by operations	<u>\$ 219,740</u>	<u>\$ 157,857</u>

PRELIMINARY DRAFT 3/18/21
FOR DISCUSSION PURPOSES ONLY

The accompanying notes are an integral part of these financial statements

GRATON COMMUNITY SERVICES DISTRICT
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2020 and 2019

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Defining the Financial Reporting Entity

Graton Community Services District (the District) provides sanitation services for the Graton community (an unincorporated area) in Sonoma County, California. Established on July 1, 2004, the District is publicly owned. Operations are governed by the Board of Directors who are elected by registered voters of the Graton community. The District is responsible for operating and maintaining the local sanitation collection systems, pump stations, and treatment plant. The District is governed by an ordinance defining policies, including user fees.

New Accounting Pronouncements

The following Governmental Standards Board (GASB) Statements have been implemented in the current financial statements:

GASB Statement No. 68, *Accounting and Financial Reporting for Pensions – an amendment of GASB Statement No. 27*. The provision of this statement are effective for financial statements for fiscal years beginning after June 15, 2014. These statements illustrate the District's initial recognition of pension obligation (see Note F. for further details).

GASB Statement No. 95, *Postponement of the Effective Dates of Certain authoritative Guidance*. The requirements of this statement are effective for periods effective immediately. The primary objective of this statement provides temporary relief to help governments and other stakeholders in light of the COVID-19 pandemic by postponing the effective dates of certain provisions in Statements and Implementation Guides. The effective dates of future accounting standards described in Note I have been modified based on GASB Statement No. 95.

Financial Statement Presentation

The District's basic financial statements display information for the District as a whole. The District does not have any activities that are considered government-type or fiduciary activities. The statement of net position presents the financial position of all District activities at year end.

PRELIMINARY DRAFT 3/18/21
FOR DISCUSSION PURPOSES ONLY

GRATON COMMUNITY SERVICES DISTRICT
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2020 and 2019

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES, continued

Measurement Focus, Basis of Accounting, and Financial Statement Presentation

The District uses a proprietary (enterprise) fund to account for its activities. An enterprise fund may be used to report any activity for which a fee is charged to external users for goods or services. Enterprise funds are required for any activity whose principal external revenue sources meet any of the following criteria: (1) issued debt is backed solely by fees and charges, (2) the cost of providing services for any activity (including capital costs such as depreciation or debt service) must be legally recovered through fees or charges, or (3) if the government's policy is to establish activity fees or charges designed to recover the cost of providing services.

The District's financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. All assets, deferred outflows of resources, and liabilities associated with the operation of the District are included on the statement of net position. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the grantor have been met. Revenues from charges for sanitary services are recognized once the services have been delivered.

Proprietary funds distinguish operating from nonoperating revenues and expenses. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operations. The principal operating revenues of the District are flat charges and charges for services. Operating expenses for the District include expenses relating to the collection, treatment, disposal, and reclamation of effluent as well as administrative expenses and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

Cash and Investments

The District's cash and investments are pooled with the Sonoma County Treasurer (Treasurer). The Treasurer also acts as a disbursing agent for the District. The fair value of the investments in the pool is determined quarterly. Realized and unrealized gains or losses and interest earned on pooled investments are allocated quarterly to the District based on its respective average daily balance for that quarter in the County Treasury Investment Pool (the Treasury Pool), an external investment pool.

PRELIMINARY DRAFT 3/18/21
FOR DISCUSSION PURPOSES ONLY

GRATON COMMUNITY SERVICES DISTRICT
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2020 and 2019

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES, continued

In accordance with GASB Statement No. 31, "*Accounting and Financial Reporting for Certain Investments and External Investment Pools*" and GASB Statement No. 72, "*Fair Value Measurement and Application*", investments are stated at fair value in the statement of net position and balance sheet and the corresponding changes in the fair value of investments are recognized in the year in which the change occurred. The District follows the practice of pooling cash and investments of all funds with the County Treasurer except for certain restricted funds held by outside custodians, funds held by a trustee or funds in dedicated investments for the benefit of an individual pool participant. The fair value of investments is determined annually. Interest earned on pooled investments is allocated quarterly to the appropriate funds based on their respective average daily balance for that quarter.

For purposes of the statement of cash flows, the District considers all pooled cash and investments as cash and cash equivalents because the Treasury Pool is used as a demand deposit account. Restricted cash and investments with a maturity of three months or less when purchased are also treated as cash and cash equivalents.

Accounts Receivable

Accounts receivable consist of uncollected fees for sanitation services and grant receivables as of June 30, 2020. Management periodically evaluates the need to recognize an allowance for uncollectible accounts receivable. The District has not recorded an allowance for uncollectible receivables as of June 30, 2020.

Capital Assets

Capital assets are stated at cost or estimated historical cost. Capital assets are defined by the District as assets with an initial, individual cost of more than \$5,000 and an estimated useful life in excess of one year. Depreciation has been provided, excluding land and non-amortizable intangibles, using the straight-line method over estimated lives ranging from 3 to 100 years. Useful lives of machinery and equipment are generally estimated to be 3 to 15 years. Infrastructure assets are generally estimated to have useful lives ranging from 30 to 100 years.

PRELIMINARY DRAFT 3/18/21
FOR DISCUSSION PURPOSES ONLY

GRATON COMMUNITY SERVICES DISTRICT
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2020 and 2019

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES, continued

The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized. Major outlays for infrastructure assets are capitalized as projects are constructed. Infrastructure under construction and not yet placed in service is recorded as construction in progress. Interest incurred during the construction phase of such projects is included as part of the capitalized value of the assets constructed.

Intangible assets are stated at cost or estimated historical cost. Intangible assets for the District consist of temporary and permanent easements. Temporary easements are defined by the District as any temporary easement acquired during the course of a project that, by agreement, will expire upon the completion of a project, and has an estimated useful life in excess of 1 year. Temporary easements are amortized using the straight-line method over the duration of the easement. Permanent easements, including dedicated easements, are stated at cost, estimated historical cost, or fair value at the time of receipt and are not amortized.

Compensated Absences

Vacation and sick leave accumulation policies for the District apply to regular employees in all classifications. Upon termination, the District shall compensate the employee for accumulated vacation time at the employee's straight time rate of pay at the time of termination. Upon termination for non-cause reasons sick leave in excess of 30 days shall be bought back by the District at a rate of one-quarter day for each whole day accrued. Termination for cause shall result in loss of all accrued sick leave.

Deferred outflows / inflows of resources

In addition to assets, the statement of financial position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, *deferred outflows of resources*, represents a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow of resources (expense/ expenditure) until then. The District recognizes a deferred charge on pensions and refunding as a deferred outflow of resources reported in the statement of net position. A deferred charge on refunding results from the difference in the carrying value of refunded debt and its reacquisition price. This amount is deferred and amortized over the shorter of the life of the refunded or refunding debt.

PRELIMINARY DRAFT 3/18/21
FOR DISCUSSION PURPOSES ONLY

GRATON COMMUNITY SERVICES DISTRICT
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2020 and 2019

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES, continued

In addition to liabilities, the statement of financial position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net position that applies to a future period and so will not be recognized as an inflow of resources (revenue) until that time. The District recognizes deferred inflows of resources related to pensions.

Net position represents the difference between all other elements in a statement of financial position and is displayed in three components—*net investment in capital assets; restricted*, and *unrestricted*. Net investment in capital assets consists of capital assets, net of accumulated depreciation, reduced by the outstanding balances of any borrowings used for the acquisition, construction or improvement of those assets. Net position is reported as restricted when there are limitations imposed on its use, either through enabling legislation or through external restrictions imposed by creditors, grantors or laws or regulation of other governments. The flow assumption used by the District is that, when both restricted and unrestricted resources are available for the same purpose, restricted resources are expended before unrestricted resources.

Budget and Budgetary Accounting

The Board of Directors of the District adopts a budget annually to be effective July 1st for the ensuing fiscal year. Transactions not included in the original budget require approval from the Board of Directors.

Property Tax Revenue

Property taxes, including tax rates, are regulated by the State and are administered locally by the County of Sonoma (the County). The County is responsible for assessing, collecting, and distributing property in accordance with state law. The County is responsible for the allocation of property taxes to the District.

The County has adopted the Teeter Alternative Method of Property Tax Allocation known as the "Teeter Plan". The State Revenue and Taxation Code allows counties to distribute secured real property and supplemental property taxes on an accrual basis resulting in full payment to the District each fiscal year. Any subsequent delinquent payments and related penalties and interest revert to the County.

PRELIMINARY DRAFT 3/18/21
FOR DISCUSSION PURPOSES ONLY

GRATON COMMUNITY SERVICES DISTRICT
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2020 and 2019

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES, continued

Property taxes are recognized as revenue when they are levied for. Liens on real property are established January 1 for the ensuing fiscal year. The property tax is levied as of July 1 on all taxable property located in the County. Secured property taxes are due in two equal installments on November 1 and February 1, and are delinquent after December 10 and April 10, respectively. Additionally, supplemental property taxes are levied on a pro rata basis when changes in assessed valuation occur due to sales transactions or the completion of construction. Property tax collection and valuation information is disclosed in the County's comprehensive annual financial report.

Pensions

In general, the District recognizes a net pension liability, which represents the District's proportionate share of the excess of the total pension liability over the fiduciary net position of the pension reflected in the actuarial report provided by the California Public Employees' Retirement System (CalPERS). Changes in the net pension liability are recorded, in the period incurred, as pension expense or as deferred inflows of resources or deferred outflows of resources depending on the nature of the change.

The changes in net pension liability that are recorded as deferred inflows of resources or deferred outflows of resources (that arise from changes in actuarial assumptions or other inputs and differences between expected or actual experience) are amortized over the weighted average remaining service life of all participants in the respective pension plan and are recorded as a component of pension expense beginning with the period in which they are incurred.

For purposes of measuring the net pension liability and deferred outflows/inflows of resources relating to pensions and pension expense, information about the fiduciary net position of the District's pension plan with CalPERS, and additions to/deductions from the plan's fiduciary net position, have been determined on the same basis as they are reported by CalPERS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefits terms. Investments are reported at fair value.

Projected earnings on pension investments are recognized as a component of pension expense. Differences between projected and actual investment earnings are reported as deferred inflows of resources or deferred outflows of resources and amortized as a component of pension expense on a closed basis over a five-year period beginning with the period in which the difference occurred. Each subsequent year will incorporate an additional closed basis five-year period of recognition.

PRELIMINARY DRAFT 3/18/21
FOR DISCUSSION PURPOSES ONLY

GRATON COMMUNITY SERVICES DISTRICT
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2020 and 2019

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES, continued

The District began participating in the CalPERS pooled pension plan July 1, 2017. As a result, the most recent CalPERS actuarial reports dated June 30, 2019, is the first year recorded. Generally accepted accounting principles require that the reported results must pertain to liability and asset information within certain defined timeframes. For this report, the following timeframes are used:

Valuation Date	June 20, 2018
Measurement Date	June 30, 2019
Measurement Period	June 30, 2018 to June 30, 2019

Use of Estimates

The preparation of financial statements requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates. Estimates significant to the financial statements of the District include the allowance for uncollectible accounts and the estimated useful life of capital assets.

NOTE 2 CASH AND INVESTMENTS

Investment in the Sonoma County Treasurer's Investment Pool

Cash and investments are comprised of cash pooled with the Sonoma County Treasury Pool (the Treasury Pool), an external investment pool. The Sonoma County Treasurer's office also acts as a disbursing agent for the District. The fair value of the District's investment in this pool is based upon the Districts' pro-rata share of the fair value provided by the Treasury Pool for the entire Treasury Pool portfolio (in relation to the amortized cost of that portfolio).

PRELIMINARY DRAFT 3/18/21
FOR DISCUSSION PURPOSES ONLY

GRATON COMMUNITY SERVICES DISTRICT
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2020 and 2019

NOTE 2 CASH AND INVESTMENTS continued

The balance available for withdrawal is based on accounting records maintained by the Treasury Pool, which are recorded on an amortized cost basis. Interest earned on investments pooled with the Treasury Pool is allocated quarterly to the appropriate fund based on its respective average daily balance for that quarter. The Treasury Oversight Committee of the Treasury Pool has regulatory oversight for all monies deposited into the Treasury Pool. The District's pooled cash and investments are invested pursuant to investment policy guidelines established by the County Treasurer and approved by the Board of Supervisors. The objectives of the policy are, in order of priority: safety of capital, liquidity, and maximum rate of return. The policy addresses the soundness of financial institutions in which the Treasurer will deposit funds, types of investment instruments as permitted by the California Government Code, and the percentage of the portfolio that may be invested in certain instruments with longer terms to maturity.

Permitted investments include the following:

- U.S. Treasury and Federal Agency securities
- Bonds and Notes issued by local agencies
- Registered State warrants and municipal notes and bonds
- Negotiable certificates of deposit
- Bankers' acceptances
- Commercial paper
- Medium-term corporate notes
- Local Agency Investment Fund (State Pool) deposits
- Repurchase agreements
- Reverse repurchase agreements
- Securities lending agreements
- Mutual funds and money market mutual funds
- Collateralized mortgage obligations
- Collateral time deposits
- Joint power agreements
- Investment Trust of California (CalTRUST)
- Obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation or Inter-American Development Bank

PRELIMINARY DRAFT 3/18/21
FOR DISCUSSION PURPOSES ONLY

GRATON COMMUNITY SERVICES DISTRICT
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2020 and 2019

NOTE 2 CASH AND INVESTMENTS continued

A copy of the Treasury Pool investment policy is available upon request from the Sonoma County Auditor-Controller Treasurer-Tax Collector at 585 Fiscal Drive, Room 100, Santa Rosa, California, 95403-2871.

As of June 30, 2020, the fair value of the District's cash and investments was \$756,425, which includes an unrealized gain fair value adjustment of \$4,048. Funds are held in the Treasury Pool managed by the Treasurer, which is not rated by credit rating agencies, and had a weighted average maturity of 787 days. The credit rating and other information regarding specific investments maintained in the Treasury Pool as of June 30, 2020 are disclosed in the County's Comprehensive Annual Financial Report.

Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates. Due to the highly liquid nature of the District's investment with the Treasury Pool, the District's exposure to interest rate risk is deemed by management to be insignificant.

Custodial Credit Risk

With respect to investments, custodial credit risk generally applies only to direct investments in marketable securities. Custodial credit risk does not apply to a local government's indirect investment in securities through the use of mutual funds or government investment pools (such as the Treasury Pool.)

Concentration of Credit Risk

The investment policy of the District contains no limitations on the amount that can be invested in any one issuer beyond that stipulated by the California Government Code. There were no non-pooled investments in any one issuer that represent 5% or more of total District investments at the end of the fiscal year.

PRELIMINARY DRAFT 3/18/21
FOR DISCUSSION PURPOSES ONLY

GRATON COMMUNITY SERVICES DISTRICT
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2020 and 2019

NOTE 2 CASH AND INVESTMENTS continued

Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. The Treasury Pool does not have a credit rating. The District follows the County's policy to purchase investments with the minimum ratings required by the California Government Code. The credit ratings of investments held and other information regarding the Treasury Pool for the fiscal year ended June 30, 2020 are disclosed in the County's Comprehensive Annual Financial Report.

Fair Value Measurement

The District categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs. The District's cash held with fiscal agents (payroll and petty cash accounts) are valued using quoted prices in active markets for identical assets (Level 1). The District has a recurring fair value measurement for its investment in the Sonoma County Treasury Pool which is valued using significant other observable inputs (Level 2).

NOTE 3 ACCOUNTS PAYABLE

Accounts payable totaling \$99,424 consist of payments due to vendors for goods and services.

PRELIMINARY DRAFT 3/18/21
FOR DISCUSSION PURPOSES ONLY

GRATON COMMUNITY SERVICES DISTRICT
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2020 and 2019

NOTE 4 CAPITAL ASSETS

Capital asset activity for the fiscal year ended June 30, 2020 was as follows:

	2020		
	<u>Beginning Balance</u>	<u>Net additions and deletions</u>	<u>Ending Balance</u>
Capital assets, not being depreciated:			
Construction in progress	\$ 10,065,077	\$ 140,280	\$ 10,205,357
Land	417,205	-	417,205
Intangible Assets	<u>19,055</u>	<u>-</u>	<u>19,055</u>
Total capital assets, not being depreciated	<u>10,501,337</u>	<u>140,280</u>	<u>10,641,617</u>
Capital assets, being depreciated:			
Infrastructure	\$ 7,601,193	\$ -	\$ 7,601,193
Machinery and Equipment	<u>139,069</u>	<u>-</u>	<u>139,069</u>
Total capital assets, being depreciated	<u>7,740,262</u>	<u>-</u>	<u>7,740,262</u>
Less accumulated depreciation for:	<u>(3,990,189)</u>	<u>(157,493)</u>	<u>(4,147,682)</u>
Total capital assets, being depreciated, net	<u>3,750,073</u>	<u>(157,493)</u>	<u>3,592,580</u>
Capital assets, net	<u>\$ 14,251,410</u>	<u>\$ (17,213)</u>	<u>\$ 14,234,197</u>

Depreciation expense amounted to \$157,493 for the fiscal year ended June 30, 2020.

PRELIMINARY DRAFT 3/18/21
FOR DISCUSSION PURPOSES ONLY

GRATON COMMUNITY SERVICES DISTRICT
 NOTES TO FINANCIAL STATEMENTS
 JUNE 30, 2020 and 2019

NOTE 4 CAPITAL ASSETS, continued

Capital asset activity for the fiscal year ended June 30, 2019 was as follows:

	2019		
	<u>Beginning Balance</u>	<u>Net additions and deletions</u>	<u>Ending Balance</u>
Capital assets, not being depreciated:			
Construction in progress	\$ 10,012,811	\$ 52,266	\$ 10,065,077
Land	\$ 417,205		417,205
Intangible Assets	<u>19,055</u>	<u>-</u>	<u>19,055</u>
Total capital assets, not being depreciated	<u>10,449,071</u>	<u>52,266</u>	<u>10,501,337</u>
Capital assets, being depreciated:			
Infrastructure	\$ 7,601,193	\$ -	\$ 7,601,193
Machinery and Equipment	<u>139,069</u>	<u>-</u>	<u>139,069</u>
Total capital assets, being depreciated	<u>7,740,262</u>	<u>-</u>	<u>7,740,262</u>
Total accumulated depreciation	<u>(3,787,967)</u>	<u>(202,222)</u>	<u>(3,990,189)</u>
Total capital assets, being depreciated, net	<u>4,907,951</u>	<u>(154,791)</u>	<u>3,750,073</u>
Capital assets, net	<u>\$ 15,357,022</u>	<u>\$ (102,525)</u>	<u>\$ 14,251,410</u>

Depreciation expense amounted to \$202,223 for the fiscal year ended June 30, 2019.

PRELIMINARY DRAFT 3/18/21
 FOR DISCUSSION PURPOSES ONLY

GRATON COMMUNITY SERVICES DISTRICT
 NOTES TO FINANCIAL STATEMENTS
 JUNE 30, 2020 and 2019

NOTE 5 LONG TERM OBLIGATIONS

On December 30, 2005, the District entered into an agreement with Municipal Finance Corporation for the purpose of refinancing the District's share in the outstanding Sonoma County Water & Wastewater Financing Authority Revenue Bonds of 1995, and the financing of wastewater system improvement projects. This loan was refinanced on April 5, 2013 with a new funding component for construction of additional improvements. The financing agreement bears an annual interest rate of 4.85% and matures on April 5, 2033.

Annual debt service requirements to maturity for the construction loan are as follows:

Fiscal Year Ending June 30	Principal	Interest	Total
2021	\$ 112,316	94,585	\$ 206,901
2022	117,829	89,071	206,900
2023	123,613	83,288	206,901
2024	129,681	77,220	206,901
2025	136,047	70,854	206,901
2026-2030	787,211	247,292	1,034,503
2031-2033	571,249	49,453	620,702
Total	<u>\$ 1,977,946</u>	<u>\$ 711,763</u>	<u>\$ 2,689,709</u>

Of the \$2,630,000 of debt issued in April 2013, \$2,100,691 was issued to refinance the previously existing construction loan. The reacquisition price exceeded the net carrying amount of the old debt by \$46,367 and is classified as a deferred charge on refunding in the Statement of Net Position. This amount is being amortized over the remaining life of the refunding debt. The current unamortized amount at June 30, 2020 is \$19,320.

PRELIMINARY DRAFT 3/18/21
 FOR DISCUSSION PURPOSES ONLY

GRATON COMMUNITY SERVICES DISTRICT
 NOTES TO FINANCIAL STATEMENTS
 JUNE 30, 2020 and 2019

NOTE 5 LONG TERM OBLIGATIONS, continued

Changes in Long-Term Obligations

	Beginning Balance <u>June 30, 2019</u>	<u>Additions</u>	<u>Retirements</u>	Beginning Balance <u>June 30, 2020</u>	Due Within <u>One Year</u>
Construction Loan - Direct Borrowing	\$ 2,085,006	\$ -	\$ 107,060	\$ 1,977,946	\$ 112,316
Pension Liability	117,876	29,108	146,089	895	-
Total	<u>\$ 2,202,882</u>	<u>\$ 29,108</u>	<u>\$ 253,149</u>	<u>\$ 1,978,841</u>	<u>\$ 112,316</u>

Pension liability decreased for the fiscal year ending June 30, 2020 due to an adjustment to pension liability. Additional information on the adjustment can be found in Note 7 to the basic financial statements.

NOTE 6 RISK MANAGEMENT

The District is covered under an insurance policy from the Special District Risk Management Authority for general liability, auto liability, public employee's performance/dishonesty, and property insurance. Settled claims have not exceeded coverage in any of the past three years.

NOTE 7 CONTINGENCIES

The District is exposed to the possibility of fines in relation to failure to meet certain pollution mitigation requirements. Management believes that the levying of fines is unlikely and is unable to estimate the possible amount of such fines, and therefore no liability has been recorded in connection with these fines as of June 30, 2020.

It is reasonably possible that the District will incur a liability as the result of past employee compensation obligations. At this time management is unable to estimate the amount of the possible liability. As such, no liability has been recorded as of June 30, 2020.

PRELIMINARY DRAFT 3/18/21
 FOR DISCUSSION PURPOSES ONLY

GRATON COMMUNITY SERVICES DISTRICT
 NOTES TO FINANCIAL STATEMENTS
 JUNE 30, 2020 and 2019

NOTE 8 PRIOR PERIOD ADJUSTMENT

A prior period adjustment of \$ 146,089 was made to increase beginning net position. The adjustment was made to reflect the prior period costs related to the recognition of the net pension liability.

The restatement of beginning net position summarized as follows:

Net position at July 1, 2019, as previously stated	\$ 12,816,556
Net pension liability adjustment	<u>146,089</u>
Net position at July 1, 2019, as restated	<u>\$ 12,962,645</u>

NOTE 9 DEFINED BENEFIT PENSION PLAN

The District Board of Directors passed Board Resolution 170619A on June 19, 2017, authorizing the District to enter into a contract with the California Public Employees' Retirement System (CalPERS), effective July 1, 2017. All qualified permanent employees are eligible to participate in the Agency's Miscellaneous Employee Pension Plan, a cost-sharing multiple employer defined benefit pension plan administered by the CalPERS. CalPERS issues publicly available reports which include a full description of the pension plan regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website. CalPERS provides actuarial data that has been computed for fiscal year ending June 30, 2019.

In general contributions are determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in rate. Funding contributions for the pension plan are determined annually on an actuarial basis as of June 30 by CalPERS. Actuarial valuations are based on assumptions regarding future plan experience including investment return and payroll growth, eligibility for the types of benefits provided, and longevity among retirees. This valuation is based on an investment return assumption of 7.0% which was adopted by the board in December 2016. For the year ended June 30, 2020 the employer contributions recognized as part of pension expense for the pension plan were \$29,844. As of June 30, 2020, the District reported net pension liabilities for its proportionate shares of the net pension liability of the plan as follows:

Proportionate Share of Net Pension Liability	
Miscellaneous	\$ 895

PRELIMINARY DRAFT 3/18/21
 FOR DISCUSSION PURPOSES ONLY

GRATON COMMUNITY SERVICES DISTRICT
 NOTES TO FINANCIAL STATEMENTS
 JUNE 30, 2020 and 2019

NOTE 8 DEFINED BENEFIT PENSION PLAN, continued

The District's net pension liability is measured as the proportionate share of the net pension liability. The net pension liability is measured as of June 30, 2019 using CalPERS actuarial valuation reports.

The District reported deferred outflows of resources and deferred inflows of resources related to pensions from the following June 30, 2020 reporting date:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Changes in assumptions	\$ 43	\$ 15
Differences between expected and actual experience	62	5
Differences between expected and actual experience	-	16
Differences between employer's contributions and proportionate share of contributions	15,709	-
Changes in employer's proportion	614	-
Pension contributions made subsequent to measurement	29,844	-
	\$ 46,272	\$ 36

Other deferred outflows of resources and deferred inflows of resources to pensions will be recognized in pension expense as follows:

Fiscal Year Ending June 30 June 30	Miscellaneous deferred outflows
2021	\$ 5,895
2022	5,822
2023	4,671

PRELIMINARY DRAFT 3/18/21
 FOR DISCUSSION PURPOSES ONLY

GRATON COMMUNITY SERVICES DISTRICT
 NOTES TO FINANCIAL STATEMENTS
 JUNE 30, 2020 and 2019

NOTE 8 DEFINED BENEFIT PENSION PLAN, continued

Sensitivity of the proportionate share of the net pension liability to changes in the discount rate show projections what the Districts proportionate share of the net pension liability would be if it were calculated using a discount rate that is minus 1 percentage point lower or 1 percentage point higher than the current rate.

	Discount Rate -1%	Current Discount Rate	Discount Rate +1%
	6.15%	7.15%	8.15%
Employer's net pension liability	\$ 23,391	\$ 895	\$ (17,674)

NOTE 9 Future Governmental Accounting Standards

The requirements of this Statement are effective for periods beginning after December 15, 2021 (FY 2021-22). The objective of this Statement is to better meet the information needs of financial statement users by improving accounting and financial reporting for leases by governments. This Statement increases the usefulness of governments' financial statements by requiring recognition of certain lease assets and liabilities for leases that previously were classified as operating leases and recognized as inflows of resources or outflows of resources based on the payment provisions of the contract. It establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. Under this Statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources, thereby enhancing the relevance and consistency of information about governments' leasing activities.

The requirements of this statement are effective for the fiscal year ending June 30, 2022. The objective of this statement enhances comparability in accounting and financial reporting by addressing practices issues that have been identified during the implementation and application of certain GASB statements.

PRELIMINARY DRAFT 3/18/21
 FOR DISCUSSION PURPOSES ONLY



April 14th, 2021
Prepared by John Gibson

Mar. 9th – Apr. 13th, 2021 Operations Report

March 10th The polymer chemical feed pump went into alarm for low pressure differential. Shutdown transfer and disassembled the chemical pump. Some coagulated polymer had hardened and partially blocked the check valves and diaphragm. Removed the blockages, inspected the components, cleaned, and reassembled the pump. Replaced the chemical feed hoses and tested the pump for proper operation. Placed back in service and restarted transfer.

March 17th Ron Foster with PumpMan NorCal out to diagnose the 75hp effluent pump mechanical seal failure. The motor windings were tested by megging and found to be in good working condition. The pump and gearbox will need an overhaul, new seals and bearings. Ron took down the pump info and will email an estimate for cost of repair.

March 24th Troubleshooting FFb air valve failure. Removed valve cover and determined that the limit switch was not full depressed by the shaft cam on the valve. This caused the SCADA system not to receive the signal that the valve is closed. Adjusted the cam to depress the limit switch when the valve is in the closed position. Tested the valve for proper operation through a wash cycle.

March 26th A tote of Hydrofloc 820 coagulant from Aqua Ben was delivered. Transferred the new chemical into the service container. Since the Hydrofloc 820 has been in use it has been performing well keeping the turbidity within limits and no frothing issues have been observed.

March 29th Took annual compost samples and sent to the Soil Control Lab for analysis.

April 1st Started discharge to the Atascadero creek.

April 2nd Lindsay Cruckshank out to mark and locate sewer lines for a USA at 3180 Edison St. Unable to mark some of the line due to high grass and vehicles parked in the way. Lindsay contacted the contractor Doug Wood who would be performing the excavation and notified him of the depth and location of the line.

April 5th Completed a sewer lateral inspection for 8747 Graton road and issued a certificate of compliance.

April 12th Serviced P16a and P16b pump bearings to manufacture specs. Serviced the solids air floatation (SAF) skimmer and mixer bearings.

April 13th Removal the 75hp Effluent pump for service. Disconnected the 6" influent camlock hose and unbolted the pump and gearbox from the frame and effluent piping. Inspected the coupler connecting the motor to the gear box. Loaded into the Dodge #20 pickup with the Case 480 tractor and delivered to the PumpMan shop in Santa Rosa for service. By disassembling, delivering, and reinstalling the effluent pump ourselves the District will be saving \$2,800 in labor to pull and reinstall charges.

GCSD Overtime Report for March 9th - April 13th, 2021

Operator	Date	Time	OT Hrs.	Alarm Call	Operator Response
	3/23/2021	21:08	1	Fuzzy Filter B common high alarm	Logged in and reset/cleared the FF alarm. FFb continued to go into alarm during the wash cycle. Placed the filter system into dry weather mode and will continue to transfer on FFa.
John	3/29/2021	17:34	1		After hours call from Board Director regarding the 30hp pump base coating.
John	4/4/2021	13:53	1		Call on a holiday from Board Director regarding the sewer mark and locate USA at 3180 Edison St.
Lindsay	3/31/2021	6:30	3		Working on a holiday
Lindsay	4/1/2021	2:11 3:15	2	Fuzzy Filter B common high alarm x2	02:11 FFb in alarm, logged in to SCADA and reset the FF alarm on filter b. FFb began the wash cycle but went back into alarm. FFa still online and went into a wash cycle. 3:15 FFa went into alarm for extended purge due to high turbidity. logged in and reset alarms, SAF effluent turbidity elevated. At the plant the FF SCADA showed "valves moving", disassembled the valve and checked the open/close switches for proper operation. Adjusted the open/close indicator that had come out of alignment. The filters completed their wash cycles with no issues and the turbidity returned to <2 NTUs.
Lindsay	4/2/2021	20:21	1	FF common high alarm	Logged in, purge pump in alarm. Likely caused by a power flicker. Reset alarm.