

AGENDAS

CITY OF SANTA MONICA

REGULAR CITY COUNCIL MEETING AND

A REGULAR MEETING OF THE REDEVELOPMENT SUCCESSOR AGENCY

CITY HALL COUNCIL CHAMBERS - 1685 MAIN STREET

TUESDAY, FEBRUARY 24, 2015

MEETING BEGINS AT 5:30 P.M.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

(Please note that Agenda Items may be reordered during the Council meeting at the discretion of the City Council.)

1. CLOSED SESSIONS:

- 1-A: **Conference with Legal Counsel – Existing Litigation – Litigation has been initiated formally pursuant to Government Code Section 54956.9 (d)(1): Harris v. City of Santa Monica, Los Angeles Superior Court Case Number BC 341 569**
- 1-B: **Conference with Legal Counsel – Existing Litigation – Litigation has been initiated formally pursuant to Government Code Section 54956.9 (d)(1): Exposition Metro Line Construction Authority v. City of Santa Monica, Los Angeles Superior Court Case Number BC 563 050**
- 1-C: **Conference with Legal Counsel – Existing Litigation – Litigation has been initiated formally pursuant to Government Code Section 54956.9 (d)(1): Korolyov v. City of Santa Monica, Los Angeles Superior Court Case Number BC 522 762**

The following is the order of business for items to be heard no earlier than 6:30 p.m.

2. SPECIAL AGENDA ITEMS:

- 2-A: **Proclamation Declaring March 2015 as Women's History Month**

3. CONSENT CALENDAR: (All items will be considered and approved in one motion unless removed by a Councilmember for discussion.)

- 3-A: **Approval of minutes of February 10, 2015 City Council meeting.**

MINUTES

- 3-B: **Cancellation of a regular Council meeting scheduled for Tuesday, March 10, 2015** – recommendation that the City Council vote to cancel the regular meeting scheduled for March 10, 2015, due to lack of a quorum and schedule a special meeting at 5:30 p.m. on Tuesday, March 17, 2015 in City Hall.

STAFF REPORT

- 3-C: **Police Department Purchase of Ammunitions** – recommendation to authorize the Purchasing Services Manager to issue a purchase order to Dooley Enterprises, Inc. for Police Department Ammunitions, with a sole source purchase in an amount not to exceed \$75,000 for one year, with two additional one year renewal options to extend on the same terms and conditions for a total not to exceed \$225,000, with future year funding contingent on Council budget approval.

STAFF REPORT

- 3-D: **Windward School Lease Agreement Amendment** – recommendation to authorize the City Manager to negotiate and execute an amendment to the Windward School lease agreement to allow a covenant to be recorded on City-owned property and require its removal at the time of lease termination.

STAFF REPORT

- 3-E: **Purchase of Mobile Training Building Prop for Fire Department** – recommendation to award RFP #18 to Fire Training Structures, LLC (FTS) for the purchase, delivery and installation of one new mobile Urban Search and Rescue (USAR) and Hazardous Materials (HazMat) building prop for the Fire Department Training Center; authorize the City Manager to negotiate and execute a contractual service agreement with FTS, in an amount not to exceed \$805,044; and, authorize the budget changes.

STAFF REPORT

- 3-F: **Memoranda of Understanding with SMART T-D, formerly the United Transportation Union, Local 1785 and Revised Executive Pay Plan** – recommendation that the City Council: 1) adopt the attached resolution accepting the tentative agreement and authorizing the City Manager to execute the Memoranda of Understanding with SMART T-D, formerly the United Transportation Union, Local 1785; 2) adopt a resolution authorizing the City Manager to execute a Revised Executive Pay Plan; and 3) approve the revised salary schedule effective as a result of the negotiated tentative agreement reached for by the classifications represented by SMART T-D and certain specific classifications covered by the Executive Pay Plan.

STAFF REPORT

- 3-G: **Furnish and Deliver Four Para-Transit Accessible Vans** – recommendation to award Bid #4177 to Creative Bus Sales Inc., for the purchase of four CNG-powered Mobility Ventures (MV-1) paratransit accessible vans, and authorize a purchase order in an amount not to exceed \$242,314; authorize the Purchasing Services Manager to issue a purchase order with Creative Bus Sales., Inc., in an amount not to exceed \$242,314; and authorize the budget changes.

STAFF REPORT

- 3-H: **Execute Enabling Agreements to Procure Electricity Through Direct Access** – recommendation that City Council authorize the City Manager to: 1) approve 3 Phases Renewables, Constellation NewEnergy Inc., and, Shell Energy North America, to be a part of the pre-qualified list of vendors to procure electricity through Direct Access; 2) select the best bidder from the pre-qualified list on an annual basis and negotiate and execute a purchase agreement with that vendor in order to procure power for that year, based on the best bid; this could be the same vendor each year, or another pre-qualified vendor, based on the bids received; and 3) negotiate and execute a purchase agreement with one of the vendors on the pre-qualified list on an annual basis: 3 Phases Renewables; Constellation NewEnergy Inc.; and, Shell Energy North America, in an amount not to exceed \$3 million for one year, with four additional one year renewal options in the amount of \$3 million, for a total amount not to exceed \$15 million over a 5 year period with future year funding contingent on Council budget approval.

STAFF REPORT

- 3-I: **Bid Award for the Purchase of 16 Ford F-250 Compressed Natural Gas Pick-up Trucks** – recommendation that the City Council: 1) award Bid #4172 to Fritts Ford for the purchase and delivery of 16 Ford F-250 compressed natural gas (CNG) pick-up trucks; 2) authorize the Purchasing Services Manager to issue a purchase order with Fritts Ford for the purchase and delivery of 16 Ford F-250 CNG pick-up trucks in an amount not to exceed \$698,177, with future year funding contingent on Council budget approval; and 3) authorize budget changes.

STAFF REPORT

- 3-J: **Acceptance of 2014 Urban Area Security Initiative (UASI) Grant Funds** – recommendation that City Council authorize the City Manager to accept a grant awarded in the amount of \$308,507 from the 2014 Urban Area Security Initiative and execute subrecipient agreement and related documents to purchase equipment and training that supports regional homeland security goals; and authorize budget changes.

STAFF REPORT

- 3-K: **Bid Award for Purchase of Three ¾ Ton Extended Cab Service Body Compressed Natural Gas Pick-up Trucks** – recommendation that the City Council: 1) award Bid #4174 to Frontier Ford for the purchase and delivery of three ¾ ton, extended cab, service body, Compressed Natural Gas (CNG) pick-up trucks; and 2) authorize the Purchasing Services Manager to issue a purchase order with Frontier Ford for the purchase and delivery of three ¾ ton, extended cab, service body, CNG pick-up trucks in an amount not to exceed \$240,782 with future year funding contingent on Council budget approval.

STAFF REPORT

JOINT MEETING WITH THE CITY COUNCIL AND THE REDEVELOPMENT SUCCESSOR AGENCY

ROLL CALL

- 3-L: **Annual Update on City Investment Policy** – recommendation that the City Council and Successor Agency Governing Board: 1) Review and approve the City Investment Policy for the City and the Successor Agency Investments; 2) Extend the delegation of investment authority to the Director of Finance as City Treasurer/Treasurer of the Successor Agency, from March 1, 2015 through February 29, 2016; and, 3) Adopt a resolution authorizing the establishment of bank and brokerage accounts and approving the list of persons authorized to conduct transactions with the State Local Agency Investment Fund (LAIF) on behalf of the City and the Successor Agency.

STAFF REPORT

ADJOURNMENT

9. PUBLIC HEARINGS:

- 9-A: **Public Hearing to Adopt Water Rates** – recommendation that the City Council: 1. hold a public hearing; 2. receive public comment pursuant to Proposition 218 requirements; 3. Consider all protests against the proposed water rate increases that have been submitted in accordance with Proposition 218; 4. adopt the attached resolution establishing a five year schedule of water rate adjustments comprising a 9% maximum increase in the first year and 13% maximum rate increases in the following four years; and 5. authorize budget changes as outlined in the Financial Impacts & Budget Actions section of this report.

STAFF REPORT

6. ADMINISTRATIVE PROCEEDINGS:

- 6-A: **Appeal by International Workers of the World of the City's Decision Denying the Union's Petition To Be Recognized As The Exclusive Representative of Eleven Labor Trainee As-Needed Employees Assigned to Beach Maintenance** – recommendation that the City Council: 1. review the information supplied by this report, including the record of the petition for recognition filed by the International Workers of

the World (IWW) to be recognized as the exclusive bargaining representative of eleven labor trainee-as needed City employees assigned to beach maintenance; 2. conduct a public hearing on the IWW's petition, pursuant to the Council Rules, Ordinance 801, and other requirements of law; and 3. based upon the law, the record supplied with this report, and any additional information and evidence provided before and at the hearing, make a decision on the appeal.

STAFF REPORT

7. ORDINANCES: (Public comment is permitted on ordinances for introduction and first reading. No public discussion is permitted on ordinances for second reading and adoption.)

7-A: Second Reading and Adoption of an Ordinance modifying Chapter 4.12 of the Santa Monica Municipal Code updating the City's noise regulations to better protect the community's health and welfare and to ensure compliance with applicable legal standards.

STAFF REPORT

7-B: Introduction and First Reading of an Ordinance adding Section 4.04.162 to the Santa Monica Municipal Code prohibiting certain animals from the Beach, Ocean Front Walk, the Pier and Pier ramp, the Third Street Promenade, the Downtown Transit Mall, and all City parks and adjacent sidewalks.

STAFF REPORT

7-C: Introduction and First Reading of an Ordinance reducing the membership of the Arts Commission from thirteen to eleven members.

STAFF REPORT

8. STAFF ADMINISTRATIVE ITEMS:

8-A: Concept Design Approval for the Proposed Interim Use of the City-Owned Property at 4th St. and Colorado Ave. to Facilitate Expo Connectivity; and Approval of Funding for Construction Documents and Continued Long Term-Use Analysis and Site Studies – recommendation that the City Council: 1) approve the revised interim use concept design for the City-owned property at 4th and Colorado Station Site (Option C) and direct staff to proceed with schematic design, design development and construction documents for an interim use at the 4th/Colorado Station Site at a cost of \$2.0 million; 2) approve the concept design for 16th Street to improve immediate Expo Station and Memorial Park access, to be implemented with existing maintenance and project funds; and, 3) authorize budget changes.

STAFF REPORT

13. COUNCILMEMBER DISCUSSION ITEMS:

- 13-A: **Appointment to one unscheduled vacancy on the Commission on the Status of Women for a term ending on June 30, 2015.** *(Continued from the January 27, 2015 meeting)*
- 13-B: **Request of Mayor McKeown, Mayor Pro Tem Vazquez, and Councilmember Winterer that the Council allocate from its contingency fund \$10,000 to the Santa Monica Arts Parents Association/Vocal Music, a 501(c)(3) non-profit, to support scholarships enabling all members of the Samohi Madrigal Ensemble and Chamber Singers, including those from lower-income families, to participate in this April's ten-day tour of cathedrals and historic venues in Brussels, Amsterdam, and Paris.**

INFORMATION

- 13-C: **Request of Mayor McKeown, Mayor pro tem Vazquez, and Councilmember Winterer that the Council allocate from its contingency fund \$20,000 to the Santa Monica Arts Parents Association/Samohi Band Parents Association, a 501(c)(3) non-profit, to support scholarships enabling all members of the Santa Monica High School Wind Ensemble, including those from lower-income families, to participate in this April's Sounds of Spring International Music Festival and perform at Carnegie Hall in New York City.**

INFORMATION

14. PUBLIC INPUT: (Public comment is permitted only on items not on the agenda that are within the subject matter jurisdiction of the City. State law prohibits the City Council from taking any action on items not listed on the agenda, including issues raised under this agenda item.)

ADJOURNMENT.

Any documents produced by the City and distributed to a majority of the City Council regarding any item on this agenda will be made available at the City Clerk's Counter located at City Hall, 1685 Main Street, Santa Monica, and at the City's public libraries during normal business hours. Documents are also available at <http://www.smgov.net/departments/clerk/agendas.aspx>.

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Si desea comunicarse con alguien en español, llame a nuestra oficina al (310) 458-8211 y pida hablar con Esterlina Lugo.

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(NOT APPROVED)
CITY OF SANTA MONICA
CITY COUNCIL MINUTES
FEBRUARY 10, 2015

A regular meeting of the Santa Monica City Council was called to order by Mayor McKeown at 5:31 p.m., on Tuesday, February 10, 2015, at City Council Chambers, 1685 Main Street.

Roll Call: Present: Mayor Kevin McKeown
 Mayor Pro Tem Tony Vazquez
 Councilmember Gleam Davis
 Councilmember Sue Himmelrich
 Councilmember Terry O'Day
 Councilmember Ted Winterer

Absent: Councilmember Pam O'Connor

Also Present: Interim City Manager Elaine Polachek
 City Attorney Marsha Jones Moutrie
 City Clerk Sarah P. Gorman

CONVENE/PLEDGE On order of the Mayor, the City Council convened at 5:31 p.m., with Councilmember O'Connor absent. Interim City Manager Elaine Polachek led the assemblage in the Pledge of Allegiance.

**CONTINUATION OF
BUFFER PARK ITEM** Motion by Councilmember Himmelrich, seconded by Councilmember Winterer, to continue Item 8-C, regarding naming of the Buffer Park, to an undetermined future meeting, at the recommendation of staff. The motion was approved by a unanimous voice vote, with all members present excepting Councilmember O'Connor.

CLOSED SESSIONS There was no one present for public comment on closed sessions.

On order of the Mayor, the City Council recessed at 5:35 p.m., to consider closed sessions and returned at 6:45 p.m., with Councilmember O'Connor absent, to report the following:

Mayor McKeown announced that Council had directed before recessing for closed session that Item 8-C had been continued to an undetermined future meeting.

1-A: **Conference with Legal Counsel – Existing Litigation –**

Litigation has been initiated formally pursuant to Government Code Section 54956.9 (d)(1): Torres v. City of Santa Monica, et al., Los Angeles Superior Court Case Number SC 121 279

The City Attorney advised this matter related to a personnel matter with sexual harassment allegations, and outside counsel was retained. The City Attorney recommended settlement in the amount of \$150,000.

Motion by Councilmember Winterer, seconded by Councilmember Davis, to approve Settlement No. 10028 (CCS), as recommended by the City Attorney.

AYES: Councilmembers Davis, Himmelrich, Winterer, O'Day,
Mayor Pro Tem Vazquez, Mayor McKeown

NOES: None

ABSENT: Councilmember O'Connor

1-B: Conference with Legal Counsel – Existing Litigation – Litigation has been initiated formally pursuant to Government Code Section 54956.9 (d)(1): Camarena v. City of Santa Monica, Los Angeles Superior Court Case Number BC 533 524

The City Attorney advised this matter related to a personnel matter with allegations of failure to accommodate a disability, and outside counsel was retained. The City Attorney recommended settlement in the amount of \$97,500.

Motion by Councilmember Winterer, seconded by Councilmember Davis, to approve Settlement No. 10029 (CCS), as recommended by the City Attorney.

AYES: Councilmembers O'Day, Winterer, Himmelrich, Davis,
Mayor Pro Tem Vazquez, Mayor McKeown

NOES: None

ABSENT: Councilmember O'Connor

1-C: Conference with Legal Counsel – Existing Litigation – Litigation has been initiated formally pursuant to Government Code Section 54956.9 (d)(1): Young v. City of Santa Monica, Los Angeles Superior Court Case Number BC 530 213

The City Attorney advised this matter related to a trip and fall on a City sidewalk. The City Attorney recommended settlement in the amount of \$40,000.

Motion by Councilmember Davis, seconded by Councilmember

Winterer, to approve Settlement No. 10030(CCS), as recommended by the City Attorney.

AYES: Councilmembers Davis, Himmelrich, Winterer, O'Day,
Mayor Pro Tem Vazquez, Mayor McKeown

NOES: None

ABSENT: Councilmember O'Connor

**1-D: Conference with Legal Counsel – Anticipated Litigation:
Anticipate significant exposure to litigation pursuant to Government
Code Section 54956.9 (d)(2) – ACLU challenge to noise ordinance**

The City Attorney advised this matter was heard with no reportable action taken.

**1-E: Conference with Legal Counsel – Existing Litigation – Litigation
has been initiated formally pursuant to Government Code Section
54956.9 (d)(1): Harris v. City of Santa Monica, Los Angeles Superior
Court Case Number 341 569**

The City Attorney advised this matter was heard with no reportable action taken.

REPORT ON MEETING COMPENSATION

Pursuant to State law, City Clerk Sarah Gorman announced that Council will receive no compensation for meeting as the Redevelopment Successor Agency.

CONSENT CALENDAR: JOINT SPECIAL MEETING WITH THE REDEVELOPMENT SUCCESSOR AGENCY

All items were considered and approved in one motion unless removed by an Agency Member/Councilmember for discussion.

There being a Consent Calendar for the City Council and the Redevelopment Successor Agency the Mayor, with the consensus of Council, combined the Consent Calendars into a joint meeting so as to hear them concurrently, with Agency Member/Councilmember O'Connor absent.

Member of the public Denise Barton commented on various Consent Calendar items.

At the request of Agency Member/Councilmember Himmelrich, Item 3-D was removed from the Consent Calendar.

Motion by Agency Member/Councilmember O'Day, seconded by Agency Member/Councilmember Winterer, to approve the Consent Calendar except for Item 3-D, reading resolutions by title only and waiving further reading thereof. The motion was approved by the following vote:

AYES: Agency Member/Councilmembers O'Day, Winterer,
Himmelrich, Davis
Chair Pro Tem/Mayor Pro Tem Vazquez,
Chair/Mayor McKeown
NOES: None
ABSENT: Agency Member/Councilmember O'Connor

MINUTES

3-A: **The minutes** of January 27, 2014, City Council meetings were approved.

DOOR THROUGH DOOR RIDE PROGRAM

3-B: **Adoption of a Resolution Authorizing the Submission of a Grant Application to the Los Angeles County Metropolitan Transportation Authority for Continued Funding for the Door Through Door Attended Ride Program** – recommendation that City Council: Adopt Resolution No.10862 (CCS) entitled, “A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA MONICA AUTHORIZING THE CITY MANAGER TO APPLY FOR GRANT FUNDS FOR THE ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM UNDER THE FEDERAL TRANSIT ADMINISTRATION'S SECTION 5310 PROGRAM, AND TO NEGOTIATE AND TO ENTER INTO A GRANT AGREEMENT WITH THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY AND ANY AMENDMENTS THERETO,” and authorize the City Manager to execute all necessary documents to apply for the grant, accept the grant, if awarded, accept all grant renewals, if awarded, and participate in the program; and, authorize budget changes, in the event that the grant is awarded, was approved.

WATER CONSERVATION FUND GRANT

3-C: **Application for a Land and Water Conservation Fund Grant** – recommendation that City Council: Adopt Resolution No. 10863 (CCS) entitled, “A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA MONICA AUTHORIZING THE CITY MANAGER TO APPLY FOR GRANT FUNDS FOR A LAND AND WATER CONSERVATION GRANT, AND TO NEGOTIATE AND TO ENTER INTO A GRANT AGREEMENT WITH THE STATE OF CALIFORNIA DEPARTMENT OF PARKS AND RENOVATION AND ANY AMENDMENTS THERETO”, and authorize the City Manager to execute all necessary documents to apply for the grant and accept the grant, if awarded; and, authorize budget changes, in the event that the grant is awarded, was approved.

ELEVATOR MODERNIZATION PROJECT

3-E: **Construction Contract Change Order for the Airport Administration Building Elevator Modernization Project** – recommendation to authorize the City Manager to negotiate and execute a

first change order to Contract #9893 (CCS) in the amount of \$35,000 with Fast-Track Construction Corporation, to provide additional construction services for the Airport Administration Building Elevator Modernization Project, resulting in an amended contract with a new total amount not to exceed \$441,780, and authorize any necessary change orders to complete the work within budget authority, was approved.

**CITY HALL TENANT
IMPROVEMENT
PROJECT**

3-F: Construction Contract Change Order for the City Hall HVAC Replacement & Public Works Tenant Improvement Project – recommendation to authorize the City Manager to negotiate and execute a second change order to Contract No. 10027 (CCS) in the amount of \$50,000 with Ramco General Engineering Contractors, to provide additional construction services for the City Hall HVAC Replacement & Public Works Tenant Improvement Project, resulting in an amended contract with a new total amount not to exceed \$221,163, and authorize any necessary change orders to complete the work within budget authority, was approved.

INSURANCE COVERAGE

3-G: Resolution No. 10864 (CCS) entitled: “A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA MONICA ACCEPTING THE TENTATIVE AGREEMENT AND AUTHORIZING THE CITY MANAGER TO EXECUTE A MEMORANDUM OF UNDERSTANDING SETTING THE TERMS AND CONDITIONS OF MEDICAL INSURANCE COVERAGE WITH MANAGEMENT TEAM ASSOCIATES, SUPERVISORY TEAM ASSOCIATES, ADMINISTRATIVE TEAM ASSOCIATES, MUNICIPAL EMPLOYEES ASSOCIATION, INTERNATIONAL BROTHERHOOD OF TEAMSTERS LOCAL 911, PUBLIC ATTORNEYS UNION, PUBLIC ATTORNEYS’ LEGAL SUPPORT STAFF UNION, UNITED TRANSPORTATION UNION, LOCAL 1785 - INTERNATIONAL ASSOCIATION OF SHEET METAL, AIR, RAIL AND TRANSPORTATION WORKERS (SMART), EXECUTIVE PAY PLAN PARTICIPANTS, AND CERTAIN UNREPRESENTED CLASSIFICATIONS,” was adopted.

**CREDIT CARD
PROCESSING SERVICES**

3-D: Third Modification to Agreement with TransFirst Health and Government Services, Inc. for Credit Card Processing Services – recommendation to authorize the City Manager to negotiate and execute a third modification to Contract #9082 in an amount not to exceed \$800,000 with TransFirst Health and Government Services, Inc. (TransFirst), to continue to provide merchant account processor services for credit card payments related to City fees and services on a month-to-month basis no later than June 30, 2015, resulting in an amended contract with a new total amount not to exceed \$8,150,000, was presented.

Agency Member/Councilmember Himmelrich advised that she removed the

item to gain further information from staff.

Motion by Agency Member/Councilmember Himmelrich, seconded by Chair Pro Tem/Mayor Pro Tem Vazquez, to approve the staff recommendation. The motion was approved by the following vote:

AYES: Agency Member/Councilmembers O'Day, Winterer,
Himmelrich, Davis
Chair Pro Tem/Mayor Pro Tem Vazquez, Chair/Mayor
McKeown

NOES: None

ABSENT: Agency/Councilmember O'Connor

RECOGNIZED OBLIGATION PAYMENT SCHEDULE

3-H: Recognized Obligation Payment Schedule: July through December 2015 – recommendation that the Redevelopment Successor Agency, adopt Resolution No. 22 (SA) entitled, “A RESOLUTION OF THE SANTA MONICA REDEVELOPMENT SUCCESSOR AGENCY APPROVING AND ADOPTING THE RECOGNIZED OBLIGATION PAYMENT SCHEDULE FOR JULY 2015 – DECEMBER 2015” and Resolution No. 23 (SA) entitled, “A RESOLUTION OF THE SANTA MONICA REDEVELOPMENT SUCCESSOR AGENCY APPROVING AND ADOPTING THE ADMINISTRATIVE BUDGET FOR THE PERIOD JULY 2015 – DECEMBER 2015, INCLUSIVE”, was presented.

Motion by Agency/Councilmember Himmelrich, seconded by Chair Pro Tem/Mayor Pro Tem Vazquez, to approve the staff recommendation. The motion was approved by the following vote:

AYES: Agency Member/Councilmembers O'Day, Winterer,
Himmelrich, Davis,
Chair/Mayor Pro Tem Vazquez, Chair/Mayor McKeown

NOES: None

ABSENT: Agency Member/Councilmember O'Connor

ADJOURNMENT OF THE SPECIAL JOINT MEETING

On order of the Chair/Mayor, the special joint meeting with the Redevelopment Successor Agency was adjourned at 6:58 p.m., and the regular City Council meeting was reconvened, with Councilmember O'Connor absent.

ORDINANCES: NOISE REGULATIONS

7-A: Introduction and first reading of an Ordinance modifying Chapter 4.12 of the Santa Monica Municipal Code updating the City's noise regulations to better protect the community's health and welfare and to ensure compliance with applicable legal standards, was presented.

Member of the public Jerry Rubin spoke generally in favor of the

recommended action.

Members of the public Ned Landin, Tay Uhler (donated time by Stefani Uhler), spoke generally in opposition to the recommended action.

Deputy City Attorney Yibin Shen suggested an amendment to the proposed ordinance that provided that the following language in the proposed ordinance be changed: In Section 2, Section 4.12.030 Exemptions, “except for section 4.12.030” be changed to “except for section 4.12.025,” to correct a typographical error.

Motion by Councilmember O’Day, seconded by Councilmember Davis, to introduce and hold first reading of the ordinance, as amended, reading by title only and waiving further reading thereof. The motion was approved by the following vote:

AYES: Councilmembers Davis, Himmelrich, Winterer, O’Day,
Mayor Pro Tem Vazquez, Mayor McKeown

NOES: None

ABSENT: Councilmember O’Connor

STAFF
ADMINISTRATIVE
ITEMS:
BERGAMOT STATION
ARTS CENTER

8-A: Bergamot Station Arts Center Guidelines and Advisory Committee – recommendation that City Council: 1) Adopt guidelines for the revitalization of the City-owned Bergamot Station Arts Center property; 2) Identify the role of an advisory committee in helping shape the future of the Arts Center; and 3) Approve the composition and process for establishing the advisory committee, was presented.

Members of the public Jerry Rubin, Jeff Worthe, Mary Marlow, Bill Turner, Lois Lambert and Andrew Hoyer spoke generally in favor of the recommended action.

Considerable discussion ensued on topics including, but not limited to composition of the advisory group, composition of the development, and modification of Guideline Four regarding the Santa Monica Museum of Art.

Housing and Economic Development Director Andy Agle proposed an amendment to Guideline 4 to provide that “the project shall incorporate a permanent home for a museum or other significant cultural institution that can demonstrate the ability to finance tenant improvements and ongoing operations while providing a cultural experience that benefits the Santa Monica community. Preference for a long term lease of the space shall be given to the Santa Monica Museum of Art.”

Motion by Councilmember Davis, seconded by Councilmember O’Day, to

adopt staff report guidelines for the next stage of planning for the revitalization of the City-owned Bergamot Station Arts Center property, including the following amendment to Guideline 4: to provide that “the project shall incorporate a permanent home for a museum or other significant cultural institution that can demonstrate the ability to finance tenant improvements and ongoing operations while providing a cultural experience that benefits the Santa Monica community. Preference for a long term lease of the space shall be given to the Santa Monica Museum of Art;” and to create the advisory committee with the following members: 1. 4 members of the Bergamot Gallery and Cultural Association, appointed by the Association, with one of these four being a nonprofit tenant; 2. 4 residents appointed by the Neighborhood Council; 3. 1 person appointed by the Convention and Visitors Bureau; 4. 1 person appointed by the Chamber of Commerce; and 5. 1 person appointed by the Arts Commission, who operates a successful Santa Monica cultural nonprofit.

Motion to amend by Councilmember Winterer, to instruct the Arts Commission that the priority for the Commission’s appointment should be a representative of a Santa Monica based arts nonprofit, but if no such person is available to serve on the group, the Commission could select a non-Santa Monica based representative.

The motion was friendly to the mover and the seconder.

Motion to amend by Councilmember Davis, to include the staff recommendation to identify the role of an advisory committee in helping shape the future of the Arts Center. The motion was friendly to the seconder.

The motion was approved by the following vote:

AYES: Councilmembers O’Day, Winterer, Himmelrich, Davis,
Mayor Pro Tem Vazquez, Mayor McKeown

NOES: None

ABSENT: Councilmember O’Connor

BIKESHARE SYSTEM

8-B: **Bikeshare System Identity Selection** – recommendation that Council take the following actions to establish the bikeshare system identity: 1) Select “Breeze” as the name for the bikeshare system; 2) Allow two possible locations on bikes (triangular frame covers and baskets) for sponsorship messaging; and, 3) Approve potential use of the concept umbrella name “Westside Ride” for a system that expands to other jurisdictions, was presented.

No members of the public spoke on this item.

Discussion ensued on topics including, but not limited to the location of sponsorship messaging on bikes.

Motion by Councilmember Winterer, seconded by Councilmember O'Day, to adopt the staff recommendation. The motion was approved by the following vote:

AYES: Councilmembers Davis, Himmelrich, Winterer, O'Day,
Mayor Pro Tem Vazquez, Mayor McKeown

NOES: None

ABSENT: Councilmember O'Connor

NAMING BUFFER PARK

8-C: **Naming Buffer Park** – recommendation that City Council: 1) Review and comment on recommendations from the Recreation and Parks Commission, as well as the results of the Buffer Park naming survey and public suggestions to date; 2) Select a name for the park currently known as Buffer Park and direct staff to proceed with using the selection as the park's official name going forward, was presented.

On order of the Mayor, and at the request of staff, this matter was continued to a future meeting.

DOWNTOWN ASSESSMENT DISTRICT

8-D: **Potential Modification and Expansion of Downtown Assessment District** – recommendation that the City Council: 1) Review and comment on the Draft Colorado Avenue Overlay Management Plan and Engineer's Report and the Draft Lincoln Boulevard Property-Based Assessment District Management Plan and Engineer's Report; 2) Approve the proposed plans including City funding for the payment of general benefits associated with the assessment areas; and, 3) Authorize the City Manager to sign petitions relating to the City-owned parcels located within the proposed Colorado Overlay, was presented.

Members of the public Scott Schofeld and Steven Welliver spoke generally in favor of the recommended action.

Members of the public Denise Barton, Andrew Hoyer, spoke generally in opposition to the recommended action.

Considerable discussion ensued on topics including, but not limited to a change to the threshold for approval of the district, improvement of Lincoln Boulevard, and modification of boundaries of the project.

Motion by Councilmember Davis, seconded by Councilmember Winterer, to adopt the staff recommendation but to direct staff to prepare an ordinance similar to the ordinance that was used for the creation of the original Property-Based Assessment District to only require a 40% signature threshold to place the matter before the property owners.

The motion was approved by the following vote:

AYES: Councilmembers Davis, Himmelrich, Winterer, O'Day,
Mayor Pro Tem Vazquez, Mayor McKeown

NOES: None

ABSENT: Councilmember O'Connor

FIRE STATION LAND EXCHANGE

8-E: **Modification to Agreement for Fire Station Land Exchange** – recommendation to authorize the City Manager to modify terms of the proposed Purpose and Sale Agreement with 1337 7th Street LLC related to an exchange of City-owned property located at 1338-42 and 1323 5th Street for privately owned property located at 1337-47 7th St, was presented.

No members of the public were present to speak on the item.

Motion by Councilmember O'Day, seconded by Councilmember Winterer, to adopt the staff recommendation. The motion was approved by the following vote:

AYES: Councilmembers O'Day, Winterer, Himmelrich, Davis,
Mayor Pro Tem Vazquez, Mayor McKeown

NOES: None

ABSENT: Councilmember O'Connor

COUNCILMEMBER DISCUSSION ITEMS: PLANNING COMMISSION

13-A: **Appointment to one unscheduled vacancy on the Planning Commission for a term ending on June 30, 2015,**

Members of the public Jerry Rubin spoke generally in favor of the recommended action.

Members of the public Andrew Hoyer spoke generally in opposition to the recommended action.

On order of the Mayor, the appointment was continued to the March 17, 2015 Council meeting.

RE-ORDER WATER RATES HEARING

13-B: **Request of Mayor McKeown that the Council direct that the council agenda for the upcoming regular meeting of February 24th, 2015, shall be re-ordered such that the public hearing on water rates be conducted immediately after the consent calendar and prior to the remaining items on the agenda,** was presented.

Members of the public Jerry Rubin spoke generally in opposition to the recommended action.

Motion by Councilmember Winterer, seconded by Councilmember

Himmelrich, to approve the recommendation. The motion was approved by a unanimous voice vote, with all members present excepting Councilmember O'Connor.

PUBLIC INPUT:

Members of the public Denise Barton, Art Casillas, Andrew Hoyer and John Foster commented on various local issues.

ADJOURNMENT

On order of the Mayor, the City Council meeting was adjourned at 8:52 p.m. in memory of Charles Hodgins and Kieran McCann.

ATTEST:

APPROVED:

Sarah P. Gorman
City Clerk

Kevin McKeown
Mayor



City Council Report

City Council Meeting: February 24, 2015

Agenda Item: 3-B

To: Mayor and City Council
From: Sarah P. Gorman, City Clerk
Subject: Cancellation of a regular Council meeting scheduled for Tuesday, March 10, 2015

Recommended Action

Staff recommends that the City Council vote to cancel the regular meeting scheduled for March 10, 2015, due to lack of a quorum and schedule a special meeting at 5:30 p.m. on Tuesday, March 17, 2015 in City Hall.

Approved:

Forwarded to Council:

Sarah P. Gorman
Director, Records & Election Services

Elaine Polachek
Interim City Manager



City Council Report

City Council Meeting: February 24, 2015
Agenda Item: 3-C

To: Mayor and City Council
From: Jacqueline Seabrooks, Chief of Police
Subject: Police Department Purchase of Ammunitions - Dooley Enterprises Inc.

Recommended Action

Staff recommends that the City Council authorize the Purchasing Services Manager to issue a purchase order to Dooley Enterprises Inc., a California-based company, for Police Department ammunitions. This is a sole source purchase in an amount not to exceed \$75,000 for one year, with two additional one year renewal options to extend on the same terms and conditions for a total not to exceed \$225,000, with future year funding contingent on Council budget approval.

Executive Summary

The Police Department utilizes lead-free ammunition for indoor range training and ball ammunition for outdoor range training. Both of these ammunitions are manufactured by Winchester Ammunition and are available through their local distributor, Dooley Enterprises Inc. Winchester Ammunition is the sole provider of this ammunition. Dooley Enterprises Inc. maintains a large supply of this ammunition and is readily available. Staff recommends purchasing approximately \$75,000 of ammunition from Dooley Enterprises Inc. on an annual recurring basis for a three year period.

Discussion

The Santa Monica Police Department utilizes two types of ammunition for training: lead-free ammunition for indoor range training and ball ammunition for outdoor range training. The lead free “clean” ammunition used in the indoor range is manufactured so that when fired, the bullets do not spread lead particles in the air and the primers do not use heavy metals. This prevents officers from being exposed to carcinogenic chemicals and provides a healthier environment inside the range. The standard ball ammunition used at the outdoor range does produce lead particles and have heavy metals in the

primers; however, it is safe to use in an outdoor environment. The Santa Monica Police Department has purchased ammunition from Dooley Enterprises Inc. for over ten years.

Vendor/Consultant Selection

Staff recommends Dooley Enterprises Inc. to furnish and deliver ammunitions on a sole source basis. Lead-free “clean” ammunition is only available from Winchester Ammunition. Dooley Enterprises Inc. is the authorized sole regional distributor for Winchester Ammunition in Southern California.


Financial Impacts and Budget Actions

The purchase order to be awarded to Dooley Enterprises Inc. is for an amount not to exceed \$225,000. Funds are available in the FY 2014-15 budget in the Police Department. The purchase order will be charged to account 01304.544020. Future year funding is contingent on Council budget approval.

Prepared By: Nicole Dibling-Moore, Senior Administrative Analyst

Approved

Forwarded to Council


Jacqueline Seabrooks, Chief of Police 2/11/2015



City Council Report

City Council Meeting: February 24, 2015

Agenda Item: 3-D

To: Mayor and City Council
From: Andy Agle, Director of Housing and Economic Development
Subject: Windward School Lease Agreement Amendment

Recommended Action

Staff recommends that the City Council authorize the City Manager to negotiate and execute an amendment to the Windward School lease agreement to allow a covenant to be recorded on City-owned property and require its removal at the time of lease termination.

Executive Summary

Windward School leases land from the City adjacent to the Charnock water well field in Los Angeles for use as athletic fields. Windward School filed a Zone Variance Plan with the City of Los Angeles to increase its enrollment from 475 students to a maximum of 550 students. As a condition of approval, the City of Los Angeles requires execution of a standard form covenant to ensure compliance with the conditions of the Zone Variance Plan. The recommended amendment to the lease agreement would allow the covenant to be recorded and require the school to remove the covenant at the time of lease termination.

Background

Since 1983, the City has leased a portion of City-owned property located at Sawtelle Boulevard and Palms Boulevard in Los Angeles to Windward School ("Windward"). Windward is a private, college-preparatory school serving grades 7 through 12. The property is approximately 7.5 acres and encompasses the Charnock water well field, south of an adjacent flood control channel. Under the initial lease terms, Windward was authorized to use the property for recreational purposes, principally as outdoor playfields and basketball courts. The subsequent lease modifications designated certain building zones on the property in which Windward is allowed to build structures to be used as educational or athletic facilities. The term of the lease has

been extended four times and currently extends to 2055. Throughout the lease period, the City and Windward have worked cooperatively to address any issues that have arisen in maintaining the terms of the lease.

Discussion

In August 2010, the City Manager authorized Windward to file a Zone Variance Plan application with the City of Los Angeles, on the condition that the application would not involve any physical changes to the current facilities. The Zone Variance Plan application would allow Windward to increase its enrollment from 475 to 550 students. In February 2011, the City of Los Angeles provisionally approved the Zone Variance Plan with conditions. One of Los Angeles' conditions requires execution of a standard form covenant which signifies compliance with the conditions of the Zone Variance Plan approvals. The City of Los Angeles requires both the City, as property owner, and Windward to execute the covenant.

In order for the City to execute the covenant, staff recommends a lease amendment that requires Windward to abide by the conditions included in the Zone Variance Plan approval and remove the covenant from title at its sole expense at the time of lease termination. Windward has agreed to the proposed amendment.

Financial Impacts & Budget Actions

There is no immediate financial impact or budget action necessary as a result of the recommended action.

Prepared by: Erika Cavicante, Senior Development Analyst

Approved:

Forwarded to Council:

Andy Agle, Director
Housing and Economic Development

Elaine M. Polachek
Interim City Manager



City Council Report

City Council Regular Meeting: February 24, 2015

Agenda Item: 3-E

To: Mayor and City Council
From: Scott Ferguson, Fire Chief
Subject: Purchase of Mobile Training Building Prop for Fire Department

Recommended Action

Staff recommends that the City Council:

1. Award RFP #18 to Fire Training Structures, LLC (FTS), an Arizona-based company, for the purchase, delivery and installation of one new mobile Urban Search and Rescue (USAR) and Hazardous Materials (HazMat) building prop for the Fire Department Training Center;
2. Authorize the City Manager to negotiate and execute a contractual services agreement with FTS, in an amount not to exceed \$805,044; and
3. Authorize the budget changes as outlined in the Financial Impacts and Budget Action section of this report.

Executive Summary

On March 25, 2014 the City was awarded initial funding from the Urban Area Security Initiative (UASI) 2013 grant for one new mobile, detachable Urban Search and Rescue (USAR) and Hazardous Materials (HazMat) training prop for the Fire Department Training Center. On February 24, 2015 the City accepted additional funds from the 2014 UASI to complete the purchase of the mobile training prop.

In January 2015, the City solicited proposals through a Request for Proposals (RFP) for the purchase of one new mobile, detachable USAR and HazMat prop for the Fire Department Training Center. The mobile training prop provides realistic rescue and live fire training scenarios. The training disciplines include confined space, trench rescue, interior natural gas leaks and flammable liquids. Staff recommends FTS as the best bidder for the purchase and delivery of the training prop in an amount not to exceed \$805,044. The purchase is being funded with \$655,044 from the 2013 UASI grant and

\$150,000 from the 2014 UASI grant.

Background

The UASI program supports national preparedness by focusing on enhancing regional preparedness in major metropolitan areas. The UASI program is intended to assist participating jurisdictions in developing integrated regional systems to prevent, protect, respond to and recovery from natural or man-made disasters.

The UASI grant program was created to support large, “core” cities and those other cities with borders contiguous to core cities. The UASI grant program is 100% federally funded from the Department of Homeland Security managed through the State of California. The City of Los Angeles is the Los Angeles region's core city for the UASI grant and allocates funds to the City of Santa Monica. These funds have been used to purchase necessary equipment, supplies, and provide training to support of overall regional goals to promote effective information gathering, sharing, and response to threats and/or acts of terrorism. The purchase of the mobile training prop allows Santa Monica Fire and other local fire departments to train in real-life scenarios preparing them to respond to threats and/or acts of terrorism.

The City is authorized to receive funds from the City of Los Angeles through subrecipient agreements. As part of the ongoing UASI grant program, the City of Los Angeles awarded funds to the City of Santa Monica Fire Department for project years 2013 (\$752,076) and 2014 (\$278,507). Over the course of these two project performance periods, funds in the amounts of \$655,044 in 2013 and \$150,000 in 2014 were specifically earmarked for props and equipment for the development of a training satellite site in Santa Monica that would support regional homeland security goals by providing realistic training opportunities allowing the department to increase response capabilities. UASI grant funds carry specific spending and performance deadlines that must be met in order for a project to qualify for the funds.

RFP for Modular Training Prop

On September 22, 2014, the City issued a RFP to furnish and deliver a modular training prop according to specifications developed by a training committee comprised of Fire

Department personnel. The RFP was posted on the City's on-line bidding site, and notices were advertised in the Santa Monica Daily Press in accordance with City Charter and Municipal Code provisions. Seven hundred forty-one vendors were notified and 36 vendors downloaded the RFP. On October 20, 2014, the City received two proposals for the purchase, delivery and installation of one new modular detachable Urban Search and Rescue and Hazardous Materials Training Facility for the Fire Department Training Center. The two firms that responded were Kirila Fire and Fireblast Global. A selection panel of staff from the Finance and Fire departments reviewed the responses. Staff then interviewed both firms. Upon evaluation of the two bids, the City determined that Kirila Fire submitted the only responsive bid. Kirila Fire was the only vendor able to guarantee the delivery date, which was listed as a mandatory requirement in the RFP.

On [December 16, 2014](#) staff recommended to Council that all proposals for RFP #9-22-2014 be rejected due to the fact the facility, as specified, could not be permitted at its proposed location without protracted variance proceedings that would delay the delivery of the Expandable Training Facility beyond the due date set by the Federal Government for the grant funds. Based on that determination, staff recommended that Council reject all proposals for the Expandable Training Facility. Council approved the rejection of the previous proposals based on the RFP criteria.

Discussion

The Fire Department worked with the City of Los Angeles and other City departments to investigate other feasible projects as part of the grant spending plan. The group was able to identify a mobile training prop that would be able to adhere to the City's zoning ordinance and worked to develop specifications for a new RFP. This mobile training prop meets the UASI program goals by providing realistic training opportunities to first responders. The training prop would provide the Santa Monica Fire Department with the flexibility to develop and execute different types of emergency scenarios related to fire, rescue, building collapse, and hazardous materials emergencies. The system is designed to accommodate training in a manner that provides for maximum safety, while

still allowing for realistic training scenarios. The training disciplines include confined space, trench rescue, and interior natural gas leaks and/or flammable liquid. The prop is considered a regional asset and will be available to other Area A partner cities (West Hollywood, Culver City, Beverly Hills) as well as the other thirty fire agencies within Los Angeles County.

In 2013, the City received \$655,044 and in 2014 the City received an additional \$150,000 for the training prop. The Subrecipient Agreement for the 2013 grant requires the City to complete all expenditures from the 2013 grant by March 31, 2015, even though the grant performance period is actually open until May 31, 2015. Due to the amount of the expenditure, purchase of the mobile training prop requires a performance bond which extends the deadline for delivery and installation beyond the May 31st performance deadline until August 31, 2015. The City has required the vendor to deliver, install and ensure the mobile training prop is fully functional by August 15, 2015, thus allowing for additional time to ensure compliance and finalize all necessary paperwork.

Vendor/Consultant Selection

On January 8, 2015, the City issued a RFP to furnish and deliver one mobile detachable USAR and HazMat training prop. The RFP included specifications that met the UASI grant requirements that these funds were specifically earmarked for props and equipment for the development of a training satellite site in Santa Monica that would support regional homeland security goals. The RFP process was used to allow vendors flexibility to present their design that would best meet City requirements, space, and code restrictions. Designs were developed by a technical training committee comprised of Fire Department personnel.

The RFP was posted on the City's on-line bidding site, and notices were advertised in the Santa Monica Daily Press in accordance with City Charter and Municipal Code provisions. Five hundred and four vendors were notified; twenty-four vendors

downloaded the RFP. Two proposals were received and publicly opened on January 26, 2015.

A selection panel of staff from the Fire Department reviewed the responses to the RFP. Proposals were evaluated based on the criteria in SMMC 2.24.072, including previous experience, price, capacity and skill, ability to deliver within the specified timeline, future maintenance or service costs, ability to secure a performance bond, and compliance with City's scope of work. Upon evaluation of the two proposals, the City determined that FTS was the best bidder.

FTS met all criteria on the ability to create the technical specifications, product availability, detailed timeline and delivery schedule, quality of material and an extensive demonstrated history of completing other like mobile training facility projects. FTS had multiple examples of recent completed projects including detailed drawings that met or exceeded specifications and also included photos of training props they recently built that are very similar to the HazMat and USAR features included in the RFP. The project design was very descriptive detailing each prop's capabilities and functionality. FTS's proposal also provided for a structural integrity warranty. Based on these criteria, FTS, the best-qualified firm is recommended as the best bidder for the purchase, delivery and installation of one new mobile detachable USAR and HazMat building prop for the Fire Department Training Center in accordance with the City's request for proposals.

Although FTS is an Arizona-based company, upon review of the two proposals received in response to the RFP, staff recommends against the purchase of the mobile training prop from the non-Arizona-based company. In addition to staff's determination that FTS is the best bidder, FTS specializes in mobile training props funded by federal grants earmarked for fire training facilities. The non-Arizona-based company does not have the same relevant experience.

Financial Impacts and Budget Actions

The contract to be awarded to FTS is for an amount not to exceed \$805,044. Funds in the amount of \$150,000 are included in the FY 2014-15 budget at account C209108.589000. Award of the contract requires a budget transfer from account 20312.555399 in the amount of \$655,044 to account C209108.589000.

Prepared By: Terese Toomey, Principal Administrative Analyst

Approved**Forwarded to Council**

Scott Ferguson
Fire Chief

Elaine M. Polachek
Interim City Manager



City Council Report

City Council Meeting: February 24, 2015

Agenda Item: 3-F

To: Mayor and City Council

From: Donna Peter, Director

Subject: Memoranda of Understanding with SMART T-D, formerly the United Transportation Union, Local 1785 and Revised Executive Pay Plan

Recommended Action

Staff recommends that the City Council:

1. Adopt the attached resolution accepting the tentative agreement and authorizing the City Manager to execute the Memoranda of Understanding with SMART T-D, formerly the United Transportation Union, Local 1785.
2. Adopt the attached Resolution authorizing the City Manager to execute a Revised Executive Pay Plan.
3. Approve the attached revised salary schedule effective as a result of the negotiated tentative agreement reached for the classifications represented by SMART T-D and certain specific classifications covered by the Executive Pay Plan.

Executive Summary

Negotiations for FY2014-15 successor MOU's have resulted in a total of nine new agreements with employee bargaining units. The terms of the tentative agreement with SMART T-D, formerly the United Transportation Union, Local 1785 are summarized below. Revisions are also being proposed to the Executive Pay Plan. The total cost of the negotiated changes is approximately \$321,000 for FY 2014-15. The budget impact of the majority of these changes was included in the FY 2015-16 through FY 2019-20 Five Year Financial Forecast for the Big Blue Bus Fund.

Background

On June 30, 2014 the MOU's with nine City bargaining groups expired. Negotiations for successor MOU's commenced this spring and, to date, have resulted in new agreements that have been ratified by eight of the groups. Five agreements were approved on August 26, 2014 and three additional tentative agreements were approved on November 25, 2014. Ratification by SMART T-D of this tentative agreement is scheduled for the week of February 23, 2015. In the event the SMART T-D does not ratify the tentative agreement, staff will present an amended resolution and tentative agreement, if reached, at a future date.

There is no expiration date for the Executive Pay Plan (EPP); terms are amended as needed and typically occur as changes are made to agreements with other employee bargaining units. EPP salaries were set for a two year period through Fiscal Year 2014-2015.

Discussion

SMART T-D

A three year agreement has been negotiated with SMART T-D.

The significant negotiated changes include the following:

- The top step salary should be increased approximately 1.5% per year and are set as follows:
 - Effective October 1, 2014: \$28.00
 - Effective July 1, 2015: \$28.42
 - Effective July 1, 2016: \$28.85
- Implementation of the vacation cash-out program.

Other changes include: increasing the Step 1 salary from 60% to 65% of Step 6, implementation of a voucher program for employee uniforms, additional pay for training instructors, implementation of an incentive program for attendance and safety, modifications to Union Business language, and non-substantive miscellaneous language modifications.

Executive Pay Plan

The Executive Pay Plan is being revised to include language specifying the City's practice of compensating employees covered under the EPP for serving in a higher-level classification and revise the language to the existing vacation cash-out program. The revisions also include clarification to the retirement benefit language specifying the retirement plan formula, employee contributions, and any employer paid member contributions. While EPP covered employees did not receive a COLA for Fiscal Year 2014-2015, equity adjustments were necessary for the salaries of the Police and Fire Chiefs. These adjustments were a result of the salary changes given to other public safety employees under the chiefs' supervision in order to maintain an appropriate salary differential. The adjustment to the Police Chief's salary was approved by City Council on October 28, 2014.

The first resolution is attached to this staff report for Council consideration. The resolution accepts the tentative agreement reached with SMART T-D and authorizes the City Manager to execute the memoranda of understanding (MOU) and the revised Executive Pay Plan.

Also attached for Council approval is a comprehensive salary schedule establishing the new salary ranges for all classifications represented in SMART T-D and for the EPP in compliance with CalPERS requirements.

Financial Impacts and Budget Actions

The total cost of the negotiated changes contained in the new agreements is approximately \$321,000 for FY 2014-15. The budget impact of the majority of these changes was included in the FY 2015-16 through FY 2019-20 Five Year Financial Forecast.

Prepared By: Ericka Reinke, Senior HR Analyst

Approved

Forwarded to Council

Donna C. Peter, Human Resources Director

Elaine M. Polachek, Interim City Manager

Attachments:

1. 2-24-15 Salary Schedule
2. SMART T-D and EPP RESO



Salary Schedule for February 24, 2015 City Council Meeting

| Class Title | Class Code | BU | Grade | Step | Monthly Rate | Annual Rate | Bi-Weekly Rate | Hourly Rate |
|--------------------------------------------------------------------|-------------|-------|-------|------|--------------|-------------|----------------|-------------|
| Motor Coach Operator (Effective October 1, 2014) | 2911 | SMART | 010 | 1 | 3,154.00 | 37,848.00 | 1,455.69 | 18.20 |
| | | | | 2 | 3,397.00 | 40,764.00 | 1,567.85 | 19.60 |
| | | | | 3 | 3,640.00 | 43,680.00 | 1,680.00 | 21.00 |
| | | | | 4 | 4,125.00 | 49,500.00 | 1,903.85 | 23.80 |
| | | | | 5 | 4,368.00 | 52,416.00 | 2,016.00 | 25.20 |
| | | | | 6 | 4,853.00 | 58,236.00 | 2,239.85 | 28.00 |
| Motor Coach Operator Trainee (Effective October 1, 2014) | 3961 | SMART | 005 | 1 | 2,705.00 | 32,460.00 | 1,248.46 | 15.61 |
| Asst City Manager (Effective January 27, 2015) | 745 | EPP | 825 | 1 | 18,918.00 | 227,016.00 | 8,731.38 | 109.14 |
| | | | | 2 | 19,853.00 | 238,236.00 | 9,162.92 | 114.54 |
| | | | | 3 | 21,020.00 | 252,240.00 | 9,701.54 | 121.27 |
| | | | | 4 | 22,188.00 | 266,256.00 | 10,240.62 | 128.01 |
| | | | | 5 | 23,356.00 | 280,272.00 | 10,779.69 | 134.75 |
| Asst to the City Manager | 0882 | EPP | 011 | 1 | 9,533.00 | 114,396.00 | 4,399.85 | 55.00 |
| | | | | 2 | 10,004.00 | 120,048.00 | 4,617.23 | 57.72 |
| | | | | 3 | 10,592.00 | 127,104.00 | 4,888.62 | 61.11 |
| | | | | 4 | 11,181.00 | 134,172.00 | 5,160.46 | 64.51 |
| | | | | 5 | 11,769.00 | 141,228.00 | 5,431.85 | 67.90 |
| Chief Information Officer | 0964 | EPP | 090 | 1 | 14,767.00 | 177,204.00 | 6,815.54 | 85.19 |
| | | | | 2 | 15,496.00 | 185,952.00 | 7,152.00 | 89.40 |
| | | | | 3 | 16,408.00 | 196,896.00 | 7,572.92 | 94.66 |
| | | | | 4 | 17,319.00 | 207,828.00 | 7,993.38 | 99.92 |
| | | | | 5 | 18,231.00 | 218,772.00 | 8,414.31 | 105.18 |
| City Attorney | 0615 | EPP | 880 | 1 | 20,461.00 | 245,532.00 | 9,443.54 | 118.04 |
| | | | | 2 | 21,471.00 | 257,652.00 | 9,909.69 | 123.87 |
| | | | | 3 | 22,734.00 | 272,808.00 | 10,492.62 | 131.16 |
| | | | | 4 | 23,997.00 | 287,964.00 | 11,075.54 | 138.44 |
| | | | | 5 | 25,260.00 | 303,120.00 | 11,658.46 | 145.73 |
| City Manager (Effective February 1, 2015) | 0640 | EPP | 950 | 1 | 27,452.00 | 329,424.00 | 12,670.15 | 158.38 |
| | | | | | | | | |



Salary Schedule for February 24, 2015 City Council Meeting

| | | | | | | | | |
|------------------------------------------|-------------|------------|------------|---|-----------|------------|----------|--------|
| Communications/Publ Affairs Of | 0743 | EPP | 027 | 1 | 11,069.00 | 132,828.00 | 5,108.77 | 63.86 |
| | | | | 2 | 11,615.00 | 139,380.00 | 5,360.77 | 67.01 |
| | | | | 3 | 12,299.00 | 147,588.00 | 5,676.46 | 70.96 |
| | | | | 4 | 12,982.00 | 155,784.00 | 5,991.69 | 74.90 |
| | | | | 5 | 13,665.00 | 163,980.00 | 6,306.92 | 78.84 |
| Deputy City Manager | 0746 | EPP | 055 | 1 | 12,326.00 | 147,912.00 | 5,688.92 | 71.11 |
| | | | | 2 | 12,934.00 | 155,208.00 | 5,969.54 | 74.62 |
| | | | | 3 | 13,695.00 | 164,340.00 | 6,320.77 | 79.01 |
| | | | | 4 | 14,456.00 | 173,472.00 | 6,672.00 | 83.40 |
| | | | | 5 | 15,217.00 | 182,604.00 | 7,023.23 | 87.79 |
| Deputy City Manager - Spec Proj | 0744 | EPP | 055 | 1 | 12,326.00 | 147,912.00 | 5,688.92 | 71.11 |
| | | | | 2 | 12,934.00 | 155,208.00 | 5,969.54 | 74.62 |
| | | | | 3 | 13,695.00 | 164,340.00 | 6,320.77 | 79.01 |
| | | | | 4 | 14,456.00 | 173,472.00 | 6,672.00 | 83.40 |
| | | | | 5 | 15,217.00 | 182,604.00 | 7,023.23 | 87.79 |
| Dir of Community/Cultural Svs | 0664 | EPP | 340 | 1 | 15,914.00 | 190,968.00 | 7,344.92 | 91.81 |
| | | | | 2 | 16,700.00 | 200,400.00 | 7,707.69 | 96.35 |
| | | | | 3 | 17,682.00 | 212,184.00 | 8,160.92 | 102.01 |
| | | | | 4 | 18,665.00 | 223,980.00 | 8,614.62 | 107.68 |
| | | | | 5 | 19,647.00 | 235,764.00 | 9,067.85 | 113.35 |
| Dir of Finance (Contr/Ci Treas) | 0650 | EPP | 090 | 1 | 14,767.00 | 177,204.00 | 6,815.54 | 85.19 |
| | | | | 2 | 15,496.00 | 185,952.00 | 7,152.00 | 89.40 |
| | | | | 3 | 16,408.00 | 196,896.00 | 7,572.92 | 94.66 |
| | | | | 4 | 17,319.00 | 207,828.00 | 7,993.38 | 99.92 |
| | | | | 5 | 18,231.00 | 218,772.00 | 8,414.31 | 105.18 |
| Dir of Housing & Economic Dev | 0634 | EPP | 083 | 1 | 14,273.00 | 171,276.00 | 6,587.54 | 82.34 |
| | | | | 2 | 14,978.00 | 179,736.00 | 6,912.92 | 86.41 |
| | | | | 3 | 15,859.00 | 190,308.00 | 7,319.54 | 91.49 |
| | | | | 4 | 16,740.00 | 200,880.00 | 7,726.15 | 96.58 |
| | | | | 5 | 17,621.00 | 211,452.00 | 8,132.77 | 101.66 |
| Dir of Human Resources | 0691 | EPP | 090 | 1 | 14,767.00 | 177,204.00 | 6,815.54 | 85.19 |
| | | | | 2 | 15,496.00 | 185,952.00 | 7,152.00 | 89.40 |
| | | | | 3 | 16,408.00 | 196,896.00 | 7,572.92 | 94.66 |



Salary Schedule for February 24, 2015 City Council Meeting

| | | | | | | | | |
|--------------------------------------------|-------------|------------|------------|---|-----------|------------|-----------|--------|
| | | | | 4 | 17,319.00 | 207,828.00 | 7,993.38 | 99.92 |
| | | | | 5 | 18,231.00 | 218,772.00 | 8,414.31 | 105.18 |
| Dir of Library Svs/City Librn | 0653 | EPP | 057 | 1 | 12,599.00 | 151,188.00 | 5,814.92 | 72.69 |
| | | | | 2 | 13,221.00 | 158,652.00 | 6,102.00 | 76.28 |
| | | | | 3 | 13,999.00 | 167,988.00 | 6,461.08 | 80.76 |
| | | | | 4 | 14,776.00 | 177,312.00 | 6,819.69 | 85.25 |
| | | | | 5 | 15,554.00 | 186,648.00 | 7,178.77 | 89.73 |
| Dir of Planning & Community Dev | 0660 | EPP | 340 | 1 | 15,914.00 | 190,968.00 | 7,344.92 | 91.81 |
| | | | | 2 | 16,700.00 | 200,400.00 | 7,707.69 | 96.35 |
| | | | | 3 | 17,682.00 | 212,184.00 | 8,160.92 | 102.01 |
| | | | | 4 | 18,665.00 | 223,980.00 | 8,614.62 | 107.68 |
| | | | | 5 | 19,647.00 | 235,764.00 | 9,067.85 | 113.35 |
| Dir of Public Wrks/Airport Dir | 0625 | EPP | 790 | 1 | 18,017.00 | 216,204.00 | 8,315.54 | 103.94 |
| | | | | 2 | 18,907.00 | 226,884.00 | 8,726.31 | 109.08 |
| | | | | 3 | 20,019.00 | 240,228.00 | 9,239.54 | 115.49 |
| | | | | 4 | 21,131.00 | 253,572.00 | 9,752.77 | 121.91 |
| | | | | 5 | 22,243.00 | 266,916.00 | 10,266.00 | 128.33 |
| Dir of Records & Election Svs | 0620 | EPP | 058 | 1 | 12,826.00 | 153,912.00 | 5,919.69 | 74.00 |
| | | | | 2 | 13,460.00 | 161,520.00 | 6,212.31 | 77.65 |
| | | | | 3 | 14,252.00 | 171,024.00 | 6,577.85 | 82.22 |
| | | | | 4 | 15,043.00 | 180,516.00 | 6,942.92 | 86.79 |
| | | | | 5 | 15,835.00 | 190,020.00 | 7,308.46 | 91.36 |
| Dir of Transit Services | 0670 | EPP | 282 | 1 | 15,801.00 | 189,612.00 | 7,292.77 | 91.16 |
| | | | | 2 | 16,581.00 | 198,972.00 | 7,652.77 | 95.66 |
| | | | | 3 | 17,556.00 | 210,672.00 | 8,102.77 | 101.28 |
| | | | | 4 | 18,532.00 | 222,384.00 | 8,553.23 | 106.92 |
| | | | | 5 | 19,507.00 | 234,084.00 | 9,003.23 | 112.54 |
| Fire Chief | 0675 | EPP | 701 | 1 | 17,366.00 | 208,392.00 | 8,015.08 | 100.19 |
| (Effective July 1, 2014) | | | | 2 | 18,223.00 | 218,676.00 | 8,410.62 | 105.13 |
| | | | | 3 | 19,295.00 | 231,540.00 | 8,905.38 | 111.32 |
| | | | | 4 | 20,367.00 | 244,404.00 | 9,400.15 | 117.50 |
| | | | | 5 | 21,439.00 | 257,268.00 | 9,894.92 | 123.69 |
| | | | | | | | | |



Salary Schedule for February 24, 2015 City Council Meeting

| | | | | | | | | |
|------------------------------|-------------|-----|-----|---|-----------|------------|-----------|--------|
| Police Chief | 0690 | EPP | 855 | 1 | 19,785.00 | 237,420.00 | 9,131.54 | 114.14 |
| (Effective October 28, 2014) | | | | 2 | 20,762.00 | 249,144.00 | 9,582.46 | 119.78 |
| | | | | 3 | 21,983.00 | 263,796.00 | 10,146.00 | 126.83 |
| | | | | 4 | 23,205.00 | 278,460.00 | 10,710.00 | 133.88 |
| | | | | 5 | 24,426.00 | 293,112.00 | 11,273.54 | 140.92 |
| | | | | | | | | |
| *SMART T-D is formerly UTU | | | | | | | | |

RESOLUTION NUMBER _____ (CCS)

(City Council Series)

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF SANTA MONICA ACCEPTING THE
TENTATIVE AGREEMENT AND AUTHORIZING THE CITY MANAGER
TO EXECUTE A MEMORANDUM OF UNDERSTANDING WITH
SMART T-D AND A REVISED EXECUTIVE PAY PLAN

WHEREAS, the City administration and representatives of the International Association of Sheet Metal, Air, Rail and Transportation Workers – Transportation Division (“SMART T-D”) (formerly the United Transportation Union, Local 1785), and representatives of the Executive Pay Plan, have met and conferred under the terms of Ordinance No. 801 (CCS) and have reached agreement on wages, hours, and other terms and conditions of employment; and

WHEREAS, in accordance with Government Code Section 3505.1, on February 24, 2015, the tentative agreement reached between the City administration and representatives of SMART T-D, and the revised Executive Pay Plan (FY2013-2015), were each presented to the City Council of the City of Santa Monica for consideration; and

WHEREAS, Section 2.06 of Ordinance No. 801 (CCS) of the City of Santa Monica requires preparation of a written Memorandum of Understanding between the

City administration and employee organization, as well as written agreement with the Executive Pay Plan if an agreement can be reached; and

WHEREAS, Section 2.06 of Ordinance No. 801 (CCS) further provides that any such Memorandum of Understanding shall not be binding unless and until presented to the governing body for determination; and

WHEREAS, the purpose of the Memorandum of Understanding with SMART T-D and the agreement with participants of the Executive Pay Plan is to promote and provide harmonious employer-employee relations, cooperation, and understanding.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SANTA MONICA DOES RESOLVE AS FOLLOWS:

SECTION 1. The City Council of the City of Santa Monica hereby accepts the tentative agreement that has been reached between the City administration and representatives of SMART T-D, and the revised Executive Pay Plan (FY2013-2015).

SECTION 2. The City Council of the City of Santa Monica hereby approves and authorizes the City Manager to execute a Memorandum of Understanding with SMART T-D (FY2014-2017), and execute a revised Executive Pay Plan (FY2013-2015).

SECTION 3. The City Clerk shall certify to the adoption of this Resolution, and thenceforth and thereafter the same shall be in full force and effect.

APPROVED AS TO FORM:

MARSHA JONES MOUTRIE
City Attorney

City Council Report

City Council Meeting: February 24, 2015

Agenda Item: 3-G

To: Mayor and City Council
From: Edward King, Director of Transit Services (BBB)
Subject: Furnish and Deliver Four Para-Transit Accessible Vans

Staff recommends that the City Council:

1. Award Bid #4177 to Creative Bus Sales Inc., a California based company, for the purchase of four CNG-powered Mobility Ventures (MV-1) paratransit accessible vans;
2. Authorize the Purchasing Services Manager to issue a purchase order with Creative Bus Sales Inc., in an amount not to exceed \$242,314;
3. Authorize budget changes as outlined in the Financial Impact and Budget Action section of this report.

Executive Summary

Staff recommends award of Bid #4177 to Creative Bus Sales to furnish and deliver four CNG-powered, Mobility Ventures (MV-1) paratransit accessible vans in the amount not to exceed \$242,314. The four new CNG-powered paratransit vans would replace four gasoline-powered paratransit vans that have reached the end of their useful life. These vehicles are utilized for the City's Dial-A-Ride program.

Discussion

Big Blue Bus (BBB) currently operates four gasoline-powered paratransit vans for Dial-A-Ride services. The four vans have reached the end of their useful life cycle of seven years, per the Federal Transit Administration guidelines, and are no longer cost effective to operate. The purchase of the four CNG-powered paratransit vans would ensure that the Dial-A-Ride paratransit services continue to operate in an efficient and effective manner. In addition, the purchase of the CNG-powered vehicles would reduce greenhouse gases and harmful emission pollutants while providing increased comfort to

passengers.

The CNG-powered MV-1 paratransit van is built by AM General LLC in the Mishawaka, Indiana assembly facility and meets the “Buy America Act” requirements for domestic content, requiring that 60% of components and subcomponents are made in America and that final assembly takes place in the United States. It is a unique vehicle, built specifically for Dial-A-Ride services and to transport passengers in mobility devices. The MV-1 paratransit van includes features such as a wheelchair ramp with two telescoping lengths for increased accessibility. In addition, the MV-1 is the only paratransit van available that is powered by CNG.

Based on the ease of passenger boarding, increased rider comfort and availability of the vehicle in the CNG platform, staff recommends the purchase of the CNG-powered MV-1 paratransit vans to replace four gasoline-powered paratransit vans that have reached the end of their useful life cycle.

Vendor/Consultant Selection

On December 23, 2014, the City published Notices Inviting Bids to furnish and deliver four CNG-powered paratransit vans as required by the Big Blue Bus in accordance with City specifications. The bid was posted on the City's online bidding site in accordance with City Charter and Municipal Code provisions. The City notified 462 vendors and 15 vendors downloaded the bid. Four no-bids were received and one bid was received which was publicly opened on January 12, 2015 per Attachment A. The no-bidders responded that they could not meet the specifications including requirements for the CNG power plant.

Procurement conducted additional outreach to vendors who downloaded the bid to determine why they did not submit a bid. The response received from vendors that downloaded the bid was that they could only provide a lease vehicle.

The bid price was evaluated based on similar gasoline-powered paratransit vans recently sold by the cooperative bid CalAct, and the bid was deemed fair and reasonable and in conformance to the criteria in SMMC 2.24.072, including price, vendor capacity and skill to deliver, quality of product, and compliance with City specifications and scope of work.

Based on these criteria to furnish and deliver the four CNG-powered MV-1 paratransit vans, the quality and durability of the van, and compliance with City specifications, Creative Bus Sales Inc. is recommended as the best bidder to furnish and deliver four CNG-powered MV-1 paratransit vans in accordance with City specifications.

Financial Impacts and Budget Actions

The purchase order to be awarded to Creative Bus Sales Inc. is for an amount not to exceed \$242,314. Award of this purchase order requires a budget transfer of \$79,980 from C410106.589000 (Bus Components) to C410877.589000 (Dial-A-Ride Vehicles).

Prepared By: Getty Modica, Transit Maintenance Officer

Approved: _____

Forwarded to Council: _____

Edward F. King
Director of Transit Services

Elaine Polachek
Interim City Manager

Attachments:

- A. 4177 Para-Transit Vans (4) (XLSX)

Bid No. 4177

Bid Description: Purchase & Deliver (4) four new & unused, current model year MV-1 Deluxe CNG Powered - Para-transit Accessible Vans

Bid Closing Date: January 12, 2015

| PRICING | | CREATIVE BUS SALES CHINO, CA | | A TO Z BUS SALES |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|---------------------------------|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DESCRIPTION | QUANTITY | UNIT PRICE | EXTENDED PRICE | |
| Purchase & Deliver (4) four new & unused, current model year MV-1 Deluxe CNG Powered - Para-transit Accessible Vans | 4 | \$ 56,950.00 | \$ 227,800.00 | NO BID. REASON: CANNOT FURNISH GOODS OR SERVICES AS SPECIFIED. THE BID (#4177) SPECIFICALLY SPEC'D OUT THE MV1, WITH CNG AS THE FUEL. AT THIS TIME A TO Z BUS SALES DOES NOT HAVE AN ALTERNATIVE TO QUOTE THAT WOULD SATISFY BOTH THE CAPACITY AND THE ALTERNATIVE FUEL REQUIREMENT. THANK YOU. |
| OPERATOR'S INSTRUCTION MANUAL | 4 | \$ 10.00 | \$ 40.00 | |
| SHOP MAINTENANCE MANUAL OR CD | 1 | \$ 150.00 | \$ 150.00 | |
| ILLUSTRATED PARTS BOOK OR CD | 1 | \$ 150.00 | \$ 150.00 | |
| ELECTRIC WIRING SCHEMATIC MANUAL OR CD | 1 | \$ 10.00 | \$ 10.00 | |
| SUBTOTAL * | *calculations different from bid | | \$ 228,150.00 | |
| NON TAXABLE ADA COMPONENTS | 4 | \$ 19,858.14 | \$ 79,432.56 | |
| SALES TAX (9.50%) * | Taxable Amount | \$ 148,717.44 | \$ 14,128.16 | |
| TIRE FEE (4 EACH) | 4 | \$ 8.75 | \$ 35.00 | |
| DELIVERY | | | Included | |
| GRAND TOTAL * | | | \$ 242,313.16 | |
| EXCEPTIONS | | | | EXCEPTIONS |
| Purchase & Deliver (4) four new & unused, current model year MV-1 Deluxe CNG Powered - Para-transit Accessible Vans | As Specified | | | NO BID |
| Delivered to 1660 7th Street., Santa Monica, CA 90401 | As Specified | | | |
| WARRANTY | As Specified | | | |
| Warranty to be standard manufacturer's as supplied with all vehicles sold by manufacturer. | As Specified | | | |
| GENERAL SPECIFICATIONS AND STANDARDS The body, finish, and fittings shall be the latest model. They shall be new and not have been used in demonstrator or other services, and shall be factory standard in all respects and not in conflict with any other specification requirements. Dealer shall furnish Dealer's Bill of Sale in the name of: City of Santa Monica – Big Blue Bus 1660 7 th Street Santa Monica, CA 90401 Vehicles, upon deliver, will be ready for service. Vehicle will be delivered with a full range of Compressed Natural Gas. | As Specified | | | |
| S ENGINE: | As Specified | | | |
| Ford 4.6 Liter EFI V-8 CNG Engine (Carb Certified) | As Specified | | | |
| S Fuel Type: CNG System – Type 3 Tanks | As Specified | | | |
| TRANSMISSION: | As Specified | | | |
| Ford 4-Speed Automatic Transmission with overdrive. | As Specified | | | |
| Rear Wheel Drive – 3.45 Axle Ratio | As Specified | | | |
| 17" Steel Wheels with Center Wheel Cover | As Specified | | | |
| Flooring: Altro Flooring | As Specified | | | |
| Q'Straint Wheelchair Restraint | As Specified | | | |
| Electrically Operated Wheelchair Ramp Anti-Slip Ramp Surface 4.1:1 and 6.1:1 Ramp Slope ADA Ramp Lighting Multiple Safety yellow Grab Handles | As Specified | | | |
| Rear Self-Leveling Air Suspension System | As Specified (Self Leveling Air Shocks) | | | |
| Grey Leatherette Seating Material | As Specified | | | |
| 6-Way Adjustable Commercial Driver's Seat | As Specified | | | |
| Power Windows and Locks | As Specified | | | |
| Power adjustable Side View Mirrors | As Specified | | | |
| Tinted Windows | As Specified | | | |
| Auxiliary Power Outlets: Rear (2) and Front (2) | As Specified | | | |
| Cup Holders: Rear (2) and Front (2) | As Specified | | | |
| Rear Heat and Air Outlet | As Specified | | | |
| Spacious Passenger Seating | As Specified | | | |
| 36.4 Cu. Ft. Luggage Capacity | As Specified | | | |
| 42.8 Foot Turning Circle | As Specified | | | |
| Electronic Stability Control / Traction Control | As Specified | | | |
| Anti-Lock Brakes | As Specified | | | |
| Power 4 Wheel Disc Brakes | As Specified | | | |
| Driver Side Supplemental Air Bag System | As Specified | | | |
| Childseat Anchors (2) and Tethers (3) | As Specified | | | |
| P235/65 R17 All-Season Tires | As Specified | | | |
| Tire Pressure Monitoring System | As Specified | | | |
| Daytime Running Lights | As Specified | | | |
| Passkey Theft Deterrent System | As Specified | | | |
| Arctic White – Exterior Color | As Specified | | | |
| Telescoping Power Ramp (Must Meet ADA/CSA Guidelines) | As Specified | | | |
| Two Ramp Deployment Settings (4.1 or 6.1) | As Specified | | | |
| Rear Window Wiper | As Specified | | | |
| AM/FM/CD Radio | As Specified | | | |
| Cruise Control | As Specified | | | |
| Licensing: | As Specified | | | |
| Delivery shall include D.M.V. documentation and "E" (Exempt) plates installed prior to delivery. | As Specified | | | |
| Keys: | As Specified | | | |
| Three Complete Sets of Keys for Each Vehicle | As Specified | | | |
| RESPONSE | | | | RESPONSE |
| Warranty | See attached warranty statement | | | NO BID |
| Delivery within: days after receipt of order, with options | 21 | | | |
| Delivery within: days after receipt of order, without options | 21 | | | |
| Payment Terms | 0% Net 30 | | | |
| Additional Fees | None | | | |
| Arizona Form | complete; no presence | | | |
| Oaks Form | complete | | | |

City Council Report

City Council Meeting: February 24, 2015

Agenda Item: 3-H

To: Mayor and City Council
From: Dean Kubani, Sustainability Manager
Subject: Execute enabling agreements to procure electricity through Direct Access

Recommended Action

Staff recommends that the City Council authorize the City Manager to:

1. Approve enabling agreements with 3 Phases Renewables, a California-based company; Constellation NewEnergy Inc, a California-based company; and Shell Energy North America, a California-based company, to be a part of the pre-qualified list of vendors to procure electricity through Direct Access.
2. Select the best bidder from the pre-qualified list on an annual basis and negotiate and execute a purchase agreement with that vendor in order to procure power for that year, based on the best bid. This could be the same vendor each year, or another pre-qualified vendor, depending on the bids received.
3. Negotiate and execute a purchase agreement with one of the vendors on the pre-qualified list on an annual basis: 3 Phases Renewables, a California-based company; Constellation NewEnergy Inc, a California-based company; or Shell Energy North America, a California-based company, in an amount not to exceed \$3 million for one year, with four additional one-year renewal options in the amount of \$3 million, for a total amount not to exceed \$15 million over a five-year period with future year funding contingent on Council budget approval.

Executive Summary

Consumption of electricity generates pollution and greenhouse gases from the burning of fossil fuels, whereas energy from renewable resources like solar, wind, small hydroelectric, geothermal and biomass, generates significantly less by comparison. Conventional grid-tied electricity from Southern California Edison (SCE) provides an energy portfolio with a limited percentage of electricity generated from renewable resources. In 2013, a majority of SCE's power was sourced from natural gas, nuclear, coal and large hydroelectric, with 22% coming from eligible renewable sources. Procurement of electricity via Direct Access has allowed the City to source 100% of its electricity from renewable sources. At the direction of City Council, and consistent with the goals established in the Sustainable City Plan, Santa Monica has been purchasing 100% green power since 1999.

Historical procurement requirements limited the City's ability to maintain long-term contracts with vendors and procure electricity at time-sensitive rates. The current contract with Commerce Energy is set to expire May 31, 2015. In anticipation of this, and to improve the procurement process in the future, staff is seeking to establish a pre-qualified list of vendors from which pricing can be solicited on an annual basis over the next five years. By maintaining a contractual relationship with prequalified vendors and bidding electricity rates annually, the City can save time and money in the process of procuring green power.

A formal qualification process for Energy Service Providers was completed on December 12, 2014. This process yielded a short list of Energy Service Providers that staff recommends Council approve to enable the City to seek the best price for green power annually from the established list.

Background

Santa Monica has been a Direct Access electricity customer since Council authorized such an arrangement on [February 23, 1999](#). Direct Access status allows the City to purchase electricity from a third party while paying Southern California Edison (SCE) for transmitting the electricity to City facilities. Generation charges make up roughly half of the total electric bill for City facilities with transmission charges making up the other half.

Renewable Energy Certificates (RECs) are purchased on behalf of the City and are certified by Green-e to verify the source of supply. RECs can be purchased for electricity that is generated via solar, wind, biomass and small hydroelectric plants. Green power, provided in this manner, is an important component of the City's sustainability efforts.

The City currently has a Direct Access contract with Commerce Energy for renewable electricity. On [November 9, 2010](#), Council awarded Bid # 9292 to Commerce Energy at a rate of \$0.0665 per kilowatt hour (kWh) for accounts contracted October 1, 2010 through September 30, 2012, and \$0.0700 (kWh) for new accounts switched to Direct Access under SB 695, to provide renewable electricity for municipal facilities for a two year term through May 31, 2013. SB 695 enabled existing Direct Access customers, including the City of Santa Monica, to enroll accounts that had been activated since the suspension of Direct Access enrollment in 2001.

On [October 2, 2012](#), Council authorized the first modification of the contract with Commerce Energy in order to procure power as a Direct Access customer. The agreement extended the term and reduced the price of power from \$0.0665 to \$0.0602 per kWh and from \$0.0700 to \$0.0661 per kWh for the accounts added in 2012 through May 31, 2014. On [May 13, 2014](#), Council authorized the second modification of the contract with Commerce Energy in order to again procure power as a Direct Access customer. The agreement extended the term and established a single rate across all accounts at \$0.0705 per kWh through May 31, 2015.

Staff compared rates paid to Commerce Energy versus the weighted average rate for SCE for power used in 2013. Table 1 below highlights the rates from each source as well as the estimated savings achieved through the purchase of energy as a Direct Access customer.

Table 1. 2013 Energy Rate Comparison

| Usage | Rates | | Savings |
|--------------------------------------|-------------------------|--------------|---------------------|
| | Direct Access | SCE | |
| Approximately 25,000,000 kWh | \$0.0602-\$0.0661/kWh | \$0.0887/kWh | |
| Estimated Annual Cost (usage x rate) | \$1,505,000-\$1,652,500 | \$2,217,500 | \$565,000-\$712,500 |

As illustrated in Table 1: 2013 Energy Rate Comparison, the City used approximately 25 megawatt hours or 25 million kWh in 2013. The weighted average SCE rate for that period was \$0.0887/kWh and the Direct Access rate ranged between \$0.0602 and \$0.0661/kWh. Purchasing power using the Direct Access model saved the City between \$565,000 and \$712,500 in 2013.

Discussion

Procuring green power via Direct Access helps the City meet its commitment to sustainability and reducing greenhouse gas emissions related to municipal operations. Additionally, Direct Access has enabled the City to save money by procuring green power at rates that are less expensive than conventional electricity provided by SCE.

Approval of 3 Phases Renewables, Constellation NewEnergy Inc, and Shell Energy North America to be a part of the pre-qualified list of vendors for Direct Access electricity supply would allow the City to negotiate and execute enabling agreements with each of the vendors. The enabling agreement does not contain any pricing or cost, but would allow the City to proceed in completing a purchase agreement.

Staff would annually request pricing for electricity from renewable resources from these vendors and select the best bid. The annual purchase agreement in the first year is expected to be less than \$2 million. Energy prices fluctuate daily in an open market, so staff recommends giving the City Manager authority to negotiate and execute the purchase agreement in an amount not to exceed \$3 million to allow for volatility in market pricing and possible changes in energy use in City facilities. Each year, staff would negotiate and execute a purchase agreement with the selected vendor in an amount not to exceed \$3 million for one year for a total amount not to exceed \$15 million over a five-year period.

Vendor/Consultant Selection

On October 20, 2014, the City published a Request for Qualifications (RFQ) to furnish and deliver electricity as a commodity via Direct Access as required by the Office of Sustainability and the Environment, which is responsible for ensuring the City's electricity is sourced from 100% renewable energy sources. The RFQ was posted on the City's on-line bidding site, and notices were sent directly to State-authorized Energy Service Providers in accordance with City Charter and Municipal Code provisions. Twenty-two vendors were notified, 15 vendors downloaded the bid. Three statements of qualifications were received and publicly opened on December 5, 2014. Statements were evaluated based on the criteria in SMMC 2.24.072, including price, previous experience, capacity and skill, ability to deliver, quality of product, and compliance with City specifications and scope of work. Based on these criteria, three vendors - 3 Phases

Renewables, Shell Energy and Constellation Energy - are recommended as best bidders to be on the pre-qualified list to provide electricity via Direct Access procurement due to their experience in selling the desired products, flexibility in meeting customers' needs, diversity and strength of energy portfolios, financial stability and references.

Next Steps

With Council approval, the City would enter into enabling agreements with each of the three companies on the pre-qualified list of vendors for Direct Access electricity supply. Before May 31, 2015, staff would seek the best possible price for electricity generated from renewable resources for one year from the pre-qualified list of vendors. Staff would select the best bid and proceed to enter into a purchase agreement with the selected vendor. This process would be repeated each year for the following four years to identify the best available pricing for energy for the upcoming year from this list of vendors and establish a new purchase agreement with that vendor in order to purchase power for that year. This could be the same vendor each year or another pre-qualified vendor, depending on the proposals received.

Financial Impacts & Budget Actions

There is no immediate financial impact or budget action necessary as a result of the recommended action. The purchase agreement to be executed before May 31, 2015 is expected to be less than \$2 million per year. Funds are included in departments' existing budgets in various accounts for electricity charges. Energy prices fluctuate daily in an open market, so staff recommends giving the City Manager authority to negotiate and execute one purchase agreement each year in an amount not to exceed \$3 million to allow for volatility in market pricing and possible changes in energy use in City facilities. Budget authority for subsequent years will be requested in each budget cycle for Council approval. Staff will return to Council if specific budget actions are required in the future.

Prepared by: Garrett Wong, Acting Sustainability Analyst

Approved:

Forwarded to Council:

Dean Kubani
Sustainability Manager

Elaine Polachek
Interim City Manager

Attachments:

- Direct Access Scoresheet

SCORE SHEET:

Score Sheet Summary: 3 Phases

| Category | Cat-Total | Notes | Weight | Sub-Total | Weight | Final Score |
|------------------------------------------------------|-----------|--------------------------------------------------------------------------------------------------------------------------|--------|-----------|--------|-------------|
| Renewable Resources/Products | 95.0 | Very strong | 30% | 93.5 | 30% | 85.13 |
| Ability to Facilitate Santa Monica's Renewable Goals | 95.0 | Deep experience in procuring and selling renewables in CA | 40% | | | |
| Net Energy Metering Capabilities | 90.0 | A lot of experience with on-site renewable generation | 30% | | | |
| Pricing Methodologies and Invoicing Approach | 90.0 | Bills on SCE billing cycle; fair pricing methodologies for RPS, RA, and CAISO pass-thrus; can offer consolidated billing | 25% | 87.5 | 25% | |
| Load Scheduling | 90.0 | Been a scheduling coordinator in CA for a long time. | 25% | | | |
| Fees/Margins/Adders | 85.0 | Didn't provide sample margin/adder. RPS: \$4.74/MWh (2014); RA: \$2.38/kWmonth (2014) | 50% | | | |
| Background and Experience | 85.0 | Focused on renewables; focused on serving CA marketplace. | 50% | 87.5 | 20% | |
| References | 90.0 | County of Sonoma, Thousand Oaks, CA, Olivenhain MWD, and Montebello USD | 50% | | | |
| Financial Strength/Capacity | 60.0 | Privately held company; small balance sheet; could be a financial risk potentially | 100% | 60.0 | 15% | |
| Value Added Services | 87.0 | Experience with on-site generation; PPAs; located close to City; no DR | 100% | 87.0 | 10% | |

Score Sheet Summary: Shell Energy

| Category | Cat-Total | Notes | Weight | Sub-Total | Weight | Final Score |
|------------------------------------------------------|-----------|----------------------------------------------------------------------------------------------------|--------|-----------|--------|-------------|
| Renewable Resources/Products | 85.0 | Not a lot of detailed experience in this regard. | 30% | 82.0 | 30% | 83.98 |
| Ability to Facilitate Santa Monica's Renewable Goals | 85.0 | Will be the least flexible of the ESPs and creative working with the City to meet renewable goals. | 40% | | | |
| Net Energy Metering Capabilites | 75.0 | Not a lot offered here, it's not their strong point. | 30% | | | |
| Pricing Methodologies and Invoicing Approach | 80.0 | Does not provide consolidated billing with SCE. Need to discuss with Shell and City. | 25% | 79.5 | 25% | |
| Load Scheduling | 88.0 | Done by a 3rd party (EDMS) | 25% | | | |
| Fees/Margins/Adders | 75.0 | Not a lot of detail provided. | 50% | | | |
| Background and Experience | 95.0 | Very experienced ESP with a very large customer portfolio. | 50% | 90.0 | 20% | |
| References | 85.0 | Good references but no municipalities listed. | 50% | | | |
| Financial Strength/Capacity | 100.0 | Very large and strong. | 100% | 100.0 | 15% | |
| Value Added Services | 65.0 | Weak, not a lot of value-added services provided. | 100% | 65.0 | 10% | |

Score Sheet Summary: CNE

| Category | Cat-Total | Notes | Weight | Sub-Total | Weight | Final Score |
|------------------------------------------------------|-----------|-------------------------------------------------------------------------------------------------------|--------|-----------|--------|-------------|
| Renewable Resources/Products | 92.0 | Very strong and diverse portfolio of renewable projects. Very active in the renewable marketplace. | 30% | 92.6 | 30% | 92.04 |
| Ability to Facilitate Santa Monica's Renewable Goals | 95.0 | CNE will be a good partner to the City; will work hard to help develop creative and unique solutions. | 40% | | | |
| Net Energy Metering Capabilites | 90.0 | Solid straightforward NEM policy. | 30% | | | |
| Pricing Methodologies and Invoicing Approach | 80.0 | Does not offer consolidated billing with SCE. | 25% | 91.3 | 25% | |
| Load Scheduling | 95.0 | Flexible Index Solution is a plus. Scheduling and settlement done in-house. | 25% | | | |
| Fees/Margins/Adders | 95.0 | Very competitive margin offer of \$.20/MWh. RA and RPS pricing is good. | 50% | | | |
| Background and Experience | 95.0 | Very strong and experienced company with a large portfolio of customers in CA and across US. | 50% | 88.5 | 20% | |
| References | 82.0 | No cities provided; one reference was a consultant. | 50% | | | |
| Financial Strength/Capacity | 95.0 | Very strong. Parent company, Exelon, is one of the largest energy companies in the country. | 100% | 95.0 | 15% | |
| Value Added Services | 95.0 | Very strong portfolio of value-addes services: DR, solar PPAs, energy efficiency funding, etc. | 100% | 95.0 | 10% | |



City Council Report

City Council Meeting: February 24, 2015

Agenda Item: 3-I

To: Mayor and City Council
From: Susan Cline, Interim Director of Public Works
Subject: Bid Award for the Purchase of 16 Ford F-250 Compressed Natural Gas Pick-up Trucks

Recommended Action

Staff recommends that the City Council:

1. Award Bid #4172 to Fritts Ford, a California-based company, for the purchase and delivery of 16 Ford F-250 compressed natural gas (CNG) pick-up trucks.
2. Authorize the Purchasing Services Manager to issue a purchase order with Fritts Ford for the purchase and delivery of 16 Ford F-250 CNG pick-up trucks in an amount not to exceed \$698,177, with future year funding contingent on Council budget approval.
3. Authorize budget changes as outlined in the Financial Impacts & Budget Actions section of this report.

Executive Summary

This purchase would replace 13 vehicles that have reached the end of their useful life and add three new vehicles which will increase the City's vehicle fleet. The three new vehicles would be used by Facilities Maintenance for graffiti removal, HVAC, and building maintenance operations.

In January 2015, the City solicited bids for the purchase of 14 Ford F-150 CNG pick-up trucks and the option to purchase up to seven more vehicles at the same price, terms, and conditions. Unfortunately, the bid was posted after the cut-off date to order Ford F-150 pick-up trucks powered by CNG. An addendum was posted which allowed bidders the option to bid Ford F-250 CNG pick-up trucks, which is the only pick-up truck offered with a factory installed engine prepped for alternative fuel, as an alternate to the Ford F-150 in order to ensure an alternative fuel vehicle was bid and that the City would be able to adhere to the Reduced-Emissions Fuels Policy. After reviewing the bids received, staff recommends Fritts Ford as the best bidder for the purchase and delivery of 16 Ford F-250 CNG pick-up trucks for a total amount not to exceed \$698,177.

Discussion

The City replaces vehicles that have reached the end of their useful life through the Vehicle Replacement Program. This Program would replace 13 vehicles (11 pick-ups, 1 sedan, and 1 van) with Ford F-250 CNG pick-up trucks in the following work groups: one in Civil Engineering, five in Facilities Maintenance, one in Park Maintenance, two in Promenade Maintenance, one in the Urban Forest section, two in Resource Recovery and Recycling, and one in Water Resources. It also increases the fleet by three vehicles in Facilities Maintenance. The first new vehicle would be used by a new Graffiti Removal Technician position approved in Facilities Maintenance as a result of the As-Needed and Contractual Services study. The second new vehicle would be used by a HVAC Crew Leader. The third new vehicle would be used by a Building Systems Technician that was transferred from the Library to Facilities Maintenance without a vehicle. This purchase meets the goals of the City's Reduced-Emissions Fuels Policy by utilizing vehicles powered by CNG fuel.

Ford was producing factory-installed engines prepped for alternative fuel applications including CNG conversion-compatible F-150 models in 2014 for their 3.7 liter engine, but moved to a smaller 3.5 liter engine for the F-150, which had not been CNG certified by the California Air Resources Board (CARB) for the 2015 model year. Staff was not able to post the bid before the cut-off date for ordering model year 2014 Ford F-150 pick-up trucks that are fueled by CNG, and as a consequence, only unleaded gas fueled F-150 pick-ups are now available for purchase. In order to adhere to the City's Reduced-Emissions Fuels Policy, the City posted an addendum allowing bidders to submit a Ford F-250 6 CNG pick-up truck as an alternate to the F-150 because the 2015 model F-250 6.5 liter engine is CNG certified by CARB.

Each of the 16 vehicles included in this bid has a different configuration of options at varying costs, which were chosen based on end-user operational requirements. Bidders were asked to bid each option separately in order to allow for multiple divisions with various operational requirements to participate in this bid.

Vendor Selection

In January 2015, the City published Notices Inviting Bids to furnish and deliver fourteen new and unused Ford F-150 CNG pick-up trucks with various options, and the option to purchase up to seven more vehicles at the same price, terms, and conditions, as required by the City, in accordance with City specifications. The bid was posted on the City's on-line bidding site, and notices were advertised in the Santa Monica Daily Press in accordance with City Charter and Municipal Code provisions. 514 vendors were notified and 19 vendors downloaded the bid. Three bids were received and publicly opened on January 20, 2015 per Attachment A.

Bids were evaluated based on the criteria in SMMC 2.24.072, including price, ability to deliver, quality of product, and compliance with City specifications. The lowest bidder, Wondries Fleet Group, quoted unleaded F-150s with an after-market conversion to CNG but did not submit a signed copy of Addendum 3 stating that a minimum 5-year or 60,000 mile warranty would be required for anything other than the factory prepped engine. Fritts Ford offered factory engines prepped for alternative fuel applications, has a good standing relationship with the City, and is the second lowest bidder when all applied options are taken into account. Although the bid stated that other types of conversions would be considered, a greater factor in the decision was the ability to purchase vehicles with factory-installed engines prepped for alternative fuel applications. Based on past history, factory prepped engines for alternative fuel applications have fewer maintenance issues and less maintenance cost, whereas after-market conversions have caused maintenance issues on a consistent basis and, on occasion, have resulted in complete vehicle failure. Based upon these criteria, Fritts Ford is the recommended best bidder to provide 16 Ford F-250 CNG pick-up trucks in accordance with the City specification.

Financial Impacts & Budget Actions

The purchase order to be awarded to Fritts Ford is for an amount not to exceed \$698,177. Funds in the amount of \$600,447 for the purchase of 14 vehicles are available in the FY 2014-15 Capital Improvement Program budget in accounts

C540167.589100 (\$40,959) and C540167.589200 (\$559,488). Funds in the amount of \$97,730 for the purchase of two vehicles are available in the General Fund in account S010500.589000. Award of the purchase order will require the following budget actions to transfer funds from the General Fund to the Vehicle Management Fund for vehicle purchase and depreciation:

- Increase revenue budget in account 54459.405760 (Vehicle Enhancement Purchases) by \$97,730.
- Appropriate budget to account C540167.589100 (Vehicle Enhancement Purchases) in the amount of \$97,730.
- Decrease budget at account S010500.589000 in the amount of \$105,894
- Increase budget at account IS01067.589000 by \$8,164.
- Increase revenue account 54459.402660 by \$8,164 (Future Vehicle Replacements).

The purchase order will be charged to the following accounts:

| | |
|-----------------------|------------------|
| C540167.589100 | \$138,689 |
| <u>C540167.589200</u> | <u>\$559,488</u> |
| TOTAL | \$698,177 |

The first year's depreciation is paid for from department savings. The department will identify ongoing savings in its operating budget to offset ongoing depreciation costs.

Prepared by: Heidi Duran, Administrative Analyst

Approved: _____

Forwarded to Council: _____

Susan Cline
Interim Director of Public Works

Elaine M. Polachek
Interim City Manager

Attachment: A – Bid Summary

Bid 4172 Ford F150 Pick-Up Trucks

Bid Description: Furnish and deliver fourteen (14) new and unused CNG powered Ford F150 Pick-Up Trucks, as required by Fleet Management
 Bid Closing Date: 1/20/15

| | | | | | | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|-------------------|------------------------------------------|------------------------------------------------------------------------------------------------------------|--|
| Bid Description: Furnish and deliver fourteen (14) new and unused CNG powered Ford F150 Pick-Up Trucks, as required by Fleet Management Bid Closing Date: 1/20/15 | | Fritts Ford Fleet Center Riverside, California | | Wondries Fleet Group Alhambra, California | | Frontier Ford Santa Clara, California | | |
| Specifications | | Response | Bidder Exceptions | Response | Bidder Exceptions | Response | Bidder Exceptions | |
| Make & Model | | 2015 | | 2015 | As Specified | 2015 | Ford F250 for compressed natural gas conversion 2015- F150 not available with alternative fuel power train | |
| Current model year or newer | | | | Ford | | Ford | | |
| Make Ford | | | | F250 Super Duty PU | | F250 PU | | |
| Model F150 Pick-Up Trucks, or equal | | 6.2L | | GB V6 No prop | | 6.2L EFI V-8 | Comply | |
| Engine | | | | | | | | |
| CARB certified engine with factory gaseous fuel prep. State engine size | | | | | | | | |
| Color | | | | | | | Comply | |
| Keys | | | | | | | Comply | |
| GVWR | | 1,000, 6,300lbs | | 6,010, 4050lbs | As Specified | 10,000lbs, 5941lbs | Comply | |
| State: GVWR, Unladen weight as spec'd | | | | | | | | |
| CNG Fuel System | | | | | | | | |
| Fuel Capacity | | 20 GGE | | N/A | N/A | 21 GGE's | | |
| Name of fuel system manufacturer | | Impco or Altech- ECO (depending on availability) | | | | Imco low pressure, A1 high pressure | | |
| Name of fuel system installer | | A1 Electric in Fresno | | | | A-1 | | |
| Make and type of tanks | | Faber or Zitkovic Type 1 (depending on availability) | | | | Vitkovic or Farber type 1 | | |
| Date of mfg. and life expectancy of tanks | | 2015/20 years | | | | 2014 - 20 years | | |
| Number of tanks and total capacity | | 3, 20 GGE | | | | 3 | | |
| Make and model of high-pressure regulator | | GFI | | | | GFI - P - 220 | | |
| Additional cost, if any, for 20 year tanks | | None | | | | None - Included in price | | |
| Vehicle Options | | | | | | | | |
| Drive Type | 4x4: | Reg Cab add \$3,274, Sup Cab add \$2,674, Crew Cab add \$2,574 | | 4645 | | Ford F250 4x4 P.U. - F2B | | |
| Drive Train | 3.5L V6 EcoBoost: | N/A | | (+) 795 | | N/A | 6.2L EFI V-8 only | |
| | 5.0L V8: | N/A | | (+) 1,595 | | | | |
| Cab | Regular Cab: | Inc in Pricing | | NC | | Ford F250 F2A | | |
| | SuperCab: | Add \$2,598 | | (+) 4,060 | | Ford F250 X2A | | |
| | SuperCrew: | Add \$3,755 | | (+) 6,515 | | Ford F250 W2A | | |
| | Vinyl long bench seat (front): | Std 40/20/40 3 person bench seat | | (+) 340 | | | | |
| Pick-UP box/bed length | 6.5 ft. Styleside: | <\$181> | | IUC | | 6 3/4' | | |
| | 8.0 ft. Styleside: | Included | | (+) 300 | | Comply | | |
| 17" Whelen Lightbar | R2LPPA- low profile mini Lightbad amber with six Linear-LED®, Polycarbonate base, and Clear color dome: | | | | SAN | Whelen R2LPPA | Comply | |
| 54" Whelen Lightbar | (1 each) IW2AAAA- Lightbar with four corner Amber modules, permanent mount: | | | | SAN | Whelen Liberty II WC 54" A/A/A/A 6 | Comply | |
| | (1 each) WCC9SUB Controller: | | | | | WCC9 | | |
| Light head modules below price per | (1 each) IWDLA- Amber Warning light head: | | | | | IWDLA | | |
| | (1 each) ITL12-12 LED White light head: | | | | | ITL12 | | |
| | (1 each) IA3- 3 LED White Alley light head: | | | | | IA3 | | |
| Tow Package | Trailer tow package and hitch, minimum 7900lbs and 2" ball: | Receiver Included, add \$60 for Ball Mount and 2" ball | | (+) 495 | | Std from manufacturer | | |
| | Two front tow hooks mounted to chassis: | Included Standard | | (+) 375 | | Std from manufacturer | | |
| Bed Liner | Rhino liner, or equal, in bed: | \$378 | | (+) 680 | | OEM- spray liner | | |
| Liftgate | Liftgate with 1,000lb capacity: | \$1,831 | | 1,800 | 2200 | Tommy gate 1000lbs | Comply | |
| | State make and model: | Tommy 60-1040 TP27 | | Tommy | | 60-1040.TP38 58" X 38" platform | | |
| Tool Box | Side mount tool box, Watherguard model 176-3-01, white, or equal: | \$529 | | see bid | 820 | Comply | | |
| | State make and model: | W/G 176-3-01 | | | | WG 176-3-01 | | |
| Radio | Kenwood (Model TK863U25W) two-way UHF compact mobile radio, 2 channel, 25 watt with microphone mounting, bracket & DC power cable: | \$415 | Exception/Equal quoting the Vertex VX-2200 UHF (See attached flyer) Vertex is a Motorola owned make/model | | TBD | Obsolete | Kenwood with TK- 836HUK 45W14 | |
| | Mobile antenna package (Model MAP-450) External speaker (Model ESP-25) | \$39 | | Comply | | | | |
| Tires | Off-Road LT-265-75R17 Goodyear tires, or equal: | OEM supplied from Ford @ \$385 per set | | 875 | 875 | OEM- LT 265/70R 17EOWL AT | From manufacturer | |
| Misc. | 5 pound fire extinguisher: | \$54 | | 35 | | 5/B 500T & Bracket | | |
| | Triangle flare kit: | \$22 | | 85 | | Jones King Triangle Kit | | |
| | Back-up alarm | \$65 | | 160 | | SA950 | | |
| Notes | | | | Propane + 11,680 GNC + 10,950 If FT Boomer Audio subject to cars | | | | |

| Pricing | | Response | | Response | | Response | |
|------------------------------------------------------------------------------------------------------------------------------------|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|-----------------------------------------------------|----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| Description | Qty | Unit Price | Extended Price | Unit Price* | Extended Price | Unit Price* | Extended Price |
| New and unused Ford F-150 CNG Pick-UP Truck, or equal, complete with all components as specified | 14 | \$33,756.00 | \$472,584.00 | \$20,750.00 | \$290,500.00 | \$33,469.39 | \$468,571.46 |
| Subtotal | | \$472,584.00 | | \$290,500.00 | | \$468,571.46 | |
| Sales Tax (9.5%) | | \$44,895.48 | | \$27,597.50 | | \$44,514.29 | |
| Tire Fee | 14 | \$8.75 | \$122.50 | \$8.75 | \$122.50 | \$8.75 | \$122.50 |
| Delivery | 14 | | | | | | |
| Other (Please describe) | 14 | * | \$200.00 | | \$0.00 | | |
| Grand Total | | \$517,801.98 | | \$318,220.00 | | \$513,208.25 | |
| If additional fees were indicated above, please describe: | | *Unit price included Service Publication on CDROM for EACH unity, you may deduct as many as you like if you decide you don't need all of them. Parts listings are now accessed online at no charge. Roush Propane System 21 Gallons also available for the SAME cost. | | | | Ford F250 CNG (4x2-8') Last order date is February 27, 2015. Vehicle offered is a 2015 Ford F250-2015 Ford F150's are not available w/CNG or LPG powertrains | |
| Please state guaranteed delivery date: | | 300 days | | 60-90 days (gasoline) Alternative fuel (additional) | | 120-160 days | |
| Payment Terms: | | 2% 20 net 30 | | Net 30 | | 2% discount 25 days/Net 30 days | |
| Pricing for Vehicle Options | | Qty | Unit Price | Response | | Response | |
| 20 Year CNG Tanks | 1 | | Included | TBD | | | Std no charge |
| 4x4 Drive Type | 1 | | Reg Cab add \$3,274, Sup Cab add \$2,674, Crew Cab add \$2,574 | \$4,645 | | F250 4x4 Regular Cab 8' Bed | \$36,734.69 |
| Regular Cab | 1 | | Included | NC | | F250 4x2 Regular Cab 8'Bed | \$33,469.39 |
| Supercab | 1 | | \$2,598 | \$4,060 | | F250 Supercab 4x2-6 3/4' Bed. F250 Supercab 4x4-5 3/4' Bed | \$35,918.37 / \$38,367.37 |
| Supercrew | 1 | | \$3,584 | \$6,515 | | F250 Crewcab 4x2- 6 3/4' Bed. F250 Crewcab 4x4- 6 3/4' Bed | \$37,040.82 / \$39,951.84 |
| Pick-Up Box/Bed Length 6.5ft Styleside | 1 | | <\$181> | NC | | See above available on S.cab & Crewcab | |
| Pick-Up Box/Bed Length 8.0ft Styleside | 1 | | Included | \$300 | | See below | |
| R2lppa-17" Low Profile Mini Whelen Lightbar Amber with Six Linear-Led®, Polycarbonate Base, and Clear Color Dome | 1 | | \$619 | \$4,300 | | | \$758.56 |
| Iw2aaaa- 54" Whelen Lightbar with Four Corner Amber Modules, Permanent Mount | 1 | | \$3,391 | INC | | | \$2,534.09 |
| Wcc9sub Controller | 1 | | \$125 | \$289 | | Included in lightbar price | \$167 |
| Iwdla- Amber Warning Light Head | 1 | | \$130 | INC | | Included in lightbar price | \$122.00 |
| Itl12- 12 Led White Light Head | 1 | | \$302 | INC | | Included in lightbar price | \$294.00 |
| Ia3-3 Led White Alley Light Head | 1 | | \$97 | INC | | Included in lightbar price | \$92.28 |
| Trailer Tow Package and Hitch, Minimum 7900 lbs and 2" Ball Receiver Standard | 1 | | \$40 for ball mt and 2" ball | \$680 | | | \$35.70 |
| Two Front Tow Hooks Mounted to Chassis | 1 | | Included | \$550 | | | standard |
| Rhino Liner, or Equal, in Bed | 1 | | \$378 | \$865 | | Ford tough bed line | \$425.00 |
| Liftgate with 1,000lb Capacity | 1 | | \$1,831 | \$2,200 | | | \$2,808.60 |
| Fuel Capacity | 1 | | \$529 | \$820 | | | \$578.06 |
| Kenwood (Model Tk863u25w) Two-Way- Uhf Compact Mobile Radio, 2 Channel, 25 Watt with Microphone Mounting, Bracket & DC Power Cable | 1 | \$415 | Note snipped loose | TBD | | Includes mobile entrance pkg | \$902.04 |
| Mobile Antenna Package (Model Map-450) External Speaker (Model Esp-25) | 1 | \$39 | | TBD | | Included in radio pkg | \$101.50 |
| Off-Road Lt-265-75r17 Goodyear Tires, or Equal | 1 | | \$385 | \$895 | | \$398.00 | |
| Triangle Flare Kit | 1 | | \$22 | \$85 | | \$22.50 | |
| Back- Up Alarm | 1 | | \$65 | \$160 | | \$120.25 | |
| Notes | | | | | | F250 Supercab 4x2-8'box \$36,122.45, F250 Supercab 4x4-8' box \$38,571.43, F250 Crewcab 4x2-8' box \$37346.94, F250 Crewcab 4x4-8' box \$39,897.96 | |
| Description | | Response | | Response | | Response | |
| Additional Purchases acknowledgement | | Yes | | Yes | | Yes. Last order date is February 27, 2015 | |
| Do you come into the City of Santa Monica to conduct business? | | No | | No | | No | |
| Do you deliver parts and/or products in your own company vehicle? | | No | | No | | Yes | |
| Arizona | | No presence | | No presence | | No presence | |
| Oaks | | Complete | | Incomplete | | Incomplete | |



City Council Report

City Council Meeting: February 24, 2015

Agenda Item: 3-J

To: Mayor and City Council

From: Scott Ferguson, Fire Chief
Jacqueline A. Seabrooks, Chief of Police

Subject: Acceptance of 2014 Urban Area Security Initiative (UASI) Grant Funds

Recommended Action

Staff recommends that the City Council:

- 1) Authorize the City Manager to accept a grant awarded in the amount of \$308,507 from the 2014 Urban Area Security Initiative (UASI) and execute the subrecipient agreement and related documents to purchase equipment and training that supports regional homeland security goals; and
- 2) Authorize budget changes as outlined in the Financial Impact and Budget Actions section of this report.

Executive Summary

In 2014, \$308,507 was awarded to the City of Santa Monica Police and Fire Departments as a part of the U.S. Department of Homeland Security, Federal Emergency Management Agency's UASI grant. Funds were requested to purchase equipment and training that supports regional homeland security goals, specifically an annual maintenance package for the automated license plate reading (ALPR) system for the Police Department, terrorism liaison officer training, hazardous material (HazMat) training and equipment, urban search and rescue (USAR) training and equipment and chemical, biological, radiological, nuclear and explosive (CBRNE) training and equipment for the Fire Department.

Discussion

The UASI program focuses on enhancing regional preparedness in major metropolitan areas. The UASI program directly supports the national priority of expanding regional collaboration within the national preparedness guidelines and is intended to assist participating jurisdictions in developing integrated regional systems for prevention, protection, response, and recovery from natural or man-made disasters.

The UASI grant program was created to support large, “core” cities and those other cities with contiguous borders to the core city. The UASI grant program is 100% federally funded from the Department of Homeland Security managed through the State of California. The City of Los Angeles is the Los Angeles region's core city for the UASI grant and allocates funds to the City of Santa Monica.

The City of Santa Monica has directly received over \$4.0 million of Department of Homeland Security no-match grant funds since 2001. These funds have been used to purchase necessary equipment, supplies, and training in direct support of overall regional goals to promote effective information gathering, sharing, and response to threats and/or acts of terrorism.

The Police Department would use \$30,000 of the \$308,507 UASI 2014 grant to purchase an annual maintenance package for ALPR, to support the department's current ALPR system. ALPR is utilized to capture images of all license plates that come into view of cameras and query criminal databases to compare the scanned license plates with those entered in the databases as stolen or wanted. The Fire Department would use the remaining funds in the following ways: \$128,507 to fund HazMat, USAR, and CBRNE training and equipment and \$150,000 to purchase training props and equipment which support regional homeland security goals.

Financial Impacts & Budget Actions

Award of a \$308,507 grant from the U.S. Department of Homeland Security, Federal Emergency Management Agency requires the following FY 2015-16 budget changes:

1. Establish revenue budgets at account 20304.406806 in the amount of \$30,000 and account 20312.406805 in the amount of \$278,507
2. Appropriate the following expenditures to reflect receipt of the 2014 UASI grant: \$30,000 at account 20304.555406, \$128,507 at account 20312.555400, and \$150,000 at account C209108.589000

Prepared by: Terese Toomey, Principal Administrative Analyst

Approved:

Scott Ferguson
Fire Chief

Forwarded to Council:

Elaine Polachek
Interim City Manager

Approved:

Jacqueline A. Seabrooks
Chief of Police



City Council Report

City Council Meeting: February 24, 2015

Agenda Item: 3-K

To: Mayor and City Council
From: Susan Cline, Interim Director of Public Works
Subject: Bid Award for Purchase of Three $\frac{3}{4}$ Ton Extended Cab Service Body Compressed Natural Gas Pick-up Trucks

Recommended Action

Staff recommends that the City Council:

1. Award Bid #4174 to Frontier Ford, a California-based company, for the purchase and delivery of three $\frac{3}{4}$ ton, extended cab, service body, Compressed Natural Gas (CNG) pick-up trucks.
2. Authorize the Purchasing Services Manager to issue a purchase order with Frontier Ford for the purchase and delivery of three $\frac{3}{4}$ ton, extended cab, service body, CNG, pick-up trucks in an amount not to exceed \$240,782 with future year funding contingent on Council budget approval.

Executive Summary

This purchase would replace three pick-up trucks that have reached the end of their useful life through the Vehicle Replacement Program. In January 2015, the City solicited bids for the purchase of three new and unused $\frac{3}{4}$ ton, extended cab, service body, CNG pick-up trucks to be used as service trucks by Water Resources to operate and maintain the City's water production and distribution system. After reviewing the bids received, staff recommends Frontier Ford as the best bidder for the purchase and delivery of three $\frac{3}{4}$ ton, extended cab, service body, CNG pick-up trucks for a total amount not to exceed \$240,782.

This purchase meets the goals of the City's Reduced-Emissions Fuels Policy by utilizing vehicles powered by CNG fuel.

Discussion

The City replaces vehicles that have reached the end of their useful life through the Vehicle Replacement Program. This Program would replace three vehicles in the Water Resources Division to operate and maintain the City's water production and distribution system. This purchase meets the goals of the City's Reduced-Emissions Fuels Policy by utilizing vehicles powered by CNG fuel.

Vendor Selection

In January 2015, the City published Notices Inviting Bids to furnish and deliver three ¾ ton, extended cab, service body, CNG pick-up trucks as required by the Street and Fleet Services Division, responsible for the purchase and maintenance of the City's municipal vehicle fleet and equipment, in accordance with City specifications. The bid was posted on the City's on-line bidding site, and notices were advertised in the Santa Monica Daily Press in accordance with City Charter and Municipal Code provisions. In total, 579 vendors were notified and 26 vendors downloaded the bid. Four bids were received and publicly opened on January 20, 2015 per Attachment A.

Bids were evaluated based on the criteria in SMMC 2.24.072, including price, ability to deliver, quality of product, and compliance with City specifications. Frontier Ford is the lowest bidder, provided the make and model specified in the bid, and has a reasonable guaranteed delivery timeframe. Based upon these criteria, Frontier Ford, the lowest bidder is recommended as the best bidder for the purchase of three ¾ ton, extended cab, service body, CNG pick-up trucks in accordance with City specifications.

Financial Impacts & Budget Actions

The purchase order to be awarded to Frontier Ford is for an amount not to exceed \$240,782. Funds are available in the FY 2014-15 Capital Improvement Program budget in account C540167.589200.

Prepared by: Heidi Duran, Administrative Analyst

Approved: _____

Forwarded to Council: _____

Susan Cline
Interim Director of Public Works

Elaine M. Polachek
Interim City Manager

Attachments: A – Bid Summary

Bid# 4174

Bid Description: Furnish and deliver three (3) new and unused 3/4 ton extended cab service body trucks, as required by Fleet Management

Bid Closing Date: 1/20/15

| | | Fritts Ford Riverside, CA | | Frontier Ford Santa Clara, CA | | Reynolds Buick, Inc. Covina, CA | | Wondries Fleet Group Alhambra, CA | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|------------------------------|-----------------------|-------------------------------------------------------------|-----------------------|------------------------------------|-----------------------|--------------------------------------|-----------------------|
| PRICING | | | | | | | | | |
| DESCRIPTION | QTY | UNIT PRICE | EXTENDED PRICE | UNIT PRICE | EXTENDED PRICE | UNIT PRICE | EXTENDED PRICE | UNIT PRICE | EXTENDED PRICE |
| Ford F250 Super Duty XI With Super Cab, Conventional Extended Cab And Chassis With Single Rear Wheels, Or Equal, Complete With All Components As Specified | 3 | \$73,958.00 | \$221,874.00 | \$73,290.82 | \$219,872.46 | \$86,882.65 | \$260,647.95 | \$73,477.00 | \$220,431.00 |
| 20 Year CNG Tanks | 3 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | Not available | Not available | TBD | TBD |
| | | SUBTOTAL | \$221,874.00 | SUBTOTAL | \$219,872.46 | SUBTOTAL | \$260,647.95 | SUBTOTAL | \$220,431.00 |
| | | SALES TAX (9.5%) | \$21,078.03 | SALES TAX (9.5%) | \$20,887.88 | SALES TAX (9.5%) | \$24,761.56 | SALES TAX (9.5%) | \$20,940.95 |
| Tire Fee | 3 | \$7.00 | \$21.00 | \$7.00 | \$21.00 | Included | Included | \$8.75 | \$26.25 |
| Delivery | 3 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Other (Please Describe Below) | 3 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | | GRAND TOTAL | \$242,973.03 | GRAND TOTAL | \$240,781.34 | GRAND TOTAL | \$285,409.51 | GRAND TOTAL | \$241,398.20 |
| ADDITIONAL QUESTIONS | | | | | | | | | |
| Additional fees: | | None stated | | If LPG fuel acceptable "Roush" 38GGE, city can deduct \$400 | | None stated | | None stated | |
| Guaranteed delivery date: _____ Days (After receipt of order) | | 360 Days (ARO) | | 150-180 Days (ARO) | | 150 Days (ARO) | | 120-180 Days (ARO) | |
| Payment Terms | | 2% 20 Days | | 2% 25 Days or Net 30 | | 2% 30 Days | | Net 30 | |
| Non Collusion Affidavit | | Signed | | Signed | | Signed | | Signed | |
| Oaks | | Incomplete | | Incomplete | | Completed | | Incomplete | |
| Arizona | | Completed | | Completed | | Completed | | Completed | |
| Certification Regarding Debarment | | Completed | | Completed | | Completed | | Completed | |
| Vendor Comments | | | | Last Order Date 2/27/15 | | | | | |



City Council and Successor Agency Report

City Council Meeting: February 24, 2015

Agenda Item: 3-L

To: Successor Agency Governing Board, Mayor, and City Council
From: Gigi Decavalles-Hughes, Director of Finance
Subject: Annual Update on City Investment Policy

Recommended Action

Staff recommends that the City Council:

1. Review and approve the City's revised Investment Policy;
2. Extend the delegation of investment authority to the Director of Finance, as City Treasurer, from March 1, 2015 through February 29, 2016; and
3. Adopt the attached resolution updating the list of persons authorized to conduct transactions with the State Local Agency Investment Fund (LAIF) on behalf of the City.

Staff also recommends that the Successor Agency Governing Board:

1. Review and approve the City Investment Policy for Successor Agency Investments;
2. Extend investment authority to the Treasurer of the Successor Agency, from March 1, 2015 through February 29, 2016; and
3. Adopt the attached resolution authorizing the establishment of bank and brokerage accounts and approving the list of persons authorized to conduct transactions with the State Local Agency Investment Fund (LAIF) on behalf of the Successor Agency.

Executive Summary

State law requires that the City adopt an investment policy (Attachment 1) and that the City Council annually consider the policy at a public meeting. The Santa Monica City

Charter delegates the authority for investing City funds to the Director of Finance as the City Treasurer. State law requires that the Council delegate investment authority to the City Treasurer for a one-year period, renewable annually. The current delegation of authority carries through February 28, 2015.

Staff also recommends that the City Council and Successor Agency adopt the attached resolutions updating the list of persons authorized to conduct transactions with LAIF due to a position title change.

Background

Per State law, City Council annually considers and approves the City's Investment Policy (Attachment 1) and delegates investment authority to the City Treasurer for a one-year period, renewable annually. The current delegation of authority carries through February 28, 2015. In addition, Santa Monica City Charter Section 711 delegates the authority to invest City funds to the City Treasurer.

Discussion

City investments are made only in those instruments specifically authorized by California State laws, primarily Sections 53601, 16429.1, and 53684 et seq. of the Government Code. Within these legal guidelines, the three primary objectives of the City's Investment Policy, in priority order are:

- Safety – Safety of principal is the foremost objective of the City's investment program. City investments shall be undertaken in a manner that seeks to ensure the preservation of capital in the overall portfolio by diversifying its investments among a variety of securities offering independent returns.
- Liquidity – City investments are kept sufficiently liquid to enable the City to meet all operating requirements which might be reasonably anticipated by structuring the portfolio so that securities mature concurrently with anticipated cash needs to the extent possible. Investments are primarily made in securities with active secondary or resale markets. Additionally, an adequate liquidity buffer is maintained for extraordinary circumstances.
- Rate of Return – The City's investment portfolio is designed with the objective of attaining a benchmark rate of return throughout budgetary and economic cycles

taking into account safety and liquidity requirements. The benchmark may vary from time to time depending on the economic and budgetary conditions present.

The City continues to abide by the highest professional standards in the management of public funds. While the investment strategy is flexible and can change based on market and economic conditions, the legal and policy guidelines governing these investment decisions remain relatively static. Staff has reviewed the latest Local Agency Investment Guidelines issued by the California Debt and Investment Advisory Commission. There are several statutory changes requiring revisions to the City's Investment Policy. These are described below:

- As of January 1, 2014, local agencies are authorized to use a private placement service to invest up to 30% of surplus funds in deposits at interest bearing accounts at financial institutions. Previously, the private placement services were limited to certificates of deposit. Portfolio allocations limits were also changed such that no more than 30% of a local agency's surplus funds can be invested in private placement assisted funds including deposits, certificates of deposit, and negotiable certificates of deposit. The City does not currently use such a private placement service, but the investment policy would be revised to allow this option, if prudent. These provisions sunset on January 1, 2017 unless legislation enacts or deletes them prior to the sunset date.
- As of January 1, 2015, local agencies are authorized to invest in United States dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank, with a maximum remaining maturity of five years or less, and eligible for purchase and sale within the United States. Investments under this subdivision shall be rated "AA" or better by a Nationally Recognized Statistical Rating Organization (NRSRO) and shall not exceed 30 percent of the agency's moneys that may be invested pursuant to this section. This would provide added flexibility to the City's investment decisions.

In addition, the recently created position of Principal Treasury Analyst will be delegated certain investment authority in the absence of the Treasurer (Director of Finance) and Assistant City Treasurer to add redundancy to the process. This will replace the deleted position of Principal Budget Analyst that was previously granted such authority.

The City's Investment Policy has been certified by the Association of Public Treasurers United States and Canada (APT) and is periodically submitted for recertification per APT guidelines.

LAIF accounts are subject to a maximum deposit balance of \$50 million (per account) per LAIF regulations. LAIF accounts provide flexibility to the investment process and increase short term returns while maintaining the primary objectives of safety and liquidity of City funds.

Divestment from Fossil Fuels Update

At the [February 26, 2013](#) meeting, Council added divestment from fossil fuel companies to the Investment Policy's socially responsible investment guidelines. At the time, the City portfolio did not have any current investments in fossil fuel companies, and no such investments have been made since. However, the Cemetery and Mausoleum Perpetual Care Funds – funds paid by customers at the time of internment held in trust by the City – had approximately 10% of their portfolios invested in fossil fuel companies. Although these funds are not truly City funds, Council is responsible for setting the guidelines for their investment. Investments have followed and continue to follow the City's guidelines for socially responsible investing.

Per Council's direction, complete divestment was to be made within two years (February 2015) to minimize the fiscal impact on the funds. Since that time, no new investments have been made in fossil fuel companies. Full divestment was completed in November 2014.

Financial Impacts & Budget Actions

There is no immediate financial impact or budget action necessary as a result of the recommended actions. Staff provides monthly reports to the City Council and the City Manager describing the present status of City investments and monies held by the City, as well as summarizing all investment transactions for the month. Interest earnings

from the City's pooled investment portfolio are allocated to the various City funds based upon each fund's share of total City cash and investments. Projected investment earnings for each fund are included in the FY 2014-15 Revised Budget. No budget action is required at this time.

Prepared by: David Carr, Assistant City Treasurer

Approved:

Forwarded to Council:

Gigi Decavalles-Hughes
Director of Finance

Elaine M. Polachek
Interim City Manager

Attachments:

1. Updated City Investment Policy
2. Resolution designating City employees authorized to conduct business with LAIF for the City account
3. Resolution designating Successor Agency employees authorized to conduct business with LAIF for the City account

ATTACHMENT 1

INVESTMENT POLICY FOR THE CITY OF SANTA MONICA

1. **POLICY**

It is the policy of the City of Santa Monica (City) to invest public funds in a manner which will safely preserve portfolio principal, provide adequate liquidity to meet the City's cash flow needs, and optimize returns while conforming to all federal, state, and local statutes governing the investment of public funds.

2. **SCOPE**

This investment policy applies to all cash and financial investments of the various funds of the City of Santa Monica as identified in the City's Comprehensive Annual Financial Report, with the exception of those financial assets explicitly excluded from coverage by the Investment Policy for legal or operational reasons. Cemetery and Mausoleum Perpetual Care Funds are private funds held in trust and managed by the City. These funds do not fall under the guidelines of the Government Code sections noted in Section 8.0 of this Policy, but are invested by an outside investment manager under guidelines established by the City Council.

All City funds are listed in Attachment 1-A. The Investment Policy will also apply to all new funds created unless specifically exempted.

Except as otherwise noted, City funds are pooled for investment purposes. Investment income will be allocated to the various funds based on their respective participation and in accordance with generally accepted accounting principles. Interest is allocated on a quarterly basis.

3. **PRUDENCE**

Investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion, and intelligence exercise in management of their own affairs, not for speculation, but for investment considering the probable safety of their capital as well as the probable income to be derived.

The standard of prudence to be used by investment officials shall be the “**prudent person**” and/or “**prudent investor**” standard and shall be applied in the context of managing an overall portfolio. Investment officers acting in accordance with

written procedures and the investment policy and exercising due diligence shall be relieved of personal responsibility for an individual security's credit risk or market price changes, provided deviations from expectations are reported in a timely fashion and appropriate action is taken to control adverse developments.

4. **INVESTMENT OBJECTIVES**

The primary objective of all City investments, in priority order, shall be:

4.1 **SAFETY**

Safety of principal is the foremost objective of the investment program. City investments shall be undertaken in a manner that seeks to ensure the preservation of capital in the overall portfolio. To attain this, the City will diversify its investments by investing funds in securities of various types and from various issuers offering independent returns.

4.2 **LIQUIDITY**

Liquidity is the ability to change an investment into its cash equivalent on short notice at its prevailing market value. The City's investment portfolio shall remain sufficiently liquid to enable the City to meet all operating requirements which might be reasonably anticipated. This is accomplished by structuring the portfolio so that securities mature concurrently with anticipated cash needs. Since all possible cash demands cannot be anticipated, the portfolio will maintain a liquidity "buffer" and invest primarily in securities with active secondary or resale markets.

4.3 **RATE OF RETURN**

The City's investment portfolio shall be designed with the objective of attaining a benchmark rate of return throughout budgetary and economic cycles, taking into account safety and liquidity requirements. The benchmark may vary from time to time depending on the economic and budgetary conditions present. At no time shall funds be invested in any security that could result in zero interest accrual if held to maturity.

5. **INVESTMENT AUTHORITY DELEGATION**

In accordance with the Santa Monica City Charter, Section 711, the City Council delegates to the City Treasurer the authority to invest City funds. The Director of Finance, as City Treasurer, delegates this authority to the Assistant City Treasurer. In the absence of the Director of Finance and the Assistant City Treasurer, authority to invest City funds may be delegated to the Principal Treasury Analyst.

Section 53607 of the State of California Government Code limits the authorization of the legislative body to delegate investment authority to a one-year period, renewable annually.

5.1 INVESTMENT PROCEDURES

The Director of Finance is responsible for conducting and reporting on all City investments. To facilitate this function, the Director of Finance or their designee will prepare and maintain an Investment Procedures Manual detailing procedures for the operation of the investment program consistent with this policy. The manual should include reference to safekeeping, banking services contracts, collateral/depository agreements, and repurchase agreements. The manual shall also include explicit delegation of authority to persons responsible for investment transactions. No person may engage in investment transactions except as provided under the terms of this policy and the procedures established by the Director of Finance. Additionally, the manual will explicitly include a current listing of all City of Santa Monica financial institution deposit and investment accounts, a current copy of State laws pertinent to City investments, a description of specific controls to ensure the proper execution of the City Investment Policy, and copies, with instructions, of all investment reports required by law or by City Investment Policy.

5.2 INVESTMENT COMMITTEE

An Investment Committee (the Committee) shall be established consisting of the City Manager, the Assistant City Manager, the Director of Finance, the Assistant Finance Director, and the Assistant City Treasurer. In addition, the Committee will include one other department head serving one-year terms on a rotating basis. The purpose of the Committee is to provide general oversight and act in an advisory capacity. The Committee will meet at least once each calendar quarter to review and evaluate previous investment activity, to review the current status of all funds held by the City, to discuss anticipated cash requirements and investment activity for the next quarter, and to discuss investment strategy.

6. ETHICS AND CONFLICTS OF INTEREST

The Director of Finance and other employees involved in the investment process shall refrain from personal business activity that could conflict with proper execution of the investment program, or which could impair their ability to make impartial investment decisions. The Director of Finance and other employees involved in the investment process shall disclose any material interests in financial institutions with which they conduct business within their jurisdiction, and they shall further disclose any material personal financial/investment positions that could be

related to the performance of the City's investment portfolio and shall refrain from personal investment transactions with the same individual or firm with whom business is conducted on behalf of the City.

The Director of Finance and other employees involved in the investment process are required to file annual disclosure statements as required by the Fair Political Practices Commission. During the course of the year, if there is an event subject to disclosure that could impair the ability of the Director of Finance or investment employees to make impartial decisions, the City Council will be notified in writing within ten (10) days of the event.

7. AUTHORIZED FINANCIAL DEALERS AND INSTITUTIONS

The City shall transact business only with issuers, banks, savings and loans, and registered securities dealers. The purchase of any investment, other than those purchased directly from the issuer, shall be purchased from either an institution licensed by the State as a broker/dealer as defined in Section 25004 of the Corporation Code, who is a member FINRA (Financial Industry Regulatory Authority, or a member of a federally regulated securities exchange, a national or state chartered bank, a federal or state association (as defined by Section 5102 of the Financial Code), or a brokerage firm designated as a primary dealer by the Federal Reserve Bank.

The Director of Finance's staff shall investigate all institutions that wish to do business with the City in order to determine if they are adequately capitalized, make markets in securities appropriate to the City's needs, and agree to abide by the City's Investment Policy. All financial institutions that desire to become qualified bidders for investment transactions must complete City's "Broker/Dealer Request for Information" and "Broker/Dealer Certification".

The Director of Finance shall conduct periodic reviews of the financial condition and other qualifications of all approved financial institutions and broker/dealers to determine if they continue to meet the City's guidelines for qualification as defined in this section. Additionally, the City shall keep the current audited financial statements on file for each approved financial institution and broker/dealer with which the City conducts investment transactions. A listing of websites where these financial statements may be viewed may substitute for physical hard copies of the statements.

8. AUTHORIZED AND SUITABLE INVESTMENTS

Investments shall be made only in those instruments specifically authorized by California State laws, primarily Sections 53601, 53601.6, 53601.8, 16429.1, and 53684 et sq. of the Government Code and to no greater an extent than authorized

by those laws. These laws are summarized in Attachment 1-B. Additional City guidelines are as follows:

| <u>Instruments</u> | <u>Additional City Guidelines</u> |
|------------------------------------------|-------------------------------------------|
| U.S. Federal Agencies | No more than 50% of portfolio, per agency |
| Banker's Acceptances (BA) | Maximum of 10% of portfolio per issuer |
| Negotiable Certificates of Deposit (NCD) | Maximum of 10% of portfolio per issuer |
| Commercial Paper (CP) | Maximum of 15% of portfolio |

It is recognized that legal or other events may occur that could require revision of certain guidelines.

In addition to following all legal guidelines, the portfolio will preserve principal, maintain adequate liquidity to meet all City obligations, contain an appropriate level of interest rate risk, and be diversified across types of investments, maturities, and institutions to minimize credit risk and maintain an appropriate return.

8.1 REPURCHASE AGREEMENTS

Investments in repurchase agreements are allowable and shall be made only with financial institutions with which the City has an executed master repurchase agreement. The financial institution must be a primary dealer of the Federal Reserve Bank of New York.

8.2 PROHIBITED INVESTMENTS AND TRANSACTIONS

Prohibited investments include inverse floaters, range notes, interest only strips derived from a pool of mortgages (collateralized mortgage obligations), and any security that could result in zero interest accrual if held to maturity, as specified in Section 53601.6.

8.3 INVESTMENTS HELD AND/OR MANAGED BY FISCAL AGENTS AND TRUSTEES

In addition to the main pooled portfolio, the City may hold and invest certain other funds that are restricted as to use. One example is bond proceeds held by fiscal agents. Investments of bond or loan proceeds will be made in accordance with Government Code Section 53601 (m), which states that money from bond proceeds should be invested as specified by bond documents, and in accordance with specific bond covenants. In most cases these investments will be made under the same guidelines as other City investments. Another example is funds received from legal settlements that are restricted for a certain purpose, which will be invested in accordance with legal or escrow agreements that may be more restrictive than the City's Policy.

As noted previously in this Policy, Cemetery and Mausoleum Perpetual Care Funds are private funds held in trust by the City. These funds are invested by an outside investment manager under guidelines adopted by the City Council and do not fall under the guidelines of the Government Code sections noted in Section 8.0 of this Policy.

9. **INVESTMENT POOLS/MUTUAL FUNDS**

A thorough investigation of any pooled investment funds, including mutual funds, is required prior to investing, and on a continual basis. To accomplish this, a questionnaire will be used to evaluate the suitability of the pooled fund. The questionnaire will answer the following general questions:

- A description of eligible investment securities, and a written statement of investment policies and objectives.
- A description of interest calculations and how it is distributed, and how gains and losses are treated.
- A description of how the securities are safeguarded (including the settlement processes), and how often the securities are priced and the program audited.
- A description of who may invest in the program, how often, and what size deposit and withdrawal are allowed.
- A schedule for receiving statements and portfolio listings.
- Are reserves, retained earnings, etc., utilized by the pool/fund?
- A fee schedule, and when and how fees are assessed.
- Is the pool/fund eligible for bond proceeds and/or will it accept such proceeds?

For mutual funds, a fund prospectus can substitute for the questionnaire.

10. **COLLATERALIZATION**

California Government Code Sections 53652, et seq. requires depositories to post certain types of collateral for public funds above the Federal Deposit Insurance Corporation (FDIC) insurance amounts. The collateral requirements apply to bank deposits, both active (checking and savings accounts) and inactive (non-negotiable certificates of deposit).

Collateralization is also required for repurchase agreements. In order to anticipate market changes and provide a level of security for all funds, the collateralization level will be 102% of the market value of principal and accrued interest, and the value shall be adjusted no less than quarterly. Collateral will be in the form of U.S. Treasury Obligations or U.S. Agency Securities.

Collateral will always be held by an independent third party with whom the entity

has a current custodial arrangement. A clearly marked evidence of ownership (safekeeping receipt) must be available to be supplied to the City, if requested, and retained. The right of collateral substitution is granted.

11. **SAFEKEEPING AND CUSTODY**

In accordance with California Government Code Section 53601, all securities owned by the City shall be held in safekeeping by the City's custodial bank or a third party bank trust department, acting as an agent for the City under terms of the custody agreement. Collateral for repurchase agreements will be held by a third party custodian under terms of the Master Repurchase Agreement.

All securities will be received and delivered using a delivery vs. payment (DVP) basis, which ensures that securities are deposited with the third party custodian prior to the release of funds. Securities held by the third party custodian will be evidenced by safekeeping receipts and/or bank statements. Investments in the State Local Agency Investment Fund (LAIF) or money market mutual funds are undeliverable and are not subject to delivery or third party safekeeping.

Investment trades shall be verified against bank transactions and broker confirmation tickets. On a monthly basis, the custodial asset statement shall be reconciled with the month-end portfolio holdings.

12. **DIVERSIFICATION**

The City will diversify its investments by security type, institution, and maturity date. Concentration limits are set by the State Government Code (see Attachment B) and Section 8.0 (Authorized and Suitable Investments) of this policy.

13. **MAXIMUM MATURITIES**

To the extent possible, the City will attempt to match its investments with anticipated cash flow requirements. Unless matched to a specific cash flow, the City will not directly invest in securities with a final stated maturity date of more than five (5) years from the date of purchase settlement. Any investment of more than five years requires the advance approval of the City Council, in accordance with State law, and the City Manager. Further maturity limitations are shown in Attachment B. The weighted average maturity of the investment portfolio will be three years or less.

In order to minimize the impact of market risk, most investments will be purchased with the intent to hold to maturity. Investments may be sold prior to maturity for cash flow needs, portfolio rebalancing and/or appreciation purposes, or in order to mitigate portfolio risk by limiting potential losses. However, no investment shall be

made based solely on earnings anticipated from capital gains. Due to the uncertain nature of cash flow requirements, a portion of the portfolio should be continually invested in readily available funds.

14. **INTERNAL CONTROLS**

The Director of Finance shall be responsible for ensuring that all investment transactions comply with the City's Investment Policy and for establishing internal controls that are designed to prevent losses due to fraud, negligence, and third-party misrepresentation.

The Director of Finance will also establish internal control procedures addressing wire transfer controls, separation of duties and administrative controls, avoidance of collusion, separation of transaction authority from accounting procedures, documentation of investment transactions, and monitoring of results.

As part of its annual audit of the City, the City's external auditor will review compliance with statutes, policies, and procedures.

15. **PERFORMANCE STANDARDS**

The portfolio shall be designed with the objective of obtaining a rate of return throughout budgetary and economic cycles, commensurate with investment risk constraints and cash flow needs.

15.1 **MARKET YIELD (Benchmark)**

The City's overall investment strategy is passive. Given this strategy, the basis used by the Director of Finance to determine whether appropriate and suitable market yields are being achieved shall be to identify a comparable benchmark to the portfolio's investment duration, e.g. the Constant Maturing Two Year Treasury bill index. Benchmarks may change over time depending on the portfolio's duration.

16. **REPORTING**

In accordance with State law and the City Charter, monthly reports will be made to the City Council and the City Manager describing the present status of City investments and monies held by the City, as well as summarizing all investment transactions for the month. Schedules in the monthly report should include the following:

- A complete list of investments including the type of the investment, name of the issuer, maturity date, par value, book value, and market value

- The source of market value data
- The weighted average maturity and yield to maturity of the portfolio
- Coupon, discount, or earnings rate for each security
- Percentage of portfolio represented by each investment category
- A certification of compliance with the Investment Policy
- A statement denoting the City's ability to meet its anticipated expenditures requirements for the next six months
- Benchmark comparison

Records of all investment transactions will be kept and filed in the Finance Department in accordance with legal guidelines and records retention policies.

17. **SOCIALLY RESPONSIBLE INVESTING**

RESTRICTIONS – The direct investment of City funds are restricted as follows:

- Investments are to be made in entities that support clean and healthy environment, including following safe and environmentally sound practices.
- No investments will be made in fossil fuel companies as defined by the organization 350.org.
- No investments are to be made in tobacco or tobacco-related products.
- No investments are to be made to support the production of weapons, military systems, or nuclear power.
- Investments are to be made in entities that support equality of rights regardless of sex, race, age, disability or sexual orientation.
- Investments are to be made in entities that promote community economic development.

Funds invested with trustee and/or outside investment managers such as the Cemetery and Mausoleum Perpetual Care Funds will comply with this section of the policy.

18. **COMMUNITY REINVESTMENT ACT (CRA)**

The City will deposit funds only in those financial institutions, which have a CRA rating (as determined by the appropriate regulatory body) of "Outstanding" or "Satisfactory".

19. **INVESTMENT POLICY ADOPTION**

The City's investment policy shall be reviewed and adopted by the City Council annually. The Investment Committee will review the policy periodically to ensure its consistency with the overall objectives of preservation of principal, liquidity, and return, and its conformance with current law, financial and economic trends, and cash flow needs of the City.

City of Santa Monica Funds for Cash Pooling

The following listed City of Santa Monica funds shall have their cash balances pooled for investment purposes except for any fund or portion of one or more funds which is specifically identified for exclusion in Attachment B of the City Investment Policy:

| <u>FUND NUMBER</u> | <u>FUND NAME</u> |
|--------------------|------------------------------------------------------|
| 01 | GENERAL FUND |
| 04 | SPECIAL REVENUE SOURCE FUND |
| 06 | CLEAN BEACHES AND OCEAN PARK PARCEL TAX FUND |
| 11 | BEACH RECREATION FUND |
| 12 | HOUSING AUTHORITY FUND |
| 13 | DISASTER RELIEF FUND |
| 14 | TENANT OWNERSHIP RIGHTS CHARTER AMENDMENT |
| 15 | LOW/MODERATE INCOME HOUSING ASSET FUND |
| 19 | COMMUNITY DEVELOPMENT BLOCK GRANT (CBDG) FUND |
| 20 | MISCELLANEOUS GRANTS FUND |
| 21 | ASSET SEIZURE FUND |
| 22 | CITIZENS OPTION FOR PUBLIC SAFETY FUND |
| 23 | DISASTER FUND |
| 25 | WATER FUND |
| 27 | SOLID WASTE MANAGEMENT FUND |
| 29 | RENT CONTROL FUND |
| 30 | PIER FUND |
| 31 | WASTEWATER FUND |
| 33 | AIRPORT FUND |
| 34 | STORMWATER MANAGEMENT FUND |
| 37 | CEMETERY FUND |
| 41 | BIG BLUE BUS FUND |
| 42 | TRAFFIC SAFETY FUND |
| 43 | GAS TAX FUND |
| 44 | SCAQMD AB2766 FUND |
| 52 | SPECIAL AVIATION FUND |
| 53 | PARKS AND RECREATION FACILITIES FUND |
| 54 | VEHICLE MANAGEMENT FUND |
| 55 | INFORMATION TECHNOLOGY REPLACEMENT AND SERVICES FUND |
| 56 | SELF INSURANCE-GENERAL LIAB/AUTO FUND |
| 57 | SELF INSURANCE-BUS FUND |
| 58 | SELF INSURANCE-ADMIN FUND |

| <u>FUND NUMBER</u> | <u>FUND NAME</u> |
|--------------------|------------------------------------------|
| 59 | SELF INSURANCE WORKERS-COMPENSATION FUND |
| 77 | PARKING AUTHORITY FUND |
| 80 | GENERAL TRUST FUND |
| 82 | CEMETERY PERPETUAL CARE FUND |
| 85 | DEBT SERVICE FUND |
| 89 | MAUSOLEUM PERPETUAL CARE FUND |

ATTACHMENT 1-B

Summary of State of California Statutes Applicable to Municipal Investments

The following investments are authorized by California State Code, Title 5, Division 2, and Sections 53600, 53601, 53631.5 and 53635. See code sections for complete descriptions.

| <u>Authorized Investment</u> | <u>Legal Limit (%)</u> | <u>Other Constraints</u> |
|----------------------------------------------|----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Local Agency Bonds | No limit | Maximum maturity 5 years. |
| U.S. Treasury Obligations | No limit | Maximum maturity 5 years. |
| State Obligations - California and Others | No limit | Maximum maturity 5 years. |
| California Local Agency Obligations | No limit | Maximum maturity 5 years. |
| U.S. Agency Obligations | No limit | Maximum maturity 5 years. |
| Bankers Acceptance | 40% | Eligible for purchase by the Federal Reserve System and not to exceed 180 days to maturity. No more than 30% may be in bankers' acceptances of any one commercial bank. |
| Commercial Paper – Select Agencies | 25% | "A -1 /P - 1/F - 1" rating; if the issuer has long-term debt, it must rated "A"; U.S. corporate assets over \$500,000,000; purchases may not represent more than 10% of outstanding paper and may not exceed 270 days to maturity. The maximum limit on commercial paper is 25% of all investments. |
| Commercial Paper – Other Agencies | 40% | "A -1 /P - 1/F - 1" rating; if the issuer has long-term debt, it must rated "A"; U.S. corporate assets over \$500,000,000; purchases may not represent more than 10% of outstanding paper and may not exceed 270 days to maturity. The maximum limit on commercial paper is 25% of all investments. |

| <u>Authorized Investment</u> | <u>Legal Limit (%)</u> | <u>Other Constraints</u> |
|-------------------------------------------------------------|------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Negotiable Certificates of Deposit | 30% | Maximum maturity 5 years. State and Federally chartered banks and savings institutions, including U.S. branches of foreign banks regulated by State regulatory authorities ("Yankee CD"). |
| Deposit/CD Placement Services | 30% | Maximum maturity 5 years. Deposits with any one private sector placement service are limited to 10% of the portfolio. This limit does not apply to placement service-assisted CD's. |
| Repurchase Agreement | No limit | Maximum maturity 1 year. Securities used as collateral for repo's must be investments allowable under Govt. Code (i.e., T-bills, Agencies, BAs, CDs, etc.); must be collateralized at 102% of market value or greater; securities must be safe kept by third party. |
| Reverse Repurchase Agreements/Securities Lending Agreements | 20% | Must be made with primary dealers of the Federal Reserve Bank of New York and the securities used for the agreement must have been held by the local agency for at least 30 days. The maximum maturity is 92 days. |
| Medium-Term Corporate Notes | 30% | Maximum maturity 5 years; bonds must be rated minimum of "A" by a nationally recognized rating service. |
| Mutual Funds and Money Market Mutual Funds | 20% | No more than 10% may be invested in any one mutual fund. Funds are invested in securities and obligations authorized by subdivisions (a) through (m) of Section 53601 and 53635, (any of the authorized investments for local agencies) the investment company must be in highest ranking provided by not less than two of the three largest nationally recognized rating services OR must have the investment advisor registered with the SEC with no less than 5 yrs. experience and have assets under mgmt. in excess of \$500 million. |

| <u>Authorized Investment</u> | <u>Legal Limit (%)</u> | <u>Other Constraints</u> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Supra Nationals (International Bank for Reconstruction and Development. International Finance Corporation, Inter- American Development Bank | 30% | Maximum maturity 5 years. Must be rated AA or better by a nationally recognized rating service. Must be senior unsubordinate obligations denominated in U.S. Dollars. |
| Money Market Funds | 20% | The money market funds must have an average weighted maturity of 90 days or less and abide by SEC regulations; funds must receive the highest ranking by 2 of the 3 largest nationally recognized rating agencies OR retain an investment advisor who is registered, or exempt from registration, with the SEC and has at least 5 years experience managing money market funds in excess of \$500 million. |
| Collateralized Certificate of Deposit | No limit | Maximum maturity 5 years. Banks: deposit not to exceed the total of paid-in capital surplus. S&Ls: deposit not to exceed the greater of total net worth or \$500,000. State and Federal credit unions: deposit shall not exceed the greater of the total of unpaired capital and surplus or \$500,000. Must be |

| <u>Authorized Investment</u> | <u>Legal Limit (%)</u> | <u>Other Constraints</u> |
|-------------------------------------|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | collateralized to 110% of the CD value by other eligible securities. Investments in certificates of deposits of state or federal credit unions if any member of the city's governing or managing officers (council, city manager, fiscal officers) serves on the credit union board or key committee positions is prohibited. |
| Mortgage Pass-Through | 20% | Maximum maturity 5 years; bonds must be rated in top two rating categories by a nationally recognized rating service. Shall not exceed 95% of the mortgage security's fair market value. Issuer must have rating of "A" or higher on issuer's debt. |
| Bank/Time Deposits | No Limit | Maximum maturity of 5 years |
| Local Agency Investment Fund (LAIF) | \$ 50 million** | Monies are invested in pooled state fund managed by State Treasurer. Maximum 15 transactions per month. |
| Joint Powers Authority Pool | No limit | |
| County Pooled Investment Funds | No limit | |

** Per LAIF account. Separate accounts can be established for different legal entities.

Bond Proceeds

Bond proceeds may be invested in accordance with the State Code and bond indenture provisions.

GLOSSARY

AGENCIES: Federal agency securities and/or Government Sponsored Enterprises (GSE's).

ASKED: The price at which securities are offered for sale.

BANKERS' ACCEPTANCE (BA): A draft or bill of exchange accepted by a bank or trust company. The accepting institution guarantees payment of the bill, as well as the issuer.

BASIS POINT: A basis point equals one one-hundredth of 1% (.01%).

BENCHMARK: A comparative base for measuring the performance or risk tolerance of an investment portfolio. The benchmark should represent a close correlation to the level of risk and the average duration of the portfolio.

BID: The price offered for securities.

BROKER: A broker brings buyers and sellers together for a commission.

CALLABLE SECURITY: A security that can be redeemed by the issuer before the scheduled maturity date.

CERTIFICATE OF DEPOSIT (CD): A time deposit with a specific maturity evidenced by a certificate. Large denomination CD's are typically negotiable.

COLLATERAL: Securities, evidence of deposit or other property which a borrower pledges to secure repayment of a loan. Also refers to securities pledged by a bank to secure deposits of public monies.

COMPREHENSIVE ANNUAL FINANCIAL REPORT (CAFR): The official annual report for the City of Santa Monica. It includes basic financial statements for each individual fund and account group prepared in conformity with GAAP. It also includes supporting schedules necessary to demonstrate compliance with finance-related legal and contractual provisions, extensive introductory material, and a detailed Statistical Section.

COMMERCIAL PAPER (CP): An unsecured promissory note with a fixed maturity no longer than 270 days. Usually sold in discount form.

COUPON: (a) The annual rate of interest that a bond's issuer promises to pay the bondholder on the bond's face value. (b) A certificate attached to a bond evidencing interest due on a payment date.

DEALER: A dealer, as opposed to a broker, acts as a principal in all transactions, buying and selling for his own account.

DELIVERY VERSUS PAYMENT (DVP): There are two methods of delivery of securities: delivery versus payment and delivery versus receipt (also called free). Delivery versus payment is delivery of securities with an exchange of money for the securities. Delivery versus receipt is delivery of securities with an exchange of a signed receipt for the securities.

DEBENTURE: A bond secured only by the general credit of the issuer.

DERIVATIVES: (1) Financial instruments whose return profile is linked to, or derived from, the movement of one or more underlying indices or securities, and may include a leveraging factor, or (2) financial contracts based on notional amounts whose value is derived from an underlying index or security (interest rates, foreign exchange rates, equities, or commodities).

DISCOUNT: The difference between the cost price of a security and its value at maturity when quoted at lower than face value. A security selling below original offering price shortly after sale also is considered to be at a discount.

DISCOUNT SECURITIES: Non-interest bearing money market instruments that are issued at a discount and redeemed at maturity for full face value (e.g., U.S. Treasury bills, commercial paper, Agency discount notes).

DIVERSIFICATION: Dividing investment funds among a variety of securities, issuers, and maturity dates offering independent returns.

DURATION: A measure of the timing of the cash flows, such as the interest payments and the principal repayment, to be received from a given fixed-income security. This calculation is based on three variables: term to maturity, coupon rate, and yield to maturity. The duration of a security is a useful indicator of its price volatility for given changes in interest rates.

FEDERAL CREDIT AGENCIES: Agencies of the Federal government set up to supply credit to various classes of institutions and individuals, e.g., S&L's, small business firms, students, farmers, farm cooperatives, and exporters.

FEDERAL DEPOSIT INSURANCE CORPORATION (FDIC): A federal agency that insures bank deposits, currently up to \$250,000 per deposit.

FEDERAL FUNDS: Non-interest bearing deposits held by member banks at the Federal Reserve. Also used to denote "immediately available" funds in the clearing sense. "Fed Funds" also used to refer to these funds.

FEDERAL FUNDS RATE: The rate of interest at which private banks lend funds to other private banks. The Federal Open Market Committee (FOMC) sets a target rate. This actual rate is currently pegged by the Federal Reserve through open-market operations.

FEDERAL HOME LOAN BANKS (FHLB): Government sponsored wholesale banks (currently 12 regional banks) which lend funds and provide correspondent banking services to member commercial banks, thrift institutions, credit unions, and insurance companies. The mission of the FHLB's is to liquefy the housing related assets of members who must purchase stock in their district Bank.

FEDERAL HOME LOAN MORTGAGE CORPORATION (FHLMC): A Government Sponsored Enterprise that provides liquidity to the mortgage markets, much like FNMA and FHLB. Also referred to as "Freddie Mac".

FEDERAL NATIONAL MORTGAGE ASSOCIATION (FNMA): FNMA, like GNMA was chartered under the Federal National Mortgage Association Act in 1938. FNMA is a federal corporation working under the auspices of the Department of Housing & Urban Development, H.U.D. It is the largest single provider of residential mortgage funds in the United States. Fannie Mae, as the corporation is called, is a private stockholder-owned corporation. The corporation's purchases include a variety of adjustable mortgages and second loans in addition to fixed-rate mortgages. FNMA's securities are also highly liquid and are widely accepted. FNMA assumes and guarantees that all security holders will receive timely payment of principal and interest.

FEDERAL OPEN MARKET COMMITTEE (FOMC): Consists of seven members of the Federal Reserve Board and five of the twelve Federal Reserve Bank Presidents. The President of the New York Federal Reserve Bank is a permanent member while the other Presidents serve on a rotating basis. The Committee periodically meets to set Federal Reserve guidelines regarding purchases and sales of Government Securities in the open market as a means of influencing the volume of bank credit and money.

FEDERAL RESERVE SYSTEM: The central bank of the United States created by Congress and consisting of a seven-member Board of Governors in Washington, D.C., 12 Regional Banks, and about 5,700 commercial banks that are members of the system.

GOVERNMENTAL NATIONAL MORTGAGE ASSOCIATION (GNMA or Ginnie Mae): Securities influencing the volume of bank credit guaranteed by GNMA and issued by mortgage bankers, commercial banks, savings and loan associations and other institutions. Security holder is protected by full faith and credit of the U.S. Government. Ginnie Mae securities are backed by FHA, VA or FmHM mortgages. The term pass-throughs is often used to describe Ginnie Maes.

INVERSE FLOATERS: A structured note in which the coupon increase as interest rates decline and decrease as rates rise.

LIQUIDITY: Liquidity is the ability to change an investment into its cash equivalent on short notice at its prevailing market value. In the money market, a security is said to be liquid if the spread between bid and asked prices is narrow and reasonable size can be done at those quotes.

LOCAL AGENCY INVESTMENT FUND (LAIF): The aggregate of all funds from political subdivisions that are placed in the custody of the State Treasurer for investment and reinvestment.

MARKET VALUE: The price at which a security is trading and could presumably be purchased or sold.

MASTER REPURCHASE AGREEMENT: A written contract covering all future transactions between the parties to repurchase-reverse repurchase agreements that establishes each party's rights in the transactions. A master agreement will often specify, among other things, the right of the buyer-lender to liquidate the underlying securities in the event of default by the seller-borrower.

MATURITY: The date upon which the principal or stated value of an investment becomes due and payable.

MONEY MARKET: The market in which short-term debt instruments (bills, commercial paper, bankers' acceptances, etc.) are issued and traded.

OFFER: The price asked by a seller of securities (When you are buying securities, you ask for an offer). See ASKED AND BID.

OPEN MARKET OPERATIONS: Purchases and sales of government and certain other securities in the open market by the New York Federal Reserve Bank, as directed by the FOMC, in order to influence the volume of money and credit in the economy. Purchases inject reserves into the bank system and stimulate growth of money and credit; sales have the opposite effect. Open market operations are the Federal Reserve's most important and most flexible monetary policy tool.

PORTFOLIO: Collection of securities held by an investor.

PRIMARY DEALERS: A group of government securities dealers that submit daily reports of market activity and positions and monthly financial statements to the Federal Reserve Bank of New York and are subject to its informal oversight. Primary dealers include Securities and Exchange Commission (SEC) registered securities broker-dealers, banks, and a few unregulated firms.

PRIME RATE: The rate at which banks lend to their best or "prime" customers.

PRINCIPAL: 1) the dollar cost of an issue excluding accrued interest. 2) The one who takes ownership in a transaction, as opposed to brokering or acting as agent.

PRUDENT PERSON RULE: An investment standard. In some states the law requires that a fiduciary, such as a trustee, may invest money only in a list of securities selected by the state (the so-called legal list). In other states, the trustee may invest in a security if it is one, which would be brought by a prudent person of discretion and intelligence who is seeking a reasonable income and preservation of capital.

QUALIFIED PUBLIC DEPOSITORIES: A financial institution which does not claim exemption from the payment of any sales or compensating use or ad valorem taxes under the laws of this state, which has segregated for the benefit of the commission eligible collateral having a value of not less than its maximum liability and which has been approved by the Public Deposit Protection Commission to hold public deposits.

RATE OF RETURN: The yield obtainable on a security based on its purchase price or its current market price. This may be the amortized yield to maturity on a bond or the current income return.

REPURCHASE AGREEMENT (RP OR REPO): A holder of securities sells these securities to an investor with an agreement to repurchase them at a fixed price on a fixed date. The security "buyer" in effect lends the "seller" money for the period of the agreement, and the terms of the agreement are structured to compensate him for this. Dealers use RP extensively to finance their positions. Exception: When the Fed is said to be doing RP, it is lending money, that is, increasing bank reserves.

REVERSE REPO: An agreement whereby the dealer agrees to buy securities and the investor agrees to repurchase them at a later date.

SAFEKEEPING: A service to customers rendered by banks for a fee whereby securities and valuables of all types and descriptions are held in the bank's vaults for protection.

SECONDARY MARKET: A market made for the purchase and sale of outstanding issues following the initial distribution.

SEC RULE 15C3-1: See uniform net capital rule.

SECURITIES AND EXCHANGE COMMISSION: Agency created by Congress to protect investors in securities transaction by administering securities legislation.

STRUCTURED NOTES: Notes issued by Government Sponsored Enterprises (FHLB, FNMA, SLMA, etc.) and Corporations which have embedded options (e.g. call features, step-up coupons, floating rate coupons, derivative based returns) into their debt structure. Their market performance is impacted by the fluctuation of interest rates, the volatility of the imbedded options, and shifts in the shape of the yield curve.

STUDENT LOAN MARKETING ASSOCIATION (SLMA): A U.S. Corporation and instrumentality of the U.S. government. Through its borrowings, funds are targeted for loans to students in higher education institutions. SLMA's securities are highly liquid and are widely accepted.

SETTLEMENT DATE: The date on which a trade is cleared by delivery of securities against funds. This date may be the same as the trade date or later.

SUPRA NATIONALS – For purposes of this investment policy - obligations issued by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank.

TENNESSEE VALLEY AUTHORITY (TVA): A U.S. Corporation created in the 1930's, to electrify the Tennessee Valley area; currently a major utility headquartered in Knoxville Tennessee. TVA's securities are highly liquid and are widely accepted.

TLGP: Temporary Liquidity Guarantee Program is a temporary program established by the Federal Deposit Insurance Corporation that guarantees debt issued by banks.

TRADE DATE: The date on which the buyer and seller agree to a transaction. The trade date may or may not be the date on which the securities and money changes hands (settlement date).

TREASURY BILLS: A non-interest bearing discount security issued by the U.S. Treasury to finance the national debt. Most bills are issued to mature in three months, six months, or one year.

TREASURY BOND: Long-term coupon-bearing securities U.S. Treasury securities issued as direct obligations of the U.S. Government and having initial maturities of more than ten years.

TREASURY NOTES: Intermediate term coupon-bearing U.S. Treasury securities issued as direct obligations of the U.S. Government and having initial maturities of from one to ten years.

UNIFORM CAPITAL RULE: Securities and Exchange Commission requirement that member firms as well as non-member broker-dealers in securities maintain a maximum ratio of indebtedness to liquid capital of 15 to 1; also called net capital rule and net capital ratio. Indebtedness covers all money owed to a firm including margin loans and commitments to purchase securities, one reason new public issues are spread among members of underwriting syndicates. Liquid capital includes cash and assets easily converted into cash.

YIELD: The rate of annual income return on an investment, expressed as a percentage. (a) **INCOME YIELD** is obtained by dividing the current dollar income by the current market price for the security. (b) **NET YIELD** or **YIELD TO MATURITY** is the current income yield minus any premium above par or plus any discount from par in purchase price with the adjustment spread over the period from the date of purchase to the date of maturity of the bond.

YIELD TO MATURITY: The rate of return yielded by a debt security held to maturity when both interest payments and the investor's capital gain or loss on the security are taken into account.

Council Meeting: February 24, 2015

Santa Monica, California

RESOLUTION NO. ____ (CCS)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
SANTA MONICA AUTHORIZING THE ESTABLISHMENT AND
USE OF BANK AND BROKERAGE ACCOUNTS AND UPDATING
THE LIST OF PERSONS AUTHORIZED TO CONDUCT
TRANSACTIONS WITH THE STATE LOCAL AGENCY
INVESTMENT FUND

WHEREAS, the City of Santa Monica (the "City") is a municipal corporation; and

WHEREAS, the State Local Agency Investment Fund ("LAIF") is established in the State Treasury under Government Code section 16429.1 et. seq. for the deposit of money of a local agency for purposes of investment by the State Treasurer; and

WHEREAS, the City Council hereby finds that the deposit and withdrawal of money in LAIF in accordance with Government Code section 16429.1 et. seq. for the purpose of investment as provided therein is in the best interests of the City of Santa Monica, and

WHEREAS, the City from time to time establishes and/or closes deposit and investment accounts with financial institutions; and

WHEREAS, the State Local Agency Investment Fund (“LAIF”) requires that the City Council designates appropriate persons authorized to conduct transactions on behalf of the City with LAIF; and

WHEREAS, certain staffing changes have made it necessary to update the designees authorized to conduct transactions with LAIF and establish and/or close deposit and investment accounts with financial institutions.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SANTA MONICA DOES RESOLVE AS FOLLOWS:

SECTION 1. That the Director of Finance is authorized to establish and close deposit and investment accounts with financial institutions and brokerages upon such terms and conditions as are provided by the statutes of the State of California governing public deposits and the City’s investment policy.

SECTION 2. That banks with which the City has established demand deposit accounts and their correspondents banks are hereby requested, authorized, and directed to honor all checks, warrants, drafts, or other orders for the payment of money drawn to the individual order of any person or persons whose name appears thereon as signer or signers thereof, when bearing the facsimile or manual signatures of the Director of Finance, subject to all terms and conditions of the agreements between the City and the financial institutions.

SECTION 3. That the Director of Finance, the Assistant City Treasurer, and the Principal Treasury Analyst, are authorized to make investment transactions with

LAIF. Attachment A to this resolution lists the current City employees authorized to make investment transactions with LAIF.

SECTION 4. Any provisions of any resolution inconsistent with the provisions of this resolution, to the extent of such inconsistencies and no further, are hereby repealed or modified to the extent necessary to affect the provisions of this resolution.

SECTION 5. Resolution Number 10802 (City Council Series) and is hereby repealed in its entirety.

SECTION 6. The City Clerk shall certify to the adoption of this resolution, and thenceforth and thereafter the same shall be in full force and effect.

APPROVED AS TO FORM

Marsha Jones Moutrie
City Attorney

LOCAL AGENCY INVESTMENT FUND (LAIF)
AUTHORIZATION FOR TRANSFER OF FUNDS



DATE
2/24/15

AGENCY NAME
City of Santa Monica

LAIF ACCOUNT #
98-89-145

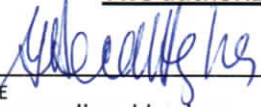
AGENCY'S LAIF RESOLUTION # _____ OR RESOLUTION DATE 2/24/15

Only the following individuals of this agency whose signatures appear in the table below are hereby authorized on the LAIF account. **This authorization supersedes all prior authorizations on file with LAIF (current authorized individuals not listed below will be deleted).**

| NAME* | TITLE | SIGNATURE |
|------------------------|-------------------------------|-------------------------------------------------------------------------------------|
| Gigi Decavalles-Hughes | Director of Finance/Treasurer |  |
| David R. Carr | Assistant City Treasurer |  |
| Vacant | Principal Treasury Analyst | |
| | | |
| | | |
| | | |
| | | |
| | | |

* Please attach additional sheets, if necessary.

Two authorized signatures required pursuant to your agency's resolution.

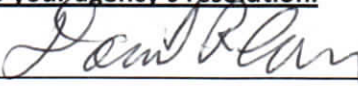


SIGNATURE
Gigi Decavalles-Hughes

PRINT NAME
Director of Finance/Treasurer

TITLE
310-458-8281

TELEPHONE



SIGNATURE
David R. Carr

PRINT NAME
Assistant City Treasurer

TITLE
310-458-8775

TELEPHONE

Mail completed form to:
State Treasurer's Office
Local Agency Investment Fund
P.O. Box 942809
Sacramento, CA 94209-0001

Successor Agency Meeting: February 24, 2015

Santa Monica, California

RESOLUTION NO. ____ (SA)

A RESOLUTION OF THE SANTA MONICA REDEVELOPMENT SUCCESSOR
AGENCY AUTHORIZING THE ESTABLISHMENT AND
USE OF BANK AND BROKERAGE ACCOUNTS AND UPDATING
THE LIST OF PERSONS AUTHORIZED TO CONDUCT
TRANSACTIONS WITH THE STATE LOCAL AGENCY
INVESTMENT FUND FOR LAIF ACCOUNT NUMBER 6519064

WHEREAS, Section 16429.1 of the California Government Code (“Section 16429.1”) authorizes the creation of a Local Agency Investment Fund (“LAIF”) in the State Treasury for the deposit of monies by local agencies for purposes of investment by the State Treasurer; and

WHEREAS, by enactment of Part 1.85 of the California Health and Safety Code (“Part 1.85”), the Redevelopment Agency of the City of Santa Monica (the “Agency”) was dissolved as of February 1, 2012; and

WHEREAS, in accordance with Part 1.85, the City of Santa Monica has declared and named itself as the Santa Monica Redevelopment Successor Agency (the “Successor Agency”) upon dissolution of the Agency; and

WHEREAS, the Successor Agency is a local agency within the meaning of Section 16429.1; and

WHEREAS, the State Local Agency Investment Fund (“LAIF”) is established in the State Treasury under Government Code section 16429.1 et. seq. for

the deposit of money of a local agency for purposes of investment by the State Treasurer; and

WHEREAS, the Governing Board of the Successor Agency hereby finds that the deposit and withdrawal of money in LAIF in accordance with Government Code section 16429.1 et. seq. for the purpose of investment as provided therein is in the best interests of the City of Santa Monica, and

WHEREAS, the Governing Board of the Successor Agency desires to authorize the deposit and withdrawal of Successor Agency monies in the LAIF in accordance with the provisions of Section 16429.1 for the purpose of investment as stated therein, and verification by the State Treasurer's Office of all banking information provided in that regard; and

WHEREAS, the State Treasurer requires the Governing Board of the Successor Agency to designate appropriate persons authorized to conduct LAIF transactions on behalf of the Successor Agency; and

WHEREAS, the Successor Agency desires to conduct transactions with LAIF using the former Agency account.

NOW, THEREFORE, THE GOVERNING BOARD OF THE SANTA MONICA REDEVELOPMENT SUCCESSOR AGENCY DOES RESOLVE AS FOLLOWS:

SECTION 1. The Governing Board of the Successor Agency hereby authorizes the deposit and withdrawal of Successor Agency monies in the LAIF account

of the former Agency in accordance with the provisions of Section 16429.1 for the purpose of investment as stated therein, and verification by the State Treasurer's Office of all banking information provided in that regard.

SECTION 2. The Director of Finance, the Assistant City Treasurer, and the Principal Treasury Analyst of the City of Santa Monica are authorized to make investment transactions on behalf of the Successor Agency. Attachment A to this resolution lists the current persons authorized to make investment transactions on behalf of the Successor Agency.

SECTION 3. Any provisions of any resolution inconsistent with the provisions of this resolution, to the extent of such inconsistencies and no further, are hereby repealed or modified to the extent necessary to affect the provisions of this resolution.

SECTION 4. Resolution Number 19 (Successor Agency Series) is hereby repealed in its entirety.

SECTION 5. The City Clerk of the City of Santa Monica shall certify to the adoption of this resolution, and thenceforth and thereafter the same shall be in full force and effect.

APPROVED AS TO FORM

Marsha Jones Moutrie
General Counsel for the Santa Monica
Redevelopment Successor Agency

LOCAL AGENCY INVESTMENT FUND (LAIF)
AUTHORIZATION FOR TRANSFER OF FUNDS

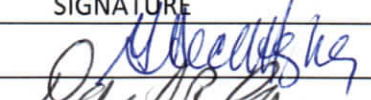

DATE
2/24/15

AGENCY NAME
S/A City of Santa Monica for Santa Monica Redevelopment Agency

LAIF ACCOUNT #
65-19-064


AGENCY'S LAIF RESOLUTION # _____ OR RESOLUTION DATE 2/24/15

Only the following individuals of this agency whose signatures appear in the table below are hereby authorized on the LAIF account. **This authorization supersedes all prior authorizations on file with LAIF (current authorized individuals not listed below will be deleted).**

| NAME* | TITLE | SIGNATURE |
|------------------------|----------------------------|-------------------------------------------------------------------------------------|
| Gigi Decavalles-Hughes | Agency Treasurer |  |
| David R. Carr | Assistant Treasurer |  |
| Vacant | Principal Treasury Analyst | |
| | | |
| | | |
| | | |
| | | |
| | | |

* Please attach additional sheets, if necessary.

Two authorized signatures required pursuant to your agency's resolution.

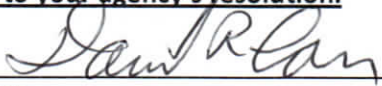


SIGNATURE
Gigi Decavalles-Hughes

PRINT NAME
Agency Treasurer

TITLE
310-458-8281

TELEPHONE



SIGNATURE
David R. Carr

PRINT NAME
Assistant Treasurer

TITLE
310-458-8775

TELEPHONE

Mail completed form to:
State Treasurer's Office
Local Agency Investment Fund
P.O. Box 942809
Sacramento, CA 94209-0001



City Council Report

City Council Meeting: February 24, 2015

Agenda Item: 6-A

To: Mayor and City Council
From: Marsha Jones Moutrie, City Attorney
Subject: Appeal by the International Workers of the World of the City's Decision Denying The Union's Petition To Be Recognized As The Exclusive Representative of Eleven Labor Trainee—As Needed Employees Assigned to Beach Maintenance

Recommended Action

Staff recommends that City Council:

1. Review the information supplied by this report, including the record of the petition for recognition filed by the International Workers of the World (IWW) to be recognized as the exclusive bargaining representative of eleven labor trainee—as needed City employees assigned to beach maintenance;
2. Conduct a public hearing on the IWW's petition, pursuant to the Council Rules, Ordinance 801, and other requirements of law; and
3. Based upon the law, the record supplied with this report, and any additional information and evidence provided before and at the hearing, make a decision on the appeal.

Executive Summary

The Los Angeles General Membership Branch of IWW has submitted a third-party card-check petition for union recognition of eleven labor trainees employed as needed in beach maintenance. And, the City's Municipal Employees Relations Officer has determined, pursuant to Ordinance 801, that the specified unit is not the appropriate bargaining unit for the employees. Subsequently, the IWW appealed that determination to the City Council.

This staff report provides factual information about the history of this matter. It also details procedures formulated to ensure that the IWW has a full and fair opportunity to present its evidence and arguments to the City Council so that the Council may exercise its independent, quasi-judicial judgment and decide the matter based upon the applicable legal standard and the record.

The staff report does not include a recommendation on the outcome. It is merely intended to explain the case history and status and to facilitate a fair hearing. The

Municipal Employees Relations Officer's written determination on the matter and any additional evidence or argument submitted by staff before or at the hearing will serve as staff's recommendation.

Background

Last fall, the IWW contacted City staff, advising of its intent to utilize the card check procedure adopted by Council Resolution in order to be recognized as the exclusive representative of the eleven labor trainee-as needed workers assigned to beach maintenance. In response, the City provided information about the local procedures and requirements contained in Ordinance 801. See Attachment 1 (Ordinance 801) and Attachments 5-10 (correspondence relating to the filing of the petition.)

On October 22, 2014, the IWW submitted an amended petition for recognition pursuant to Ordinance 801. (attachment 5)

On January 30, 2015, Interim City Manager Elaine Polachek, serving as the City's Municipal Employees Relations Officer, issued a written decision denying the petition. (attachment 4) Her letter of decision provides an explanation of the basis for her decision, and it advises petitioner of its right to appeal under Ordinance 801.

On February 4, 2015, the IWW appealed the decision. (attachment 3) And, on February 11, 2015, the City Clerk sent notice of the Council hearing to IWW and of procedures for submitting additional materials for Council consideration. (attachment 2)

Discussion

Because petitioner has exercised its right to appeal the decision denying recognition, the Council has the responsibility to afford a full and fair hearing, which will be governed by Council Rules, applicable provisions of Ordinance 801 and other requirements of law, mainly the constitutional guarantee of Due Process.

Ordinance 801 establishes procedures for the orderly administration of employer-employee relations within the City. Section 3.01 establishes the requirements applicable to the filing of a petition for recognition. Section 3.02 requires the Municipal

Employee Relations Officer to review the petition and determine whether the proposed unit is appropriate under the specified standards:

"The principal criterion in making this [determination] is whether there is a community of interest among such employees. The following factors, among others, are to be considered in making such determination:

- a. Which unit will assure employees of the fullest freedom in the exercise of rights set forth under this Ordinance.
- b. The history of employee relations in the unit, among other employees of the City and in similar public employment.
- c. The effect of the unit on the efficient operation of the City and sound employer-employee relations.
- d. The extent to which employees have common skills, job duties, working conditions, or departmental assignment."

Section 3.03 provides that an organization aggrieved by the determination of an appropriate unit may appeal to the City Council, within ten days, for a final determination.

These are the standards that governed Ms. Polachek's decision. And, they are the standards which the Council must apply in making its own, independent, or de nouveau decision. Stated otherwise, the Council must: consider the evidence of record and any additional evidence and argument presented before or at the hearing; apply the standards established by Ordinance 801; and make its own independent decision based on the evidence and the law.

Both the appellant and the City have received a written notice of the hearing. The notice sent to the IWW and to the Human Resources Director by the City Clerk (Clerk) advises that additional evidence and a statement about the case may be submitted to the Clerk in advance of the hearing and must also be timely provided to the opposing party. All materials submitted by the parties will be publically available.

As to procedures at the hearing, the Council Rules afford Due Process by ensuring the opportunity to be heard. In addition to the right to submit unlimited documentary

evidence and written argument, the appellant will have the right to make a presentation to Council at the hearing. Under the Council Rules, appellant is entitled to speak for ten minutes, to speak first, and to reserve part of its time for rebuttal at its discretion. The Council Rules may be modified at the hearing by Council votes.

At this hearing, staff anticipates that, after the appellant speaks, the Human Resources Director will speak, followed by members of the public. The appellant will conclude the public hearing with any rebuttal, after which Council will deliberate and render its decision.

Financial Impacts & Budget Actions:

No budget actions are required to conduct this hearing. If financial impacts upon the City are relevant to this proceeding, information about those impacts will be supplied by City staff at the hearing.

Prepared by: Marsha Jones Moutrie, City Attorney

Approved:

Forwarded to Council:

Marsha Jones Moutrie
City Attorney

Elaine M. Polachek
Interim City Manager

Attachments:

1. Ordinance 801 (CCS)
2. Notice of Hearing – Letter from City Clerk, dated February 11, 2015
3. Appeal – Email re IWW Appeal of Union Recognition Denial, dated February 4, 2015
4. Unit Determination – Letter from Municipal Employees Relations Officer, dated January 30, 2015
5. Final Submission of Petition for Recognition from IWW, dated October 22, 2014
6. Emails between Donna Peter and Ali Rahnoma-Galindo, dated January 26, 2015
7. Email from Donna Peter to IWW, dated December 9, 2014
8. Emails between Donna Peter and Marcy Winograd, dated November 17, 2014
9. Letter from Donna Peter to IWW, dated October 13, 2014
10. Emails from Donna Peter and Marcy Winograd, dated September 23, 2014
11. Letter from Donna Peter to Marcy Winograd, dated September 22, 2014

City Council Meeting: February 24, 2015

Agenda Item: 6-A

To: Mayor and City Council
From: Marsha Jones Moutrie, City Attorney
Subject: Written Submission By The City On The Appeal by the International Workers of the World of the City's Decision Denying the Union's Petition To Be Recognized As The Exclusive Representative of Eleven Labor Trainee-As Needed Employees Assigned to Beach Maintenance

-
This supplemental staff report serves to transmit to Council the City's written submission on the appeal listed on the Council agenda for February 24, 2015, as Item 6-A. The parties are the International Workers of the World (IWW), which is the appellant, and the City, which is the respondent.

Both parties were instructed to file any written statements by the close of business on Thursday, February 19th. The IWW has not yet submitted its statement. The City submitted the attached statement. It was provided by Human Resources Director Donna Peter on behalf of the City and Interim City Manager Elaine Polachek, who served as Municipal Employees Relations Officer in issuing the decision from which this appeal was taken.

This submission is part of the record for this hearing and should be considered by Council as such. It has been publically posted and a copy has been supplied to the other party.

If the IWW submits a written statement prior to the meeting, it will be made public as promptly as possible. Any written statement submitted at the hearing will be available to the public and will become part of the record.

Prepared by: Marsha Jones Moutrie, City Attorney

Approved:

Forwarded to Council:

Marsha Jones Moutrie
City Attorney

Elaine M. Polachek
Interim City Manager

Attachment: [Statement In Response to IWW's Appeal of Denial of Petition for Recognition](#)



STATEMENT IN RESPONSE TO IWW'S APPEAL OF DENIAL OF PETITION FOR RECOGNITION

On January 30, 2015, the Municipal Employee Relations Officer for the City of Santa Monica completed a review of the amended Petition for Recognition (the "Petition") submitted by the Industrial Workers of the World ("IWW"), seeking formal recognition as the exclusive representative for employees in the job classification of Laborer Trainee – As-Needed, who work at the beach. All the employees identified in the Petition are currently unrepresented.

The City, while acknowledging that the Petition contained the documentation required under Section 3.01 of Ordinance No. 801 (CCS) ("Ordinance 801"), denied the Petition based on the absence of a separate and distinct community of interest in accordance with Section 3.02, and determined that the proposed unit is not an appropriate unit. The factors considered and the rationale explained in reaching this determination is consistent with how the City has handled unit determination in the past, and the standards used by the Public Employment Relations Board ("PERB") in reviewing a local agency's unit determination. (See, e.g., *City of Glendale v. Internat. Brotherhood of Electrical Workers, Local 18* (2007) PERB No. Ad-361-M.) See **Attachment A**.

In an email dated February 4, 2015, IWW formally appealed the denial of its Petition. The email from IWW refuted the factors upon which the City based its denial, and contained several misrepresentations that are addressed below.

IWW contends that the Laborer Trainees – As-Needed employees identified in the Petition are a separate and distinct unit because they work at one location (i.e., the beach), perform the same job duties, and "have all been disadvantaged by the City's long-standing misclassification of their 'as needed' job status."

The City does not dispute that the petitioned-for employees share the same work location and perform similar job duties. However, the City does not agree with IWW's characterization that these individuals have been disadvantaged by their job classification, "misclassified" or denied rights they were entitled to. The parameters of as-needed employment in the City are clearly defined by the provisions of the Santa Monica Municipal Code. The Municipal Code provides as follows: "As-needed employees do not possess civil service protections . . . ; their employment status is at-will. As-needed employees have no entitlement to vacation, sick, or other paid leave, and no entitlement to health or other fringe benefits provided by the City to its permanent employees unless a benefit is required by State or Federal law." The Municipal Code also provides that the City may hire as-needed employees to meet the operational demands of a department.

Contrary to IWW's assertion in its appeal, the City did not state that the Petition "would only be valid if it were presented by a majority of all the 623 'as-needed'" employees in the City. The City has not suggested that all as-needed employees should be represented, or that they should all be included in one bargaining unit. Rather, the inference was that the bifurcation of these select

few employees based mainly on their as-needed status does not support the necessary community of interest to support a separate bargaining unit; and, the proposed unit is actually under-inclusive of other currently unrepresented employees occupying the same or similar classification.

In light of that under-inclusiveness noted in the City's analysis, the IWW appears to want to expand the number of individuals in the proposed unit that they have petitioned to represent, to include an additional "6 elsewhere" for a total of 16 employees. This modification to the Petition is not appropriately considered at this point in the process. Nor does this attempted modification impact the determination of whether the proposed unit is appropriate. IWW's reliance on the amount of hours worked to substantiate a community of interest among the now 16 petitioned-for employees is misplaced. The amount of hours worked is not the main determinant of an appropriate unit. For example, the City currently has permanent employees who work either part-time or full-time, but perform the same work duties and work in the same location. In both instances, the employees are members of the same bargaining group because the community of interest is based primarily on their job classifications, and not their hours of work. In addition, the hours worked or scheduled for as-needed employees may fluctuate depending on operational needs. For example, an as-needed employee may work longer hours during the summer and shorter hours during the winter, but the average hours worked cause them to be part-time employees.

Moreover, while the petitioned-for Laborer Trainee – As-Needed employees work at the same location, this factor alone is also not determinative of an appropriate unit. The fact that these employees are currently assigned to work at the same location is not sufficient to establish a community of interest among these individuals that distinguishes the proposed unit as separate and distinct from other similar classifications in the City so as to support a finding of an appropriate unit. And, as further explained below, work location is not part and parcel to this particular classification and is subject to change depending on operational needs.

IWW further claims that the City argues that the Petition is "not valid because it was not presented by a union already involved in city negotiations." This assertion misrepresents the City's analysis in its unit determination letter. The City made no such inference to the validity of the Petition. The context in which the City addressed similar classifications currently represented by the International Brotherhood of Teamsters (the "Teamsters") was part of the analysis of the history of employee relations in the City. That analysis is not a mark of bad faith. Rather, that analysis directly addressed one of the Ordinance 801 criteria for determining the appropriateness of a proposed unit. There is a compelling commonality that exists between classifications currently represented by the Teamsters and the classification identified in the Petition, but there was no indication that they were a more appropriate bargaining unit. It is correct that, to date, the Teamsters have not expressed interest in petitioning to represent either the classification identified in the Petition, or any other "as-needed" classifications. However, the mere fact that the Teamsters have not expressed such interest does not bolster IWW's position that there is a sufficiently separate and distinct community of interest in its proposed unit and therefore they are an appropriate unit.

The City's unit determination analysis also determined that the fact that the 11 identified employees desire to be represented by IWW is insufficient in and of itself to support the creation of a new unit as proposed in the Petition. Section 3.02 of Ordinance 801 provides that no unit may be established solely on the basis of the extent to which the employees in the proposed unit have organized. California courts have also recognized that "the mere fact that a group of public employees form an organization does not necessarily entitle them to either a separate representation unit or 'recognized employee organization' status." (*Santa Clara County District Attorney Investigators Assn. v. County of Santa Clara* (1975) 51 Cal.App.3d 255, 264.) See **Attachment B**. Such is the case here.

The City made a similar unit determination in 2005. The American Federation of State, County and Municipal Employees ("AFSCME") California District Council 36, petitioned to represent certain job classifications at the Santa Monica Police Department. The City followed the same unit determination procedure and criteria outlined in Section 3.01 of Ordinance 801, and determined that there was insufficient community of interest among the petitioned-for classifications; consequently, AFSCME's petition was denied. The City found that while the employees occupying the identified classifications were assigned to the Police Department at the time of AFSCME's petition, the employees could be assigned to work in another City department in the future and that the location in the Police Department was not sufficient to find a separate and distinct community of interest. See **Attachment C**. AFSCME requested an appeal to the Council, but because the appeal was untimely, the unit determination was not reviewed by the Council. Similar to the AFSCME petition, the individuals identified in IWW's Petition all currently work at the beach, but may be assigned to another City department. Neither the classification of Laborer Trainee – As-Needed, nor the accompanying job description, is specific to a particular department or division within the City. Instead, the classification is intended to be broad and general for the very reason that the position may be utilized in any City department depending on overall operational needs. There is nothing significantly different in the nature of the work performed by the select number of Laborer Trainees – As-Needed in the one work location of the beach to establish a community of interest that is separate and distinct from all other Laborer Trainees – As-Needed in the City.

Finally, as a result of recent Council direction regarding the use of contractual services and as-needed employment, staff has proposed modifications to the staffing of the Beach Maintenance division. A new permanent classification, Maintenance Assistant, has been proposed to perform the work currently done at the beach. Based on the job description (including, for example, job duties, qualifications, training, and skills), this new classification will be more appropriately placed in the bargaining unit currently represented by the Teamsters. The job specification is currently being finalized and following its approval by the Personnel Board, the anticipated recruitment should begin by the end of April 2015. There are approximately 12 positions that will be filled with the new classification.

The analysis and findings set forth in the Municipal Employee Relations Officer's unit determination letter were reasonable and consistent with the criteria set forth in Ordinance 801, as well as applicable case law and PERB decisions. Based on the foregoing, the proposed unit is not an appropriate unit. The unit determination should be upheld and the Petition should be denied.

Attachments:

- A. *City of Glendale v. Internat. Brotherhood of Electrical Workers, Local 18* (2007) PERB No. Ad-361-M.
- B. *Santa Clara County District Attorney Investigators Assn. v. County of Santa Clara* (1975) 51 Cal.App.3d 255, 264.
- C. CSM Letter to AFSCME, September 13, 2005

cc: Ali Rahnoma-Galindo, Delegate, Los Angeles GMB of the IWW

**STATE OF CALIFORNIA
DECISION OF THE
PUBLIC EMPLOYMENT RELATIONS BOARD**



CITY OF GLENDALE,

Employer,

and

INTERNATIONAL BROTHERHOOD OF
ELECTRICAL WORKERS, LOCAL 18,

Petitioner.

Case No. LA-BR-6-M

Administrative Appeal

PERB Order No. Ad-361-M

April 13, 2007

Appearances: Liebert, Cassidy & Whitmore by Richard M. Kreisler, Attorney, for City of Glendale; Schwartz, Steinsapir, Dohrmann & Sommers by Robert M. Dohrmann, Attorney, for International Brotherhood of Electrical Workers, Local 18.

Before Duncan, Chairman; Shek and Neuwald, Members.

DECISION

NEUWALD, Member: This case is before the Public Employment Relations Board (PERB or Board) on appeal by the International Brotherhood of Electrical Workers, Local 18 (IBEW) of a Board agent's decision to dismiss IBEW's petition for board review. The petition for board review, filed pursuant to PERB Regulation 60000,¹ seeks review of the City of

¹PERB regulations are codified at California Code of Regulations, title 8, section 31001, et seq. PERB Regulation 60000(a) provides:

Any party to a determination by a public agency concerning unit determination, representation, recognition or elections may file a petition requesting the Board review the determination. Such a petition may only be filed within 30 days following exhaustion of administrative remedies available under the applicable local rules. A challenge to the validity of a local rule may not be filed under this section and may only be filed as an unfair practice charge pursuant to Section 32602 of these regulations.

PERB Regulation 60000 was repealed on May 11, 2006. As this case was filed under Regulation 60000, the regulation is applied.

Glendale's (City) decision to deny IBEW's application to represent a separate unit of crafts workers. IBEW requests that PERB reverse the City's determination and find that the unit proposed by IBEW is appropriate.

The Board has reviewed the entire record in this case and hereby affirms the Board agent's dismissal of the petition for Board review.

BACKGROUND

On October 22, 2004, IBEW filed a petition for recognition with the City pursuant to the City's Employee Relations Ordinance (ERO).² IBEW sought to sever a unit of employees

²Section 7 of Ordinance No. 3830 (as amended by Ordinance No. 3848) provides, in relevant part:

- (a) A petition for recognition as the representative of employees in an appropriate employee representation unit may be filed with the City Manager by an employee organization.
- (b) In the determination of appropriate employee representation units, the following factors, among others, are to be considered:
 - (1) Which unit will assure employees the fullest freedom in the exercise of rights granted under this Ordinance;
 - (2) The community of interest of the employees;
 - (3) The history of employee relations in the unit;
 - (4) The effect of the unit on the efficient operation of the public service and sound employee relations;
 - (5) The effect on the existing classification structure of dividing a single classification among two or more units; and
 - (6) No unit shall be established solely on the basis of the extent to which employees in the proposed unit have organized.
- (c) The City Manager shall determine the employee representation unit using the factors set forth in (b) above.

in electrical services and power plant classifications in the Department of Water and Power from a larger unit represented by the Glendale City Employees Association (GCEA).

On November 5, 2004, the City manager informed IBEW that the petition could not be processed until a unit appropriateness determination had been made pursuant to the ERO. IBEW concurred that a determination of an appropriate unit was the proper course of action. A hearing was conducted by the City manager on December 1, 2004. Representatives of IBEW, GCEA, the Glendale Management Association and individual employees spoke at the hearing, and documentary evidence was presented.

On January 13, 2005, the City manager issued a decision dismissing IBEW's petition for recognition. The City's decision addressed all six factors set forth in Ordinance No. 3830, section 7(b) (as amended), and concluded that the existing unit, which contained the requested job classifications, was an appropriate unit.

On February 2, 2005, IBEW filed a petition for board review. After considering the evidence submitted, the Board agent dismissed the petition on May 5, 2005.

POSITIONS OF THE PARTIES

On appeal, IBEW complains the Board agent did not specifically analyze each of IBEW's arguments in support of the proposed unit. IBEW asserts that it "amply demonstrated" that it is appropriate for the electrical crafts workers to be represented in a separate bargaining unit. Although IBEW contends the City misapplied the unit determination criteria, IBEW's appeal is virtually an identical recitation of the arguments it provided to the City manager in December 2004 on each of the six unit appropriateness factors.

The City asserts the Board agent reviewed the evidence presented and correctly found the City acted reasonably and in accordance with the Myers-Milius-Brown Act (MMBA),³ ERO and applicable legal precedent. The City argues IBEW did not offer any evidence or legal argument that the Board agent erred in her decision to dismiss the petition for Board review. The City contends the Board agent endorsed the City's analysis of the unit determination factors by relying on the requirements in PERB regulations.

DISCUSSION

MMBA section 3507(a) authorizes public agencies to adopt rules for the administration of employer-employee relations, including the determination of "an appropriate unit." (MMBA sec. 3507(a)(4).) PERB Regulation 60000 allowed any party to a public agency unit determination to file a petition requesting the Board to review the determination. PERB's authority to review a public agency unit determination under the MMBA was guided by PERB Regulation 60010, which stated in relevant part:

(b) The petition [for board review] shall be dismissed in part or in whole whenever the Board determines that:

.....

(2) The determination of the public agency was rendered in accordance with MMBA, the local rules of the public agency, and applicable precedent.

When evaluating the appropriateness of a unit determination under the MMBA, we must consider whether the public agency's determination is reasonable. (Alameda County Assistant Public Defenders Assn. v. County of Alameda (1973) 33 Cal.App.3d 825, 830 [109 Cal.Rptr. 392].) A local government employer does not need to determine "the *ultimate* unit or the *most* appropriate unit. The act requires only that the unit be 'appropriate.'

³The MMBA is codified at Government Code section 3500, et seq.

(Citations)." (*Id.*, at p. 830, emphasis in original; Santa Clara County Dist. Attorney Investigators Assn. v. County of Santa Clara (1975) 51 Cal.App.3d 255, 260 [124 Cal.Rptr. 115] (Santa Clara.) PERB has also rejected a strict "most" appropriate unit standard under a similar labor statute. (Antioch Unified School District (1977) EERB⁴ Decision No. 37.) The party challenging a unit determination decision carries the burden of demonstrating that the decision was not reasonable. (Organization of Deputy Sheriffs v. County of San Mateo (1975) 48 Cal.App.3d 331, 338 [122 Cal.Rptr. 210] (San Mateo); Santa Clara, at p. 265.)

IBEW contends the City erred in failing to recognize a unit consisting solely of skilled crafts classifications. However, the City is not mandated by the MMBA to recognize a separate unit of skilled crafts employees.⁵ While the labor statutes governing state and university employees⁶ provide a right to a separate unit of skilled crafts employees, the MMBA does not contain similar language.

The criteria set forth in the City's ERO to determine appropriate representation units are consistent with applicable legal precedent. In Santa Clara, *supra*, the court identified similar factors, including community of interest, authority to bargain effectively, and the effect of a unit on the efficient operation of the agency. The court also looked to factors considered by the National Labor Relations Board, addressing the desires of the employees, history of bargaining and public interest. (Santa Clara, at pp. 260-261; accord San Mateo, at p. 339.) Other labor statutes administered by PERB contain similar unit determination criteria. (See the

⁴Prior to January 1978, PERB was known as the Educational Employment Relations Board or EERB.

⁵Furthermore, IBEW's proposed unit included unskilled and semi-skilled crafts classifications.

⁶Ralph C. Dills Act (Dills Act) section 3521(b)(6); Higher Education Employer-Employee Relations Act (HEERA) section 3579(d).

Educational Employment Relations Act sec. 3545(a); Dills Act sec. 3521(b); HEERA sec. 3579(a).)

Applying the ERO factors, the City found: (1) No evidence of any bargaining disparity that deprived the specified classifications of the fullest freedom to exercise their rights; (2) A community of interest shared with classifications in the existing unit in uniform benefits and operation goals; (3) A positive history of employer-employee relations covering a 70-year period, evidencing a stable and productive historical relationship between the City and the classifications within the existing unit; (4) A new unit would require additional time to meet bargaining requirements and friction could result from similar classifications placed in different units, negatively impacting City operations; (5) The proposed unit could result in a fragmented workforce and adversely affect the classification structure and the City's efficiency of operations; and (6) The fact that some skilled crafts employees sought to be represented by IBEW was insufficient to support creation of a new unit.

IBEW has not met its burden with facts demonstrating that the City's determination was not reasonable. (Santa Clara, at p. 265.) IBEW does not provide evidence showing a lack of community interest with other classifications in the unit. It simply asserts that similar units in other cities have been effectively represented by IBEW. IBEW also points to a request by power plant personnel for a wage comparison study. As the City found, however, the study request did not demonstrate that the current exclusive representative is unable to adequately represent the interests of these employees. As such, IBEW has not demonstrated that the City's unit determination was unreasonable or violated the MMBA, local rules or applicable precedent.

ORDER

International Brotherhood of Electrical Workers, Local 18's petition for Board review
in Case No. LA-BR-6-M is hereby DISMISSED.

Chairman Duncan and Member Shek joined in this Decision.

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(Cite as: 51 Cal.App.3d 255)

C
SANTA CLARA COUNTY DISTRICT ATTORNEY
INVESTIGATORS ASSOCIATION et al., Plaintiffs
and Appellants,
v.
COUNTY OF SANTA CLARA et al., Defendants and
Appellants

Civ. No. 34756.

Court of Appeal, First District, Division 3, California.
September 11, 1975.

SUMMARY

Following a county's denial of a district attorney investigators association's petition for recognition as the representative of such investigators in their employer-employee relations with the county, the association sought writs of mandamus and/or prohibition to compel the county to create a special unit to represent the investigators, thus removing them from an existing "All County Unit." The trial court rendered a judgment which, in part, prohibited the county from including the job classification of such an investigator in any representation unit with nonpeace officers, but which denied the association's request that the county designate the association as the investigators' representative. (Superior Court of Santa Clara County, No. 277143, Richard W. Rhodes, Judge.)

The Court of Appeal affirmed on the county's appeal and, on the ground of tardiness of notice, dismissed the association's cross-appeal. After concluding that Gov. Code, § 3508, is, with respect to the matter at issue, so clear as not to require the use of extrinsic evidence in aid of interpretation, the court held that the statute grants to the investigators, as peace officers within Pen. Code, § 830.3, subd. (b), the right to be placed in an employee representation unit

exclusive of, and separate from, nonpeace officer employees. But it was held that the trial court had not erred in failing to compel the county to grant representational status to the petitioning association, in view of its failure to show that an all peace officer unit, including peace officers other than district attorney investigators, could not effectively represent the investigators. (Opinion by Scott, J., with Draper, P. J., and Coughlin, J., ^{FN*} concurring.)

FN* Retired Associate Justice of the Court of Appeal sitting under assignment by the Chairman of the Judicial Council.

HEADNOTES

Classified to California Digest of Official Reports
(1) Statutes § 19--Construction--Where Terms Are Clear.

Where the words of a statute are clear, a court may not add to or alter them to accomplish a purpose which does not appear on its face or in its legislative history.

(2) Labor § 21--Labor Unions--Organization and Government--Public Employees--Construction of Statute.

The words of Gov. Code, § 3508, relating to public employee associations, are clear. Hence, in writ proceedings, it was not error to exclude extrinsic evidence as an aid to interpretation.

[See **Cal.Jur.2d**, Statutes, § 167; **Am.Jur.2d**, Statutes, § 147.]

(3) Labor § 23--Labor Unions--Organization and Government--Representation--Peace Officers.

Gov. Code, § 3508, relating to public employee associations, grants to peace officers, as defined by Pen. Code, § 830.3, subd. (b), the right to be placed in an employee representation unit exclusive of and separate from nonpeace officer employees.

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(4a, 4b) Labor § 35--Labor Unions--Judicial Intervention--Relief--Peace Officers.

In writ proceedings challenging a county's denial of an association's petition for recognition as the representative of district attorney investigators in employer-employee relations with the county, it was not error to fail to require the county to grant the association the status of a recognized employee organization for representation purposes, where such investigators came within the definition of "peace officers," as the term appears in Gov. Code, § 3508, relating to public employee associations, and the association had not shown inability of an all peace officer unit, including peace officers other than the investigators, to effectively represent the investigators.

(5) Labor § 35--Labor Unions--Judicial Intervention--Relief--Peace Officers.

On a county's appeal from a judgment prohibiting the county from including the job classification of district attorney investigator in any representation unit with nonpeace officers, the dismissal of plaintiffs' cross-appeal necessitated by tardiness in filing notice thereof did not foreclose plaintiffs from reapplying to the county personnel board to obtain recognized employee organization status, where the original denial of that status had been based, in part, on the erroneous assumption that an established "All County Unit" made up largely of nonpeace officers was an appropriate representation unit for such investigators.

(6) Mandamus and Prohibition § 73--Mandamus--Rehearing and Appeal--Supersedeas and Stay.

A contention that the trial court erred in ordering that an appeal from a judgment in mandamus proceedings should not operate as a stay is rendered moot by affirmance of the judgment.

COUNSEL

William M. Siegel, County Counsel, and Leland D.

Stephenson, Deputy County Counsel, for Defendants and Appellants.

Carroll, Burdick & McDonough and Christopher D. Burdick for Plaintiffs and Appellants.

SCOTT, J.

The County of Santa Clara, its board of supervisors, personnel board, and director of personnel (hereinafter collectively referred to as County) appeal from that portion of a judgment, entered after trial by court, prohibiting County from including the job classification of district attorney investigator in any representation unit with nonpeace officers. The Santa Clara County District Attorney Investigators Association, J. Nishikawa, Tony Cvetan, and B. P. Blackmore (hereinafter collectively referred to as Association) appeal from that portion of the judgment denying their request that County be required to designate the Santa Clara County District Attorney Investigators Association as a separate recognized employee organization representing the district attorney investigators.*258

County had created an all county representation unit pursuant to its Ordinance No. NS-300.130 (adopted to implement the Meyers-Milias-Brown Act [Gov. Code, §§ 3500-3510]),^{FN1} which included the job classification of district attorney investigator. The "All County Unit" was represented by the Santa Clara County Employees Association and its successor, Service Employees International Union, AFL-CIO, Local 715. The All County Unit represented, in great majority, employees who were not peace officers.

FN1 Unless otherwise indicated all statutory references are to the Government Code.

The respondent Association's membership comprises all of the full-time investigators employed by the County and the Santa Clara District Attorney as district attorney investigators. Its membership consists

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solely of peace officers^{FN2} and the Association concerns itself exclusively with the wages, hours, working conditions, welfare programs, and advancement of the academic and vocational training of its members in the furtherance of the police profession. The Association is not subordinate to any other organization. The Association was created for the purpose of representing its members in their employer-employee relations with the County.

FN2 District attorney investigators are peace officers (Pen. Code, § 830.3, subd. (b)) as that term is used in section 3508.

The Association had petitioned County, pursuant to Ordinance No. NS-300.130, for recognition of Association as the representation unit for the district attorney investigators in its employer-employee relations with County. The petition was denied.

Association sought writs of mandamus and/or prohibition to compel County to create a district attorney investigators representation unit, thus removing the investigators from the previously existing "All County Unit."

At the time set for hearing of County's demurrer, the parties represented to the court that the facts in the case were not in dispute and invited the court to rule on the substantive issues presented by the pleadings and, in particular, to interpret Government Code, section 3508 as it applied to the undisputed facts. The court filed its memorandum of intended decision. Findings of fact and conclusions of law and judgment were entered. On motion for new trial, County asserted that it wanted a full trial, including the right to present evidence in interpretation of²⁵⁹ section 3508. The court found that section 3508 was clear and unambiguous, and made the aforementioned rulings.

I. County contends that the trial court erred in not admitting extrinsic evidence to aid in the interpreta-

tion of section 3508. However, County has nowhere shown that it made clear to the trial court what evidence it sought to have admitted. (Evid. Code, § 354.) Nor has County shown this court what evidence it sought to put before the trial court to bear on the interpretation of the statute, nor how the exclusion of such evidence was error, nor how the error was prejudicial. There is no basis upon which this court can conclude that any error occurred, nor that but for the alleged error a result more favorable to County would be reasonably probable. (*People v. Strickland* (1974) 11 Cal.3d 946, 955 [114 Cal.Rptr. 632, 523 P.2d 672]; *People v. Watson* (1956) 46 Cal.2d 818, 835, 837 [299 P.2d 243].)

Section 3508 deals with the formation of employee organizations by employees who "have duties consisting primarily of the enforcement of state laws or local ordinances." It grants to full-time "peace officers" as defined in Penal Code, section 830 et seq. the right to form, join, or participate in employee organizations composed solely of such peace officers, and are concerned solely with the wages, hours, working conditions, welfare programs and advancement of academic and vocational training in furtherance of the police profession, and which are not subordinate to any other organization.

(1, 2) It is clear from section 3508 that peace officers have the right to a separate public employees organization, as we shall hereafter discuss. The only question is whether there is a concurrent right to a separate all peace officer representation unit. We have concluded that section 3508, read together with other sections of the Meyers-Milias-Brown Act (MMB Act), makes it equally clear that peace officers are entitled to such separate representation unit. When the words of a statute are clear, a court may not add to or alter them to accomplish a purpose that does not appear on the face of a statute or in its legislative history. (*Estate of Simmons* (1966) 64 Cal.2d 217, 221 [49 Cal.Rptr. 369, 411 P.2d 97]; *People v. Knowles* (1950) 35 Cal.2d 175, 183 [217 P.2d 1]; *Organization of*

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Deputy Sheriffs v. County of San Mateo (1975) 48 Cal.App.3d 331, 340 [122 Cal.Rptr. 210]; *County of Madera v. Carleson* (1973) 32 Cal.App.3d 764, 769 [108 Cal.Rptr. 515].)*260

The court did not err in not admitting extrinsic evidence to interpret section 3508.

II. County contends that the trial court erred in ruling that section 3508 grants to peace officer employees a right to be placed in an employee representation unit exclusive of and separate from nonpeace officers.

The MMB Act provides only that "professional employees" shall not be denied the right to be represented separately from nonprofessional employees. (§ 3507.3.) Other than this specific grant of separate representation, and by implication separate unit determination to professional employees, the act only requires that a bargaining unit be "appropriate." (§§ 3507, subd. (d), 3507.1.)^{FN3} As stated in *Alameda County Assistant Public Defenders Assn. v. County of Alameda* (1973) 33 Cal.App.3d 825, 830 [109 Cal.Rptr. 392]: "Numerous cases have pointed out that the board need not determine the *ultimate* unit or the *most* appropriate unit. The act requires only that the unit be 'appropriate.' [Citations.]" Both *Professional Fire Fighters, infra*, and *Alameda* make clear that section 3507, subdivision (d) grants the right of representation to an "all agency" association or "appropriate unit" thereof.

FN3 However, Professor Grodin in his article, *Public Employee Bargaining in California: The Meyers-Milias-Brown Act in the Courts* (1972) 23 Hastings L.J. 719, 738-739, states: "Concerning the criteria for unit determination, the MMB Act, characteristically, sheds little light. The only explicit criteria are contained in section 3508, which authorizes rules requiring not only separate

units but separate organizations for peace officers, and section 3507.3, which provides that professional employees may not be denied the right to be represented separately from nonprofessional employees and by a professional employee organization."

Even within such a specific grant of separate unit representation, further questions may be addressed to determine if those placed in a unit which on its face may be "appropriate" is, in fact, "appropriate": whether there is a sufficient "community of interest" among those placed within the unit, the employer's authority to bargain effectively at the level of the unit, and the effect of a unit on the efficient operation of the public service. (*Alameda County Assistant Public Defenders Assn. v. County of Alameda, supra*, at pp. 829-832.) As the court stated in *Organization of Deputy Sheriffs v. County of San Mateo, supra*, 48 Cal.App.3d at page 339, footnote 6 [122 Cal.Rptr. 210]: "In the absence of any standards other than reasonableness to determine what are 'appropriate units' recourse must be had to federal standards where the*261 following factors have been considered by NLRB: Community of Interests; History of Bargaining; Desires of Employees; Nature and Organization of Business; Public Interest, etc. (18 C Business Organizations, Kheel, Labor Law § 14.02.1.) Schneider's study, *supra*, 3 CPER, page 4, names three criteria commonly in use in the public sector, viz.: Community of Interest; Employer's authority to bargain effectively at the level of the unit; and, the effect of a unit on the efficient operation of the public service."

Association contends, and County disputes, that section 3508 is such a specific grant of a separate bargaining unit to full-time peace officers. The section, originally enacted in 1961, was amended in 1965 to add the underlined portion, and was further amended (immaterial to this case) in 1968 and 1971 to presently provide as follows: "The governing body of a public agency may, in accordance with reasonable standards, designate positions or classes of positions

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which have duties consisting primarily of the enforcement of state laws or local ordinances, and may by resolution or ordinance adopted after a public hearing, limit or prohibit the right of employees in such positions or classes of positions to form, join or participate in employee organizations where it is in the public interest to do so; however, the governing body may not prohibit the right of its employees who are full-time 'peace officers' as that term is defined in Chapter 4.5 (commencing with Section 830) of Title 3 of Part 2 of the Penal Code, to join or participate in employee organizations which are composed solely of such peace officers, which concern themselves solely and exclusively with the wages, hours, working conditions, welfare programs, and advancement of the academic and vocational training in furtherance of the police profession, and which are not subordinate to any other organization.

"The right of employees to form, join and participate in the activities of employee organizations shall not be restricted by a public agency on any grounds other than those set forth in this section."

In 1963, in *Professional Fire Fighters, Inc. v. City of Los Angeles*, 60 Cal.2d 276, 289 [32 Cal.Rptr. 830, 384 P.2d 158], the court stated: "In enacting the instant Labor Code sections the Legislature undoubtedly had in mind many logical distinctions between fire-fighters and other public employees. By Government Code sections 3500-3509, inclusive, it granted to all public employees the right to join labor unions, but therein provided that the employing agencies might except police from the*262 operation of the statute. *No one can doubt that the denial of the overall benefits to the police was a reasonable denial of benefits and privileges to a class of persons charged with duties which might be inimicable to union membership.*" (Italics added.)

Thus, until the 1965 amendment of section 3508, the governing body could absolutely prohibit peace officers from forming, joining, or participating in

employee organizations where it was in the public interest to do so. The 1965 amendment clearly acknowledged the reservation expressed in *Professional Fire Fighters*, that is, that police are "charged with duties which might be inimicable to union membership" by retaining the governing body's right to limit or prohibit full-time peace officers from participating in an employee association "subordinate to any other organization." However, the 1965 amendment qualified the governing body's right to so limit or prohibit such participation by granting full-time "peace officers" the right to participate in a solely peace officer organization not subordinate to any other organization. Section 3508 provides that a governing body may prohibit peace officers from joining or participating in a nonpeace officer organization where such is in the public interest; however, the governing body has no right to prohibit peace officers from joining or participating in a peace officer organization which is not subject to any other organization.

The purpose of MMB, in part, is "to promote full communication between public employers and their employees by providing a reasonable method of resolving disputes *regarding wages, hours, and other terms and conditions of employment between public employers and public employee organizations.*" (§ 3500; italics added.) The express language of the 1965 amendment to section 3508 is to grant to peace officers as a separate group the right to organize to concern themselves "solely and exclusively with the wages, hours, working conditions, welfare programs, and advancement of the academic and vocational training in furtherance of the police profession"; thus, to pursue the purposes of the MMB Act.

Obviously, if peace officers were placed in a representation unit with nonpeace officers, the unit would not be concerned solely with the police profession. Peace officers ought not to be put in the position of possibly becoming parties to a public employee labor dispute by being in an organization with nonpeace officers. This would clearly be contrary to

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the public interest. The right to a separate all peace officer organization would have little meaning if peace officers were placed in a bargaining*263 unit which had as its "recognized employee organization" (§ 3501, subd. (b)) an organization either predominantly composed of nonpeace officers or not exclusively concerned with peace officer interests.

(3) We hold that section 3508 grants to peace officers (as defined by Pen. Code, § 830.3, subd. (b)) the right to be placed in an employee representation unit exclusive of and separate from nonpeace officer employees.^{FN4}

FN4 There is, arguably, additional authority within MMB which entitles peace officers to a separate representation unit. Section 3507.3 provides in part: "Professional employees shall not be denied the right to be represented separately from nonprofessional employees by a professional employee organization consisting of such professional employees." Section 3508 refers to the "police profession." Where the same word (or root variations thereof) is used in the same statute, it will not be used in two different senses. This could lead us to the conclusion that special investigators of the district attorney's office are full-time peace officers and members of the "police profession" and, as such, are professional employees within the meaning of section 3507.3. It would follow that the inclusion of these employees in a bargaining unit composed largely of nonprofessional employees is inappropriate and also precluded by section 3507.3.

III. (4a) Association contends that the court erred in failing to require that County grant Association the status of a recognized employee organization for representation purposes.

(5) County contends that Association failed to file a timely notice of cross-appeal and therefore their cross-appeal should be dismissed. Association's notice of cross-appeal was filed six days beyond the time required by California Rules of Court, rule 3.

Although we are required to dismiss Association's cross-appeal, Association is not foreclosed from re-applying to the County Personnel Board, in accordance with County Ordinance No. NS-300.130, to obtain "recognized employee organization" status. The original denial of that status was predicated in part upon what we have held to be the erroneous assumption that the "All County Unit" was an appropriate representation unit for district attorney investigators - thus putting them in a unit composed largely of nonpeace officers and nonprofessional employees.

County must make a determination as to whether district attorney investigators are entitled to a representation unit separate from an all peace officer unit. This inquiry must determine whether within such a specific grant of separate unit representation there is a sufficient "community of interest" among those placed within what on its face is*264 an "appropriate" unit, i.e., an all peace officer representation unit, whether the employer is able to bargain effectively at that level of the unit, and the effect of the unit on the efficient operation of the public service.

County's Ordinance No. NS-300.130, adopted to implement the MMB Act, provides in article 4, section 3.9.4-6 that in resolving disputes as to what is an appropriate representation unit or units, "the County Personnel Board shall in each case determine the broadest feasible bargaining unit based upon such factors as internal and occupational community of interest and the history of representation."

Without intimating that there may be no other factors that may be considered where they exist (see *Organization of Deputy Sheriffs v. County of San*

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Mateo, supra, 48 Cal.App.3d at p. 339, fn. 6), the two factors enumerated in the ordinance are not “unreasonable” when used by County to determine whether the peace officer unit is “appropriate.”

Although a given peace officer organization *may* be entitled to recognition as a separate representation unit, the mere fact that a group of public employees form an organization does not necessarily entitle them to either a separate representation unit or “recognized employee organization” status.

A clear distinction must be drawn between public employees' rights to organize and their right to separate bargaining units. As this court stated in *Organization of Deputy Sheriffs* (at p. 339): “We have noted that MMB differentiates between the designation of appropriate bargaining units and the formation of employee organizations.” (§ 3501, subds. (a), (b).) A “recognized employee organization” is one which has been “formally acknowledged by the public agency as an employee organization” (§ 3501, subd. (b)) as being entitled to “meet and confer” with the governing body on labor/management problems (§ 3505). Representation units may comprise several recognized employee organizations so long as the unit is appropriate. Further, *Organization of Deputy Sheriffs* points out that “[the] plural use of ‘employee organizations’ appears to recognize the possibility of the existence of more than one peace officer employee’s organization within the agency.” (48 Cal.App.3d at pp. 341-342.)*265

Association relies on *Alameda County Assistant Public Defenders Assn. v. County of Alameda* (1973) 33 Cal.App.3d 825 [109 Cal.Rptr. 392], in support of its argument that district attorney investigators have a right to a separate peace officer representation unit. *Alameda* details the agency's obligation as to which and how many different employee organizations the agency must recognize for “meet and confer” purposes. In *Alameda* the court was interpreting section 3507.3 and, applying a standard of reasonableness,

concluded that professional employees with common interests cannot be forced into association with other professional employees with whom there existed little, if any, community of interest to pursue their rights under the Meyers-Milias-Brown Act. To do so would unreasonably deprive the public defense lawyers, the subject of the *Alameda* case, of the right given by section 3507, subdivision (d) to recognition as an “appropriate unit” by the agency. The *Alameda* decision does not mandate separate recognition of Association. The governing body is required to consider whether the Association members' community of interest with other peace officers is such that it is entitled to recognition as a separate unit, or whether it is required that Association's members be represented in a unit with other peace officers.

The County may not unreasonably withhold recognition of such employee organization. (§ 3507.) (4b) But Association has not put before this court, or the trial court, facts showing any lack of community of interest with the other peace officers in the County, nor any facts indicating that the all peace officer unit is unable to effectively represent their interests and effectively bargain for them in labor negotiations. ^{FN5} If such facts exist, Association should present the question to the governing body in an appropriate application for designation as a recognized employee organization and for representation separate from the all peace officer unit. The resolution of the question must be reasonable and in conformity with all pertinent sections of Meyers-Milias-Brown.

FN5 We may note that the Deputy Sheriffs Association is the recognized employee organization which represents employees who are full-time peace officers. At present, it appears that the Deputy Sheriffs Association is excluding respondents from membership. Under section 3503, admission to or dismissal from membership in the organization is to be “reasonable.” If such exclusion of respondents cannot be resolved and is held to

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be reasonable, this may be a factor bearing on the recognition of respondent Association. If so recognized, the question of appropriateness of Association being designated as a single representation unit will be for the governing body.

We recognize that the MMB Act is not a model of clarity. It affords little but the vague criterion of "reasonableness" as a guide for the future courses*²⁶⁶ of the interested parties. (*Organization of Deputy Sheriffs v. County of San Mateo*, *supra*, 48 Cal.App.3d at p. 336.) This results in confused and conflicting claims between those whom the act is designed to guide, with consequent frequent resort to litigation. In turn, litigation leads to judicial interpretation in matters that would preferably be resolved by clarifying legislation.^{FN6}

FN6 Grodin, *Public Employee Bargaining in California: The Meyers-Milias-Brown Act in the Courts* (1972) 23 Hastings L.J. 719, 719-722, 738-739, 760; Schneider, *An Analysis of the Meyers-Milias-Brown Act of 1968* (1969) 1 Cal. Public Employee Relations A-1; Poyer, *Good Faith in Collective Bargaining: Private Sector Experience With Some Emerging Public Sector Problems* (1969) 2 Cal. Public Employee Relations 1; Staudohar, *Strikes and the Rights of Public Employees in California* (1970) 7 Cal. Public Employee Relations 1; Bowen, Feuille & Strauss, *The California Experience* (1971) Cal. Public Employee Relations, Special Issue; Schneider, *Unit Determination: Experiments in California Local Government* (1969) 3 Cal. Public Employee Relations 1.

IV. Lastly, County contends that the trial court erred in ordering that this appeal shall not operate as a stay of execution of judgment. It contends that Code of Civil Procedure section 1110b requires a showing by the Association that it will suffer irreparable

damage before a court may order that an appeal in a mandamus action will not operate as a stay. County contends that there was no evidentiary showing that Association would suffer such injury; that any injury was speculative.

(6) Where the judgment directing issuance of a writ of mandamus has been affirmed, such contention is moot. (*Fuller v. San Bernardino Valley Mun. Wat. Dist.* (1966) 242 Cal.App.2d 66, 67-68 [51 Cal.Rptr. 130]; *Knoff v. City etc. of San Francisco* (1969) 1 Cal.App.3d 184, 206 [81 Cal.Rptr. 683].)

Respondent Association's cross-appeal is dismissed.

Judgment is affirmed.

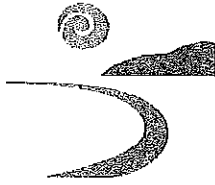
Draper, P. J., and Coughlin, J.,^{FN*} concurred.

FN* Retired Associate Justice of the Court of Appeal sitting under assignment by the Chairman of the Judicial Council.

Cal.App.1.Dist.

Santa Clara County Dist. Attorney Investigators Assn.
v. County of Santa Clara
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END OF DOCUMENT



Office of the City Manager
1685 Main Street
PO Box 2200
Santa Monica, California 90407-2200

Attachment: C

COPY

City of
Santa Monica

September 13, 2005

American Federation of State, County & Municipal Employees
AFSCME District Council 36
514 Shatto Place, 3rd Floor
Los Angeles, CA 90020

ATT: Cheryl Parisi, Executive Director

RE: Petition for Recognition Dated June 30, 2005, Requesting Representation for
Positions in the Santa Monica Police Department

Dear Ms. Parisi:

As the Municipal Employee Relations Officer for the City of Santa Monica, I have completed a thorough review of the above-referenced petition requesting that employees who hold a position in the job classifications of Community Services Officer I and II, Park Ranger, ID Technician, Communications Operator I and II, Traffic Services Officer, Harbor Officer or Harbor Services Officer, Police Records Technician, Forensic Specialist, Animal Control Officer, Youth Investigator, Personnel Technician, Animal Care Attendant, Crime Prevention Coordinator and Jailer in the Santa Monica Police Department be represented by the AFSCME District Council 36. All of the petitioned positions, with the exception of the Crime Prevention Coordinators, are currently represented by the Municipal Employees Association (MEA). The Crime Prevention Coordinators are represented by the Administrative Team Associates (ATA). (NOTE: The City does not have a position titled Harbor Officer or Harbor Services Officer. There is a position at the City titled Pier & Harbor Services Officer. The City also does not have a position titled Youth Investigator. There is a position at the City titled Youth Services Counselor.)

In conducting my review of your petition, I considered the following factors, as set forth in Section 3.01 (Appropriate Unit) of Ordinance No. 801 (a copy of which is enclosed):

- (1) which unit will assure employees the fullest freedom in the exercise of rights set forth under Ordinance No. 801
- (2) the history of employee relations in the unit, among other employees of the City and in similar public employment
- (3) the effect of the unit on the operation of the City and sound employer-employee relations

- (4) the extent to which employees have common skills, job duties, working conditions, or departmental assignment.

In terms of the skills, job duties and/or working conditions of the petitioned Santa Monica Police Department job classifications, my review of other City positions which have similar duties and responsibilities indicates that, with the exception of the Crime Prevention Coordinators, those positions are currently represented by MEA. The Crime Prevention Coordinators have skills, job duties and/or working conditions which are similar to those associated with positions currently represented by ATA. In addition, unlike the positions represented by MEA, the Crime Prevention Coordinators are exempt under the Fair Labor Standards Act (FLSA) and are not eligible to receive overtime compensation.

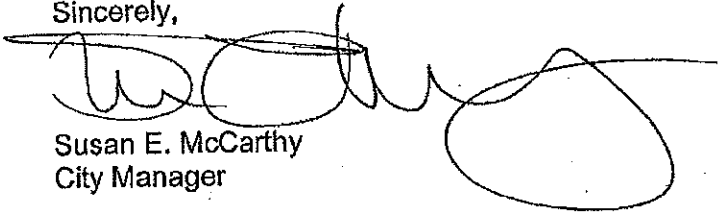
There is no history of the petitioned positions in the Santa Monica Police Department being represented separately at the City of Santa Monica. In addition, a review of other public agencies comparable to the City of Santa Monica does not support representation of the petitioned positions by AFSCME District Council 36. In those public agencies, the petitioned positions are either part of the general employee bargaining unit, which would be comparable to MEA, or are split between two or more bargaining units.

The petitioned positions are currently assigned to the Santa Monica Police Department. However, in the future, the City could determine that its operational needs would be better met by transferring some of the petitioned positions to other City departments. This is supported by the fact that some of the petitioned positions (e.g., Harbor Officer or Harbor Services Officer, Park Ranger and Personnel Technician) have been assigned to other City departments in the past and could easily be transferred from the Santa Monica Police Department to another City department in the future.

Therefore, based on my review, I find that there is insufficient "community of interest" among the petitioned Santa Monica Police Department job classifications and I hereby deny your petition to represent those job classifications.

If you should have any questions regarding this matter, please contact Karen Bancroft, Director of Human Resources.

Sincerely,



Susan E. McCarthy
City Manager

cc: Karen Bancroft, Director of Human Resources

Enclosure: Ordinance No. 801 (An Ordinance of the City Council of Santa Monica Establishing Orderly Procedures for the Administration of Employer-Employee Relations)

ORDINANCE NO. 801

(CITY COUNCIL SERIES)

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SANTA MONICA ESTABLISHING ORDERLY PROCEDURES FOR THE ADMINISTRATION OF EMPLOYER-EMPLOYEE RELATIONS

THE CITY COUNCIL OF THE CITY OF SANTA MONICA DOES ORDAIN AS FOLLOWS:

Section 1.00 In General

1.01 Title of Ordinance

This Ordinance shall be known as the Employer-Employee Relations Ordinance of the City of Santa Monica.

1.02 Statement of Purpose

The purpose of this Ordinance is to implement Chapter 10, Division 4, Title 1 of the Government Code of the State of California (Sections 3500, et seq) captioned "Public Employee Organizations", by providing orderly procedures for the administration of employer-employee relations between the City and employee organizations and for resolving disputes regarding wages, hours, and other terms and conditions of employment.

1.03 Municipal Employee Relations Officer

The City Manager is hereby designated as the Municipal Employee Relations Officer and shall be the City's principal representative in all matters of employer-employee relations with authority to meet and confer in good faith on matters within the scope of representation with authorized representatives of recognized employee organizations. The City Manager is authorized to delegate these duties and responsibilities to other management officials.

1.04 Definitions

The following definitions are to be applied in the interpretation of this Ordinance:

- (a) "Appropriate Unit" shall mean a unit established pursuant to Section 3.02 or 3.03 of this Ordinance.

- (b) "City" shall mean the City of Santa Monica, a municipal corporation, and where appropriate herein, "City" refers to the City Council, the governing body of said City, or any duly authorized management official as herein defined.
- (c) "City Services" shall mean all governmental and proprietary functions, services, or activities hereinbefore or hereinafter performed, authorized to be performed or required to be performed by the City pursuant to the authority granted in the Constitution of the State of California, or as required or authorized by the Charter of the City of Santa Monica or any act of the Legislature of the State of California.
- (d) "Consult or Consultation in Good Faith" shall mean communicate orally or in writing for the purpose of presenting and obtaining views or advising of intended actions.
- (e) "Employee" shall mean any person regularly employed by the City except those persons elected by popular vote.
- (f) "Employee, Confidential" shall mean an employee who is privy to decisions of City management affecting employer-employee relations.
- (g) "Employee, Professional" shall mean employees engaged in work requiring specialized knowledge and skills attained through completion of a recognized course of instruction, including, but not limited to, attorneys, physicians, registered nurses, engineers, architects, teachers, and various types of physical, chemical and biological scientists.
- (h) "Employee Organization" means any organization which includes employees of the City of Santa Monica which has as one of its primary purposes representing such employees in their employment relations with the City of Santa Monica.
- (i) "Employer-Employee Relations" shall mean the relationship between the City and its employees and their employee organization, or when used in a general sense, the relationship between City management and employees or employee organizations.
- (j) "Management Official(s)" shall mean the City Manager, department heads, and their designated representatives acting in their executive, administrative, or ministerial capacity as authorized or prescribed by the Santa Monica Municipal Code and/or the Charter of the City of Santa Monica.

- (k) "Mediation" shall mean the effort by an impartial third party to assist in reconciling a dispute regarding wages, hours and other terms and conditions of employment between representatives of the City and the recognized employee organization or recognized employee organizations through interpretation, suggestion and advice.
- (l) "Meet and Confer in Good Faith" (sometimes referred to herein as "meet and confer" or "meeting and conferring") shall mean performance by duly authorized representatives of the City and of recognized employee organizations of their mutual obligation as set forth in Section 2.05 of this Ordinance.
- (m) "Ordinance" shall mean, unless the context indicates otherwise, the Employer-Employee Relations Ordinance of the City of Santa Monica.
- (n) "Peace Officer" shall mean and include those employees defined as peace officers by the California Penal Code.
- (o) "Recognized Employee Organization" means an employee organization which has been formally acknowledged by the City of Santa Monica as an employee organization that represents employees of the City of Santa Monica as provided in Section 3.04 of this Ordinance.

Section 2.00 Rights; Representation; Meet and Confer;
Memorandum of Understanding; Mediation

2.01 Employee Rights

Employees of the City shall have the right to form, join, and participate in the activities of employee organizations of their own choosing for the purpose of representation on all matters of employer-employee relations including but not limited to wages, hours, and other terms and conditions of employment. Employees of the City also shall have the right to refuse to join or participate in the activities of employee organizations and shall have the right to represent themselves individually in their employment relations with the City.

- (a) No employee shall be interfered with, intimidated, restrained, coerced, or discriminated against by the City or employee organizations because of his exercise of such rights.
- (b) No employee, however, may be represented by more than one recognized employee organization for the purposes of this Ordinance.
- (c) Professional employees shall not be denied the right to be represented separately from nonprofessional employees.
- (d) Management or confidential employees shall not represent any recognized employee organization on matters within the scope of representation.
- (e) Department Heads charged with the duty and responsibility of enforcing state laws or local ordinances shall not form, join, or participate in recognized employee organizations.

2.02 Peace Officers

Peace Officers may form, join, participate in, and be represented by employee organizations of their own choosing for the purpose of representation on all matters of employer-employee relations as provided by this Ordinance, provided such employee organizations:

- (a) Are composed solely of such peace officers.
- (b) Are not subordinate to any other organization.

- (c) Concern themselves solely and exclusively with the wages, hours, working conditions, welfare programs, and advancement of the academic and vocational training in furtherance of the police profession.

2.03 Scope of Representation

The scope of representation of a recognized employee organization shall include all matters relating to employment conditions and employer-employee relations including (but not limited to) wages, hours, and other terms and conditions of employment, except, however, that the scope of representation shall not include consideration of the merits, necessity, or organization of any service or activity provided by law or executive order. Recognition of an employee organization as a recognized employee organization:

- (a) Does not preclude employees from representing themselves individually in their employment relations with the City.
- (b) Does not preclude or restrict the right of management officials to meet and consult with employees concerning their employment relations with the City.

2.04 City Rights

Management officials of the City have and will retain the exclusive right to manage and direct the performance of city services and the work forces performing such services, including but not limited to:

- (a) The exclusive right to determine the processes, methods, means, manner, and personnel by which such services are to be performed.
- (b) The exclusive right to schedule and assign both the work to be performed and the work force or employees by which the work is to be completed.
- (c) The exclusive right to contract or subcontract all or any part of the work to be performed and to make work and safety rules and regulations in order to maintain the efficiency and economy desirable in the performance of city services.
- (d) The exclusive right, subject to compliance with the civil service provisions of the Santa Monica Municipal Code and the City Charter, to lay off employee members of the work force for lack of work, lack of funds, or for other legitimate reasons.

- (e) The exclusive right, subject to compliance with the civil service provisions of the Santa Monica Municipal Code and the City Charter, to appoint, promote, or transfer members of the work force and for just cause to suspend, demote, discharge, or take other disciplinary action against employee members of the work force.

Management officials, in exercising these functions, will not discriminate against any employee because of his or her membership or nonmembership in any employee organization.

2.05 Meet and Confer in Good Faith

The City, through its representatives, shall meet and confer in good faith with representatives of recognized employee organizations regarding matters within the scope of representation including wages, hours, and other terms and conditions of employment within the appropriate unit.

- (a) The City shall not be required to meet and confer in good faith on any subject pre-empted by Federal or State law or by the City Charter, nor shall it be required to meet and confer in good faith on proposed amendments to this Ordinance.
- (b) The mutual obligation of the representatives of the City and the recognized employee organization to meet personally and confer in order to exchange freely information, opinions, and proposals and to endeavor to reach agreement on matters within the scope of representation does not require either party to agree to a proposal or to make a concession.

2.06 Memorandum of Understanding

If agreement is reached by the representatives of the City and a recognized employee organization, it shall be incorporated in a written memorandum of understanding which shall not be binding unless or until approved by the City Council. Said memorandum of understanding shall be signed by the duly authorized representatives of the City and the recognized employee organization and submitted to the City Council for determination.

2.07 Mediation; Division of Cost

If after a reasonable period of time, representatives of the City and the recognized employee organization fail to reach agreement, the City and the recognized employee organization or recognized employee organizations together may agree upon the appointment of a mediator mutually agreeable to the parties. Costs of mediation shall be divided one-half to the City and one-half to the recognized employee organization or recognized employee organizations.

Section 3.00 Recognition; Appropriate Unit; City Council
Determination; Withdrawal of Recognition

3.01 Petition for Recognition

An employee organization that seeks formal recognition as a recognized employee organization for the purpose of meeting and conferring in good faith as the majority representative of employees in an appropriate unit shall file a petition with the Municipal Employee Relations Officer containing the following information and documentation:

- (a) The name and address of the employee organization, certified copies of the employee organization's constitution and by-laws, the names and titles of its officers and the names of employee organization representatives who are authorized to speak on behalf of its members.
- (b) A statement as to whether the employee organization is a chapter or local of, or affiliated directly or indirectly in any manner with any county, regional, state, national or international organization and, if so, the name and address of each such county, regional, state, national or international organization.
- (c) A statement that the employee organization has no restriction on membership based on race, color, creed, sex or national origin and that the employee organization recognizes that the provisions of Section 923 of the Labor Code are not applicable to City employees.
- (d) A statement that the employee organization has, as one of its primary purposes, representing employees in their employment relations with the City and the designation of those persons and their addresses, not exceeding one for each fifty members or major portion thereof, to whom notice sent by regular United States mail will be deemed sufficient notice to the employee organization for any purpose except service of legal process.
- (e) A statement of the number of members of the employee organization classified by department, division and job title in the unit claimed to be appropriate for the purpose of meeting and conferring in good faith on all matters within the scope of representation.

- (f) A request that the Municipal Employee Relations Officer determine the appropriate unit, establish the election date for determining the majority representative, and formally acknowledge the majority representative as the recognized employee organization.
- (g) The petition, including all accompanying documents, shall be verified as true and correct, under oath, by the Executive Officer and Secretary of the employee organization. All changes in the information required by section 3.01(a), (b), and (c) shall be filed in like manner within sixty days of any such change.

3.02 Appropriate Unit

The Municipal Employee Relations Officer, after reviewing the petition filed by an employee organization seeking formal recognition as majority representative and acknowledgement as the recognized employee organization, shall determine whether the proposed unit is an appropriate unit. The principal criterion in making this determination is whether there is a community of interest among such employees. The following factors, among others, are to be considered in making such determination:

- (a) Which unit will assure employees the fullest freedom in the exercise of rights set forth under this Ordinance.
- (b) The history of employee relations in the unit, among other employees of the City and in similar public employment.
- (c) The effect of the unit on the efficient operation of the City and sound employer-employee relations.
- (d) The extent to which employees have common skills, job duties, working conditions, or departmental assignment.

Provided, however, no unit shall be established solely on the basis of the extent to which employees in the proposed unit have organized.

3.03 Appeal; City Council Determination

Any employee organization which is aggrieved by the determination of an appropriate unit by the Municipal Employee Relations Officer may, within ten days of such determination, appeal such decision to the City Council for final determination.

- (a) The appeal by the employee organization shall be in writing and copies shall be filed with the City Clerk and the Municipal Employee Relations Officer.

- (b) The City Council shall, within thirty days after the filing of the appeal, consider the matter and determine the appropriate unit, and such determination shall be final.

3.04 Majority Representative; Recognition

The Municipal Employee Relations Officer shall, after designation of an appropriate unit, determine the majority representative of City employees in such unit by arranging for a secret ballot election (to be conducted by the Personnel Director) in order to assure a free choice by the majority of such employees.

- (a) Any employee organization claiming representation of all or any part of the appropriate unit shall be entitled to a place on the ballot and shall be authorized one official observer to observe the balloting and the counting of such ballots.
- (b) The employee organization found to represent a majority of the employees in the appropriate unit, as determined by the secret ballot election, shall be formally acknowledged as the recognized employee organization by the Municipal Employee Relations Officer.
- (c) The recognized employee organization, determined as provided herein, is the only employee organization entitled to meet and confer in good faith on matters within the scope of representation on behalf of employees in such unit.

3.05 Challenge; Withdrawal of Recognition

The recognition rights of any recognized employee organization shall not be subject to challenge for the longer term of either twelve months following the date of such recognition or during the term of any memorandum of understanding between such organization and the City.

- (a) Any other employee organization may, however, commence a proceeding to challenge such recognition rights not more than ninety days prior to the expiration of one year or the expiration of any memorandum of understanding, as the case may be, in the manner otherwise required herein for formal recognition.
- (b) The Municipal Employee Relations Officer shall withdraw the recognition rights of any recognized employee organization which has been found by secret ballot election to no longer represent a majority of the employees in an appropriate unit.

Section 4.00 Organizational Relationship; Grievances;
Peaceful Performance of City Services

4.01 Reasonable Notice

A copy (via the United States postal service) of the City Council and/or Personnel Board agenda for each meeting mailed to each authorized representative of any recognized employee organization seventy-two hours in advance of such meeting shall constitute reasonable written notice, and notice of an opportunity to meet with such agencies, on all matters within the scope of representation upon which the City Council or Personnel Board may act.

4.02 Employee Representatives; Meetings

Members of any recognized employee organization may, by any reasonable method, select not more than one employee member of such organization for each fifty members, or major portion thereof, to meet and confer with the Municipal Employee Relations Officer and other management officials (after written certification of such selection by an authorized official of the organization) on subjects within the scope of representation during regular duty or work hours, without loss of time, provided:

- (a) That no employee representative shall leave his or her duty or work station or assignment without specific approval by an authorized departmental management official.
- (b) That any such meeting is subject to scheduling by an authorized departmental management official so as to avoid interference with or interruption of assigned work schedules or work performance.

Nothing provided herein, however, shall limit or restrict management officials and employees or employee representatives from meeting and conferring before or after regular duty or work hours as a matter of mutual convenience.

4.03 Access to Work Stations

Access to work or duty stations shall be limited to duty hours for employee members of any employee organization, except as hereinafter provided, and is prohibited at any time without special approval for nonemployee members and representatives of any employee organization or its affiliated

organizations. Employee access during nonduty hours and nonemployee representative access during duty hours may be obtained with the specific approval in each instance of the Municipal Employee Relations Officer or an authorized departmental management official when such access does not interfere with or interrupt work performance and does not place an unreasonable or undue burden upon the time of management officials.

4.04 Peaceful Performance of City Services

Participation by any employee in a strike or a concerted work stoppage is unlawful and terminates the employment relation. Provided, however, that nothing herein shall be so construed as to affect the right of any employee to abandon or to resign his employment.

- (a) Employee organizations shall not hinder, delay, or interfere with the peaceful performance of city services for the purpose of intimidating or coercing the City or any management official of the City in the performance of his lawful duties; and such employee organizations shall not compel, induce, intimidate, or coerce employees of the City to hinder, delay, or interfere with the peaceful performance of city services by strike, concerted work stoppage, cessation of work, slow-down, sit-down, stay-away, or unlawful picketing.
- (b) In the event that there occurs any strike, concerted work stoppage, or any other form of interference with or limitation of the peaceful performance of city services prohibited by Section 4.04(a) hereof, the City, in addition to any other lawful remedies or disciplinary actions, may by action of the Municipal Employee Relations Officer cancel any or all payroll deductions, prohibit the use of bulletin boards, prohibit the use of city facilities, and withdraw recognition of the employee organization or organizations participating in such actions.
- (c) Employee members of any employee organization shall not be locked out or prevented by management officials from performing their assigned duties when such employees are willing and able to perform such duties in the customary manner and at a reasonable level of efficiency.

4.05 Organization Business Affairs

Internal business affairs of any recognized employee organization shall not be conducted by employees during their duty hours except by special permission of the Municipal Employee Relations Officer in limited

instances involving the mutual benefit of the organization and the City. The organization may meet in city facilities when such facilities are available and such use has been approved by the Municipal Employee Relations Officer or an authorized departmental management official.

4.06 Bulletin Boards

A reasonable number of bulletin boards will be provided upon which any employee organization may post only notices of recreational and social affairs, notices of meetings, or elections and appointments and results of elections. The posting of any other classes of notices or written or printed cards, pamphlets, or literature of any kind at city work stations is prohibited without the prior written permission of the Municipal Employee Relations Officer or an authorized departmental management official.

4.07 Responsibility for Statements and Literature

Each recognized employee organization shall approve or assume responsibility for (1) literature published or distributed in its name and (2) statements made by representatives otherwise authorized to speak on behalf of such organization.

- (a) If any literature is published or distributed or if any statements are made concerning the City or its officers or management officials which could be reasonably interpreted as having a tendency to (1) create dissension and unrest among employees, (2) disrupt or impair the public service, (3) interfere with enforcement of reasonable rules of conduct or the maintenance of proper discipline, or (4) interference with the right and duty of management officials to exercise and maintain reasonable supervision over city employees, for which any recognized employee organization is responsible, upon reasonable proof thereof, recognition of said organization or organizations as a recognized employee organization or organizations may be withdrawn.
- (b) If any literature is published or distributed or if any statements are made concerning the City or its officers or management officials by an employee which is prohibited by Section 4.07(a) hereof, the employee shall be held responsible for such literature or statements and, upon reasonable proof thereof, shall be dismissed for conduct unbecoming an officer or employee of the City.
- *(c) Provided, however, that Sections 4.07(a) or (b) shall not be interpreted, construed or applied so as to prohibit any constitutionally protected exercise of the right of free speech or publication.

4.08 Grievances; Disputes; Disagreements

In the event any grievances, disputes, or disagreements arise concerning matters within the scope of representation of any recognized employee organization, such grievance, dispute, or disagreement shall be resolved as follows:

- (a) Grievances, disputes, or disagreements concerning the interpretation or application of the terms of any memorandum of understanding shall be resolved, if possible, by meeting and conferring in good faith. If unresolved by such meetings, the parties shall consider submitting such issues to mediation as provided by Section 3505.2 of the Government Code. In the absence of agreement to mediate, or failure of mediation, the issue shall be resolved by an action in a court of competent jurisdiction on motion by either party.
- (b) Grievances, disputes, or disagreements involving removals, demotions, or suspensions shall be resolved as provided by the civil service provisions of the Santa Monica Municipal Code and the City Charter.
- (c) Other grievances, disputes, or disagreements shall be resolved as provided by the civil service provisions of the Santa Monica Municipal Code; provided, however, that representation by any recognized employee organization shall be limited to grievances, disputes, or disagreements which cannot or have not been resolved between the employee and his immediate supervisor or the employee and his department head. Representation by any recognized employee organization shall be limited, in this class of grievance, to appearances before the department head, Personnel Director, Municipal Employee Relations Officer, and the City Council.

Section 5.00 Miscellaneous

5.01 Construction

The provisions of this Ordinance are not intended to conflict with the provisions of Chapter 10, Division 4, Title 1 of the Government Code of the State of California (Sections 3500, et seq.) as amended in 1968 and nothing in this Ordinance shall be construed to deny any person or employee the rights granted by Federal and State laws and City Charter provisions.

- (a) The rights, powers and authority of the City Council in all matters, including the right to maintain any legal action, shall not be modified or restricted by this Ordinance.
- (b) Nothing contained in this Ordinance shall abrogate any written agreement between any employee organization and the City in effect on the effective date of this Ordinance. All such agreements shall continue in effect for the duration of the term specified therein unless modified or rescinded by mutual agreement of the parties thereto.

5.02 Captions for Convenience

The captions herein are for convenience only and are not a part of this Ordinance and do not in any way limit, define, or amplify the terms and provisions hereof.

5.03 Severability

If any provision, or any portion thereof, contained in this Ordinance, or the application thereof to any person or circumstance, is held to be unconstitutional, invalid, or unenforceable, the remainder of this Ordinance and the application of any such provision, or portion thereof, to other persons or circumstances, shall be deemed severable, shall not be affected, and shall remain in full force and effect.

5.04 Adoption

The Mayor shall sign and the City Clerk shall attest to the passage of this Ordinance. The City Clerk shall cause the same to be published once in the official newspaper within fifteen days after its adoption. This Ordinance shall become effective after thirty days from its adoption.

ADOPTED this 25th day of February, 1969.

Herbert Spurgin
Mayor

ATTEST:

169m BB
City Clerk

APPROVED AS TO FORM

[Signature]
City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES)
CITY OF SANTA MONICA)

I do hereby certify that the foregoing Ordinance was duly and regularly introduced at a meeting of the City Council on the 11th day of February, 1969; that thereafter the said Ordinance was duly adopted at a meeting of the City Council on the 25th day of February, 1969, by the following vote:

| | | |
|---------|-------------|----------------------------------------------------------------|
| AYES: | Councilmen: | Dituri, Hoover, Kingsley, Reidy, Sorensen, Wamsley, Spurgin |
| NOES: | Councilmen: | None |
| ABSENT: | Councilmen: | None |

169m BB
City Clerk



Department of Records and Election Services
(City Clerk)
1685 Main Street, Room 102
PO Box 2200
Santa Monica, California 90407-2200

February 11, 2015

VIA E-MAIL AND U.S. MAIL

Mr. Ali Rahnoma-Galindo
Delegate, Los Angeles GMB of the IWW
Industrial Workers of the World
P.O. Box 811604
Los Angeles, CA 90081
ali.rahnoma.galindo@gmail.com

Ms. Donna C. Peter
Director of Human Resources
City Of Santa Monica
1685 Main Street, Room 101
Santa Monica, CA 90401
Donna.Peter@smgov.net

Re: Public Hearing for Appeal by Industrial Workers of the World of Determination of
Appropriate Unit

Dear Mr. Rahnoma-Galindo and Ms. Peter:

The City Clerk's Office is in receipt of IWW's appeal of the Municipal Employee Relations Officer's determination of an appropriate unit.

The hearing date in the above-referenced matter has been set for **Tuesday, February 24, 2015, at 5:30 PM**. The hearing will take place in the City Council Chambers at Santa Monica City Hall, located at 1685 Main Street, Santa Monica, California 90401.

You may submit additional materials, including documentary evidence and a written statement, in advance of the hearing date. Any additional materials must be received by the City Clerk's Office no later than Thursday, February 19, 2015. You must also ensure that the other party to this proceeding receives a copy of all such additional materials by February 19, 2015.

February 11, 2015

Page 2

The staff report for the February 24, 2015 hearing will explain the hearing procedures, which will afford both parties the opportunity to be heard before the City Council. The staff report, and the written record attached thereto, will be available for review online at <http://www.smgov.net/departments/clerk/agendas.aspx>, at least 72 hours before the hearing date.

Sincerely,



SARAH P. GORMAN
City Clerk

Sarah Gorman

From: Ali Rahnoma-Galindo <ali.rahnoma.galindo@gmail.com>
Sent: Wednesday, February 04, 2015 1:04 PM
To: Sarah Gorman
Subject: Fwd: Industrial Workers of the World Appeal of Union Recognition Denial
Attachments: RecognitionPetitionSantaMonica.pdf

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

From: Ali Rahnoma-Galindo <ali.rahnoma.galindo@gmail.com>
Date: Wed, Feb 4, 2015 at 11:41 AM
Subject: Industrial Workers of the World Appeal of Union Recognition Denial
To: kevin@mckeown.net, tony.vazquez@smgov.net, gleam.davis@smgov.net, sue.himmelrich@smgov.net, pam.oconnor@smgov.net, terry.oday@smgov.net, ted.winterer@smgov.net
Cc: Elaine.Polachek@smgov.net, Donna.Peter@smgov.net, clerk@smgov.net

Santa Monica City Council
 City of Santa Monica
 1685 Main St.
 Santa Monica, CA 90407

February 4th, 2015

Industrial Workers of the World Appeal of Union Recognition Denial

Dear Council Members:

I am acting, pursuant to the authority of the Industrial Workers of the World, as the representative for the 10 "as need" "labor trainees" City of Santa Monica beach maintenance workers, a super majority of whom signed a certification petition to be represented by the IWW in September, 2014. This email, copied to both the City Clerk and the City Municipal Employee Relations Officer Elaine Polachek, serves as a formal appeal of City Management's (see attached letter) denial of the IWW petition for third-party card check.

After the IWW notified Donna Peter, the Human Resource Director, that the union would file an Unfair Labor Practice, Interim City Manager Elaine Polachek responded on Friday, January 30, 2015, with the attached letter stating, "Absent the necessary showing of a separate and distance community of interest in accordance with Section 3.02 ... I have determined that the proposed unit is not an appropriate unit." The letter also states that although these 10 employees "occupy the same classification and work at the same location (i.e., the beach) those two factors on their own are insufficient to establish a community of interest among these members that is separate and distinct from other Laborer Trainees or similar classifications in the City."

The IWW is appealing this denial because the 10 "As Needed" "Labor Trainees" at the beach are, indeed, a separate and distinct unit. They work in teams of two at one City location; the beach, to execute the same job duties: cleaning bathrooms, hosing walkways, mopping floors, sorting litter, cleaning lifeguard stations. In addition, they have all been disadvantaged by the City's long-standing misclassification of their "as needed" job status when, in fact, they have worked in defacto permanent status without benefits or due process rights. It is

this misclassification and denial of rights that compelled them to organize together, as one separate unit, for union recognition with the IWW.

To argue that the petition would only be valid if it were presented by a majority of all the 623 "as needed" workers in the City of Santa Monica is to act in bad faith, for the City's misclassification of permanent "as needed" workers is so disparate yet widespread as to make it virtually impossible to know or contact all of these workers. Still, if we are to rely on the Council testimony of the Human Resource Director, we know that there are six others who share the same misclassification of full-time as needed workers without permanent status. If there are 10 at the beach and 6 elsewhere, the total in that unit of misclassified workers is 16. Since we have 9 signatures on the petition, that would still equal a majority of the misclassified permanent "as needed" workers.

The City Manager's letter explains that other cities do not recognize "as needed" workers as union members, though the exception is the City of San Francisco, where "these as -need employees are included in a bargaining unit that also represents permanent employees who occupy the same or a similar classification." What the letter omits to mention is that union recognition of San Francisco's "as needed" employees resulted from a labor organizing effort, albeit one initiated by the SEIU, whereas in the City of Santa Monica the Teamsters, which represents other maintenance workers, has not initiated such an effort. It is in the context of this vacuum, that the beach workers aligned themselves with the IWW. To argue that the beach workers' petition is not valid because it was not presented by a union already involved in city negotiations is to also throw up an unnecessary bad-faith roadblock.

The City of Santa Monica prides itself on its progressive labor policies, despite a 2007 law that institutionalizes indeterminate exploitation of "as needed" workers not entitled to benefits or due process rights. It is time for the City's leaders to move in a more positive and compassionate direction and to honor the IWW petition for union recognition. While we understand the City has 30 days to consider this appeal, we feel it would be unwise to wait any longer for a definitive and final answer on our request for third-party card check. Consequently, we are filing this appeal concurrently with the filing the Unfair Labor Practice with the Public Employee Relations Board.

Thank you for your time and anticipated cooperation in our pursuit of union recognition for the beach "labor trainees" who, of course, were trained long ago, some as long as 10, 15, and 28 years ago.

Regards,

Ali Rahnoma - Galindo
Delegate, Los Angeles GMB of the IWW
Industrial Workers of the World
(323) 374 - 3499



City of
Santa Monica®

Office of the City Manager
1685 Main Street
PO Box 2200
Santa Monica, California 90407-2200

January 30, 2015

VIA U.S. MAIL & EMAIL

Mr. Christopher Wohlers
Los Angeles General Membership Branch of the IWW
P.O. Box 811604
Los Angeles, CA 90081
losangeles@iww.org

Re: Industrial Workers of the World Recognition Petition

Dear Mr. Wohlers:

As the Municipal Employee Relations Officer for the City of Santa Monica, I have completed a review of the amended Petition for Recognition filed by the Industrial Workers of the World ("IWW"), dated October 17, 2014, seeking formal recognition as the exclusive representative for employees in the job classification specified in the attached document ("Petition"). All the employees identified in the Petition are currently unrepresented.

In conducting my review, I have determined that the Petition substantially contains the information and documentation required by Section 3.01 of Ordinance No. 801 (CCS) ("Ordinance 801" or "Employer-Employee Relations Ordinance"). Next, I considered the following factors in determining whether there is a separate and distinct community of interest among the employees in the proposed unit to support finding an appropriate unit, as set forth in Section 3.02 of Ordinance 801 (a copy of which is enclosed):

1. Which unit will assure employees the fullest freedom in the exercise of their rights set forth under Ordinance 801:

I do not find there to be any evidence that the proposed unit, as represented by IWW, would impede or deprive the specified classification and employees' fullest freedom in the exercise of their rights.

2. The history of employee relations in the unit, among other employees of the City and in similar public employment:

The proposed unit identified in the Petition is comprised of 11 employees occupying the classification of Laborer Trainee – As-Needed, who perform work exclusively at the beach. These

employees, and this classification, are currently not included in any existing unit in the City, and are not represented in their employer-employee relations with the City. Furthermore, there is no history or past practice in the City of any representation of employees in the Laborer Trainee – As-Needed classification.

In reviewing the proposed unit in relation to other employees of the City, I have considered the history of classifications that share similar job functions and duties, hours of work, qualifications, training, and skills. The Laborer Trainee – As-Needed classification in the proposed unit is considered “blue-collar.” The employees in this classification perform physical labor and maintenance functions. Historically, the City has considered the entire group of classifications performing similar “blue-collar” work, including trades and maintenance functions, to hold a greater community of interest than the one classification identified in the Petition. In the history of employer-employee relations in the City, this larger group of “blue-collar” classifications has been collectively represented in one unit by other employee organizations; these classifications are currently represented by the International Brotherhood of Teamsters, Local 911 (“Teamsters”). Examples of these other classifications that are similar to a Laborer Trainee – As-Needed include: Maintenance Worker, Custodian, and Trades Interns. The only meaningful difference is that the classification identified by IWW consists of “as-needed” employees who are not subject to all the same benefits or Civil Service rights that permanent employees are. However, an as-needed status alone does not create enough of a distinction to show a lack of a community of interest between the classification in the proposed unit and the classifications already represented by the Teamsters, so as to merit the creation of a separate bargaining unit in this instance.

In addition, the 11 Laborer Trainees – As-Needed employees identified in the Petition are not the only individuals occupying this classification in the City. The 11 employees are assigned to the Beach Maintenance work group, but there are other employees occupying the same classification of Laborer Trainee - As-Needed, who are located in other work groups in the City. There is nothing significantly different in the nature of the work performed by the select number of Laborer Trainees – As-Needed in the one work location of the beach to establish a community of interest that is separate and distinct from all other Laborer Trainees – As-Needed in the City and thereby warrant the establishment of a separate bargaining unit.

In reviewing the proposed unit in relation to similar public employment, I have considered how employee bargaining units in cities near Santa Monica are organized. I did not find any other similar public employers to have as-needed classifications organized in their own unit and represented. In conducting further research, I did find one municipality (i.e., the County and City of San Francisco) that has as-needed employees who are represented by an employee organization. However, these as-needed employees are included in a bargaining unit that also represents permanent employees who occupy the same or a similar classification. In short, it does not appear to be a common practice in similar public employment for employees in an as-needed classification to be organized in a separate unit for collective bargaining purposes.

3. The effect of the unit on the efficient operation of the City and sound employer-employee relations:

The IWW proposes the addition of a separate bargaining unit consisting of one classification (Laborer Trainee – As-Needed) with only 11 employees who are assigned to the beach to be represented.

Every new bargaining unit in the City has the effect of complicating the administration of employer-employee relations. A new unit requires additional time to meet bargaining requirements and creates the need to negotiate a separate memorandum of understanding (MOU), which then must be administered by City staff. In this case, creating a separate unit of 11 Labor Trainees – As-Needed would result in friction from both (1) similar classifications that are already placed in a different unit and separately represented (i.e., the Teamsters), and (2) employees in the same classification who would remain unrepresented (i.e., Laborer Trainees – As-Needed in other work groups). Consequently, the addition of the proposed unit would cause fragmentation in the work force and lead to a proliferation of small units of Laborer Trainees, either or both of which would negatively impact the efficiency of City operations. Additional units also hinder the efficient administration of benefits and working conditions as the multiplicity of MOUs leads to greater variability in the terms and conditions of employment. While this latter effect may not necessarily be overly burdensome for the City, it does not support granting the Petition, especially in the absence of other strong factors needed to establish a separate and distinct community of interest.

4. The extent to which employees have common skills, job duties, working conditions or departmental assignment:

The employees identified in the Petition occupy the same classification of Laborer Trainee – As-Needed and work in the same work group and locations, under the same supervision. As a result, they do share common skills, job duties, working conditions, and departmental assignments. However, as explained above, they also generally share these commonalities with other classifications in the City that are either similarly presently unrepresented (i.e., Laborer Trainees – As-Needed in other work groups), or currently organized in a separate established bargaining unit (i.e. all classifications represented by the Teamsters).

Although IWW has identified 11 Laborer Trainee – As-Needed employees who occupy the same classification and work at the same location (i.e., the beach), those two factors on their own are insufficient to establish a community of interest among these members that is separate and distinct from other Laborer Trainees or similar classifications in the City. Nor does the Petition identify any unusual circumstances that would support finding a separate unit of these 11 Laborer Trainees – As-Needed to be appropriate. Based on the foregoing, I find that IWW has not sufficiently demonstrated the necessary community of interest that would support finding the proposed unit to be appropriate.

Furthermore, Section 3.02 of Ordinance 801 provides that no unit may be established solely on the basis of the extent to which the employees in the proposed unit have organized. California courts have also recognized that “the mere fact that a group of public employees form an organization does not necessarily

entitle them to either a separate representation unit or 'recognized employee organization' status." (*Santa Clara County District Attorney Investigators Assn. v. County of Santa Clara* (1975) 51 Cal.App.3d 255, 264.) Consequently, the fact that the 11 identified employees desire to be represented by IWW is insufficient in and of itself to support the creation of a new unit as proposed in the Petition.

Absent the necessary showing of a separate and distinct community of interest in accordance with Section 3.02, as explained above, I have determined that the proposed unit is not an appropriate unit. Therefore, the Petition is denied.

In accordance with Section 3.03 of Ordinance 801, an employee organization that is aggrieved by the determination of an appropriate unit by the Municipal Employee Relations Officer may, within 10 days of the determination, appeal such a decision to the City Council for final determination. The appeal by the employee organization must be in writing and copies must be filed with both the City Clerk and the Municipal Employee Relations Officer. The City Council will, within 30 days after the filing of the appeal, consider the matter and determine the appropriate unit, and such determination shall be final.

If you have any questions you may contact Donna C. Peter, Director of Human Resources at (310) 458-8246.

Sincerely,



Elaine Polachek
Interim City Manager

Attachments: Petition

cc: Donna C. Peter, Human Resources Director
Ali Rahnoma, Branch Delegate IWW

10 22 14_Email IWW to CSM_Re IWW Recognition Petition

From: L.A. I.W.W. <iwwgmb1a@gmail.com>
Sent: Wednesday, October 22, 2014 12:49 PM
To: Amanda Elek-Truman
Cc: Marcy Winograd; Ali Rahnoma-Galindo
Subject: Re: IWW Recognition Petition
Attachments: iww_sm_recognition_petition.pdf; IWWConstitution_2014.pdf;
IWW - Los Angeles GMB Bylaws.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for your letter. A response from the IWW is attached, along with a re-submission of other documents.

With thanks,
Chris Wohlers
Communications Officer, Los Angeles GMB of the IWW

On Mon, Oct 13, 2014 at 2:42 PM, Amanda Elek-Truman <Amanda.Elek-Truman@smgov.net> wrote:
Good Afternoon,

Attached please find a letter in response to the Petition for Formal Recognition by IWW.

Thank you,

Amanda Elek-Truman
Executive Administrative Assistant
Human Resources
City of Santa Monica
1685 Main St.
Santa Monica, CA 90407
310-458-8256



INDUSTRIAL
**WORKERS OF
THE WORLD**
A UNION FOR ALL WORKERS

LOS ANGELES GENERAL
MEMBERSHIP BRANCH

Mailing Address
PO Box 811064
Los Angeles, CA 90081

Phone
(323) 374-3499

Email
losangeles@iww.org

October 17, 2014

Donna Peters
Human Resources
City of Santa Monica
1685 Main St.
Santa Monica, CA 90407

Re: Industrial Workers of the World Recognition Petition

The information contained below addresses the requirements of the separate subsections of the City of Santa Monica's Employer-Employee Relations Ordinance 801, Section 3.01, constituting the necessary elements to be considered a legal and complete Petition for Recognition.

This letter continues the correspondence between the City of Santa Monica, and Industrial Workers of the World Volunteer Organizer Marcy Winograd and the Communications Officer of the Los Angeles General Membership Branch of the Industrial Workers of the World, Christopher Wohlers, which is appended below for reference.

Certified copies of this letter and attached documents (the Constitution and Bylaws of the Los Angeles General Membership of the Industrial Workers of the World) will be sent by mail to the address above.

Re: Ordinance No. 801, Section 3.01 (a)

The name of the Employee Organization is the Los Angeles General Membership Branch of the Industrial Workers of the World (hereafter: the Los Angeles GMB of the IWW).

Address of the Los Angeles GMB of the IWW:

Los Angeles IWW
c/o Corazon del Pueblo
2003 E. 1st St.
Los Angeles, CA 90033

Officers of the Los Angeles GMB of the IWW:

Romina Green - Branch Secretary
Mariana Nunez Mariscal - Branch Treasurer

Javier Ybarra - Organizing Department Liaison
Christopher Wohlers - Communications Officer

Branch Delegates of the Los Angeles GMB of the IWW:

Matthew Kellard
Ali Rahnoma
Jay Brophy
Kevan Aguilar
Javier Ybarra
Matt Hart
Daniel Gutierrez

Branch Delegate Ali Rahnoma is authorized to speak on behalf of the members of the Los Angeles GMB of the IWW.

The constitution and bylaws of the Los Angeles GMB of the IWW are attached.

Section 3.01 (b)

The Los Angeles General Membership Branch of the IWW is the organization petitioning to represent the City employees in questions.

The Los Angeles GMB of the IWW is a local of the Industrial Workers of the World (IWW).

Address of the IWW:

IWW International
General Headquarters
2036 West Montrose,
Chicago, IL 60618-2117
(773) 728-0996

Section 3.01 (c)

As pursuant to ARTICLE II of the Constitution of the Industrial Workers of the World, the Los Angeles GMB of the IWW has no restriction on membership based on race, color, creed, or national origin:

Sec. I(a) It is the aim of the IWW to build world-wide working-class solidarity. The IWW therefore actively opposes bigotry and discrimination on and off the job. No wage or salaried worker shall be excluded from the IWW because of race, ethnicity, sex, nationality, creed, disability, or sexual orientation. Membership is open only to wage or salaried workers except as provided in Section 1(b), but can be denied to those workers whose employment is incompatible with the aims of this union.

The Los Angeles GMB of the IWW recognizes that the provisions of Section 923 of the Labor Code are not applicable to City Employees.

Section 3.01 (d)

The Los Angeles GMB of the IWW has as one of its primary purposes representing employees in their employment relations, including with the City of Santa Monica.

All official communication with the Los Angeles GMB of the IWW shall be directed to the Communications Officer of the Los Angeles GMB of the IWW via the email address losangeles@iww.org, the phone number (323) 374-3499 and the postal address:
PO Box 811604
Los Angeles, CA 90081

The union member currently serving as Communications Officer of the Los Angeles GMB of the IWW is Christopher Wohlers. All official communication shall be directed to the Communications Officer at the above email address, phone number and postal address regardless of which individual union member is currently serving in that elected position.

Official communication regarding the representation of employees in their employment relations with the City of Santa Monica shall also be directed until further notice to Branch Delegate Ali Rahnoma via the email address ali.sj1905@gmail.com, the phone number (408) 722-2399 and the postal address:

1218 S. Bronson Ave. #4
Los Angeles, Ca 90019

Any such communication will be deemed sufficient notice to Los Angeles GMB of the IWW for any purpose except service of legal process.

Section 3.01 (e)

The Los Angeles GMB of the IWW submits a third-party card-check petition for union recognition of the 11 labor trainees employed as needed in beach maintenance at Santa Monica Beach, where the 11 workers, some of whom have been on the job ten years or longer, routinely clean the bathrooms, hose down the walks, and sort litter. These 11 as needed labor trainees are employed in the Department of Public Works, under the immediate supervision of Paul Davis, though also supervised by the Public Landscape Manager (currently Hector Kistemann) and ultimately the Director of Public Works (currently Martin Pastucha).

The department for the 11 workers who have elected to be represented by the Los Angeles GMB of the IWW in their employment relations with the City of Santa Monica is the Department of Public Works, the division is Public Landscape, the unit is Beach Maintenance and the job title is labor trainee employed as needed.

Section 3.01 (f)

The Los Angeles GMB of the IWW requests that the Municipal Relations Officer of the City of Santa Monica determine and affirm that the above specified unit is the appropriate bargaining unit for the employees set forth herein with respect to card check recognition procedure and representation by the Los Angeles GMB of the IWW.

Section 3.01 (g)

The Los Angeles General Membership Branch of the IWW, per our constitution and bylaws, has no higher officer than the office of Branch Secretary, and their signature shall suffice as "Executive Officer and Secretary".

I, Romina Green, Branch Secretary of the Los Angeles General Membership Branch of the Industrial Workers of the World, the employee organization submitting this petition for third-party card-check, swear under oath that all information included herein and all accompanying documents are true and correct to the best of my knowledge,

Romina Green
Branch Secretary
Los Angeles General Membership Branch of the Industrial Workers of the World



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**WORKERS OF
THE WORLD**
A UNION FOR ALL WORKERS

LOS ANGELES GENERAL
MEMBERSHIP BRANCH

Mailing Address
PO Box 811064
Los Angeles, CA 90081

Phone
(323) 374-3499

Email
losangeles@iww.org

October 17, 2014

Donna Peters
Human Resources
City of Santa Monica
1685 Main St.
Santa Monica, CA 90407

Re: Industrial Workers of the World Recognition Petition

Below is a copy of the email from Industrial Workers of the World Volunteer Organizer Marcy Winograd to the City of Santa Monica dated September 16, 2014, included here as reference.

September 16, 2014

Dear Santa Monica City Management:

I am acting, pursuant to the authority of the Industrial Workers of the World ("IWW") as the representative for the unit of 11 "as needed" "labor trainees" City of Santa Monica beach maintenance workers, a super majority of whom signed a certification petition to be represented by the IWW. Previously, the City of Santa Monica responded (August 29, 2014) to a California Public Records Act request identifying the eleven as the Laborer Trainees who service the beach bathrooms.

"The as-needed employees that service the beach restrooms are Laborer Trainees. Their ethnic make-up is as follows: 5 Hispanic and 6 Black." (Brigette Garay)

Given that the city adopted a third-party card-check resolution (June 27, 2000. <http://www.smgov.net/departments/council/agendas/2000/20000627/m20000627.html>), and pursuant to the requirements of the Meyers-Milias Brown Act requiring the City to cooperate and participate in a card check procedure, we would agree to any one of the following three people to verify the signatures on our petition:

Nicole Phillis, Chair, Women's Commission/City of Santa Monica
603-566-1184; Nicole.s.phillis@gmail.com

Jonathan Klein, Rabbi, Los Angeles
310-770-5555; jklein@cluela.org

Janet McKeithen, Minister, Church of Ocean Park
310-633-1093; janetmckeithen@yahoo.com

Please inform me, Marcy Winograd, within 48 hours which of these three people listed above you agree to allow verify the signatures on the petition. Following the neutral's anticipated verification of the majority signatures, the arbitrator would then certify the IWW as the exclusive collective bargaining representative for this group of 11 workers and the city would recognize the IWW as such.

Once the City has formally recognized the IWW, we immediately want to begin collective bargaining, certainly before October 1st, 2014, when the Affordable Care Act requires cities to provide health benefits to employees working 30 hours or more per week. Hence, we are prepared to give you a list of key demands, the principal one being immediate full-time permanent-with-benefits employment for all of the 11 labor trainee/beach maintenance workers.

Surely, these conscientious workers who clean our bathrooms until they are spotless, sort recyclables and hose down walks, etc., have already demonstrated excellence on the job, for some have held this job – Labor Trainee/Beach Maintenance -- for ten years or longer, working 5 days a week, 40 hours a week, with no health care, sick pay, vacation, or holidays – toiling with nothing but a prayer they don't fall ill. These workers report they have taken and passed multiple tests, but have been told by the city that their score wasn't high enough (even though the ordinance cited below stipulates the test is pass/fail), only to see a "friend" of someone at City Hall hired as a "permanent" beach maintenance worker, even when this new hire has substantially less job experience.

We are aware that in 2007, the Santa Monica City Council passed ordinance 2.04.270 to be included in the municipal code. This ordinance purports to deny "as needed" workers due process rights and almost all benefits, except state or federally-mandated retirement. While this ordinance most likely would not survive a legal challenge because state law pre-empts this stripping of benefits, the ordinance even on its face has no bearing on the workers' ability to enjoy the benefits of collective bargaining under the MMBA.

In light of our super majority petition signatures and our request for a prompt third party card check, we demand the city refrain from changing for the worse the 11 employees' terms and conditions of employment, including but not limited to lay-offs or cutbacks in hours. During the anticipated period of collective bargaining, we want the city to employ the 11 beach maintenance workers as permanent city employees.

I look forward to hearing from you shortly to proceed with the card check signature verification process, and trust there will be no retaliation or hindrance of the workers' ability to organize.

Thank you for your time and service to the City of Santa Monica.

Sincerely,

Marcy Winograd, Representative/Volunteer Organizer, Industrial Workers of the World
2447 3rd Street, Santa Monica, CA 90405
cell: 310-795-2322

cc: IWW, John Baraski, Volunteer Organizer; jbwob@yahoo.com

cc: Rod Gould, City Manager; Elaine Polachek; Assistant City Manager; Martin Pastucha, Director of Public Works; Donna Peter, Director of Human Resources; Marsha Moutrie, City Attorney; Santa Monica City Council: Glean Davis, Robert Holbrook, Kevin McKeown, Pam O'Connor, Terry O'Day, Tony Vasquez, Ted Winterer.



INDUSTRIAL
**WORKERS OF
THE WORLD**
A UNION FOR ALL WORKERS

LOS ANGELES GENERAL
MEMBERSHIP BRANCH

Mailing Address
PO Box 811064
Los Angeles, CA 90081

Phone
(323) 374-3499

Email
losangeles@iww.org

October 17, 2014

Donna Peters
Human Resources
City of Santa Monica
1685 Main St.
Santa Monica, CA 90407

Re: Industrial Workers of the World Recognition Petition

Below is a copy of the email from Christopher Wohlers, Communications Officer of the Los Angeles General Membership Branch of the Industrial Workers of the World, to Donna Peter, Director of Human Resources of the City of Santa Monica, dated October 2, 2014, included here as reference.

Dear Donna Peter,

Thank you for the opportunity to follow up on our petition to represent beach custodians. I am the communications officer for the Los Angeles IWW.

Attached are the digital copies of the materials you requested. These include the LA IWW bylaws and the IWW constitution.

Below are the names and addresses of local and international officers. When combined with the petition filed by Marcy Winograd, our petition should be complete.

If you have any questions, please let me know.

Sincerely,

Chris Wohlers
LA IWW Communications Officer
(323) 374-3499

The full name of the organization and its address is:

Industrial Workers of the World
General Headquarters
2036 West Montrose,
Chicago, IL 60618-2117
(773) 728-0996

The full names and titles of the local and national officers are:

Officers of the Los Angeles General Membership Branch of the IWW:

Romina Green - Branch Secretary
Mariana Nunez Mariscal - Branch Treasurer

Officers of the IWW:

Monika Vykoukal - General Secretary Treasurer

2014 IWW General Executive Board

Ryan Gaughan - Chair

DJ Alperovitz

Montigue Magruder

Brian Latour

Michael White

Yvonne Yen Liu

Jim Del Duca

Here is the name and address of the local and national/international offices:

Local:

Los Angeles IWW
c/o Corazon del Pueblo
2003 E. 1st St.
Los Angeles, CA 90033

International:

IWW International
General Headquarters
2036 West Montrose,
Chicago, IL 60618-2117
(773) 728-0996

Here is a statement that the IWW has no restriction on membership in terms of ethnicity, race, color, creed, sexual orientation. It is also in our Constitution (attached).

SEE ARTICLE II

Membership

Sec. I(a) It is the aim of the IWW to build world-wide working-class solidarity. The IWW therefore actively opposes bigotry and discrimination on and off the job. No wage or salaried worker shall be excluded from the IWW because of race, ethnicity, sex, nationality, creed, disability, or sexual orientation. Membership is open only to wage or salaried workers except as provided in Section 1(b), but can be denied to those workers whose employment is incompatible with the aims of this union.

**LOS ANGELES INDUSTRIAL WORKERS OF THE WORLD
GENERAL MEMBERSHIP BRANCH BYLAWS**

ARTICLE I

NAME, JURISDICTION, AND PURPOSE

Section 1.

The name of this organization shall be the Los Angeles General Membership Branch of the Industrial Workers of the World, also known as the Ricardo Flores Magon General Membership Branch of the Industrial Workers of the World.

Section 2.

This Branch shall be a constituent part of the general organization of the Industrial Workers of the World and subject to its Constitution and By-Laws.

Section 3.

The purposes of this organization shall be to organize those workers whose industries have not yet been organized by the Industrial Workers of the World, to support the work of the Industrial Workers of the World locally and in other places, and to carry on the struggle of the working class for industrial democracy and the abolition of the wage system, according to the principles of the Preamble to the Constitution of the Industrial Workers of the World.

Section 4.

A copy of these bylaws shall be made available to all Los Angeles IWW members upon initiation and any other IWW members upon request.

ARTICLE II

MEMBERSHIP

Section 1.

Membership shall be made up of all IWW members residing or working in Los Angeles County and any other IWW members who have no closer Branch.

ARTICLE III

MEETINGS

Section 1.

The Los Angeles GMB shall meet on the last Saturday/Sunday of every month at place and time to be announced by the Secretary. If the last Saturday/Sunday in December falls on the 25th, the December meeting shall be held on the third Saturday/Sunday of December.

Section 2.

Meetings shall be open to all workers, though non-members can be excluded from any meeting by a majority vote of members in good standing. Voting privileges shall be reserved for IWW members in good standing, in accordance with the IWW constitution.

ARTICLE IV

Section 1.

OFFICERS

The Los Angeles GMB shall elect a Secretary, Treasurer, Communications Officer, Organizing Department Liaison, and Branch Delegates. The branch shall retain the right to combine the offices of Secretary and Treasurer into a single office.

Section 2.

Secretary

- A. Maintains a record of meeting minutes.
- B. Maintains a record of Delegates Reports.
- C. Maintains a current list of members – their member numbers, addresses, phone numbers and email addresses – and makes this contact list available to the Branch Treasurer, delegates, the editor of the newsletter, Los Angeles GMB committee chairs, and any other officer of the Branch. All other GMB members who wish to obtain a GMB contact list must have the permission of the GMB at a formal business meeting.
- D. Sends a copy of branch meeting minutes to General Headquarters every month and maintains communication between the General Administration and the Branch.
- E. Signs all certified copies of acts of the Branch
- F. Sends notice to the membership of each meeting, and can call special meetings whenever circumstances require them, or upon the written request of any five members.
- G. Prepares ballots for annual election of branch officers two weeks prior to the election and makes ballots available to the members voting in absentia.

- H. Attends monthly business meetings of the GMB or finds an alternate.
- I. Calls each meeting to order and presides until the immediate election of a meeting chair.
- J. Promptly notifies members and delegates who fall behind in their dues or reports, so as to help them keep in good standing.
- K. Submits Secretary's Report to The Branch Treasurer by the 15th of every month with per capita and all other branch monies collected.

Section 3.

Treasurer

- A. Keeps a regular accounting of all Los Angeles GMB funds.
- B. Oversees financial health of the branch. Collects Secretary and Delegates reports with per capita and submits them to General Headquarters every month.
- C. Produces a monthly Treasurer's report.
- D. Retains the ability to sign checks and allocate funds as directed by the Los Angeles GMB.
- E. Attends monthly GMB business meetings whenever possible.
- F. May make reimbursement expenditures of up to \$50.00 between branch meetings at his or her discretion.

Section 4.

Delegate

- A. Signs up new members, takes dues, maintains regular contact with members and other fellow workers, distributes union publications and literature.
- B. Reports by the 10th of every month to the Branch Secretary.
- C. All delegates shall be required to reapply for delegate status at the November meeting each year. Delegates who wish to continue as such must be re-elected by the membership of the GMB.
- D. Delegates may be elected at any time during the year, but their term expires on December 31st.

Section 5.

Communications Officer

- A. Responsible for any official communications that must be made between branch meetings such as responses to e-mails, voice mail messages, and postal communication.
- B. Checks e-mail account and voice mail on a weekly basis.
- C. Ensures that mail is retrieved from the post office box at least once a month.
- D. Reports regularly at all GMB meetings.

Organizing Department Liaison

- A. Joins the email list of the IWW Organizing Department Board.
- B. Provides a monthly report on branch organizing activities to the ODB.
- C. Provides a separate monthly report to the branch on the activities of the ODB and organizing activity around the IWW.

The Los Angeles GMB may create and elect any other officers by proposal and vote, and each additional officer shall be subject to the provisions of this article.

All officers shall serve one-year terms to begin on January 1st. All office terms shall end at 11:59 PM on December 31st.

Officers may be recalled by vote of the membership provided that a motion to recall the officer was given at the regular meeting immediately preceding the recall election. No recall election shall impose any discipline on the officer recalled, or state, directly or by implication, that the recalled officer is guilty of any misconduct.

Any elected officer may resign at any time. A written statement signed by that officer and one other IWW member in good standing shall be required to constitute an official resignation. This letter shall be presented at a regular Branch meeting.

If an officer resigns or is recalled, the same meeting at which the recall or resignation

Section 6.

Section 7.

Section 8.

Section 9.

Section 10.

Section 11.

occurred shall proceed to elect a successor, who shall take office immediately.

ARTICLE V

Section 1.

ELECTIONS

Nominations for branch officers shall take place annually at the November business meeting and shall be open until two weeks prior to the election, which takes place at the December business meeting. Delegates may be nominated and elected throughout the course of the year.

Section 2.

Eligible voters shall include all Los Angeles GMB members in good standing.

Section 3.

Nominations for officers shall take place one business meeting prior to the actual election. All members shall be notified of nominees by the GMB Secretary or other delegate by face to face contact, phone call, postal or e-mail at least two weeks prior to the election of any officer.

Section 4.

All elections will be by secret ballot at a GMB regular or special meeting. Each member in good standing has one vote. Members can also vote in abstentia by submitting a ballot to a delegate or officer in a sealed envelope.

ARTICLE VI

Section 1.

COMMITTEES

The Los Angeles GMB may establish committees, and these committees may establish their own bylaws provided that these bylaws do not contradict the GMB bylaws or the IWW constitution.

Section 2.

Branch members classified in the same Industrial Union are encouraged to form *Industrial Organizing Committees* (IOCs) for the purpose of developing strategy for organizing their specific industry and laying structural groundwork for new *Industrial Union Branches* (IUBs) as defined in the IWW Constitution. To that end, IOCs are encouraged to elect a Secretary and Treasurer, to establish separate funds from the GMB and to write their own bylaws.

Section 4.

Any committee which fails to report for three consecutive branch meetings shall be subject to a motion to dissolve the committee.

ARTICLE VII

Section 1.

FINANCES

The Branch Treasurer shall oversee and maintain all branch funds. All other branch members who retain the ability to sign checks shall only do so in the event that the Treasurer is unavailable for signing, or if a check requires two signers.

Section 2.

The Fiscal Year shall run from July 1st through June 30th.

Section 3.

In April, the GMB shall elect a Budget Committee to propose a budget for the coming Fiscal Year. The budget may be discussed and amended at the May branch meeting and formally adopted at the June meeting.

Section 4.

In July, the branch shall elect an Audit Committee of no less than three members. The Audit Committee must be made up of members who did not serve as either Secretary or Treasurer during the past Fiscal Year. The Audit Committee shall report their findings and recommendations no later than the September branch meeting.

ARTICLE VIII

Section 1.

DISCIPLINE

Any person against whom charges are filed in this Branch shall be entitled to a presumption of innocence, a diligent investigation, a written statement of the charges against him or her, an opportunity to present evidence and argument in her or his defense, an opportunity to confront and cross-examine the witnesses against her or him, and an opportunity to appeal the Branch's decision.

ARTICLE IX

Section 1.

AMENDMENTS

These bylaws may be amended by a majority vote of eligible voters.

Section 2.

Members must be given at least one month notice prior to a meeting at which a vote to amend these bylaws will be held.

Adopted January 26, 2013

Last Amended March 30, 2013

**Preamble, Constitution, &
General Bylaws
of the
Industrial Workers
of the World**



As Amended Through January 1, 2014

Organized July 7, 1905



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P R E A M B L E

The working class and the employing class have nothing in common. There can be no peace so long as hunger and want are found among millions of the working people and the few, who make up the employing class, have all the good things of life.

Between these two classes a struggle must go on until the workers of the world organise as a class, take possession of the means of production, abolish the wage system, and live in harmony with the earth.

We find that the centering of the management of industries into fewer and fewer hands makes the trade unions unable to cope with the ever-growing power of the employing class. The trade unions foster a state of affairs which allows one set of workers to be pitted against another set of workers in the same industry, thereby helping defeat one another in wage wars. Moreover, the trade unions aid the employing class to mislead the workers into the belief that the working class have interests in common with their employers.

These conditions can be changed and the interest of the working class upheld only by an organization formed in such a way that all its members in any one industry, or in all industries if necessary, cease work whenever a strike or lockout is on in any department thereof, thus making an injury to one an injury to all.

Instead of the conservative motto, "A fair day's wage for a fair day's work," we must inscribe on our banner the revolutionary watchword, "Abolition of the wage system."

It is the historic mission of the working class to do away with capitalism. The army of production must be organised, not only for everyday struggle with capitalists, but also to carry on production when capitalism shall have been overthrown. By organizing industrially we are forming the structure of the new society within the shell of the old.

Knowing, therefore, that such an organization is absolutely necessary for emancipation, we unite under the following CONSTITUTION:

ARTICLE I

Name and Structure

Section 1. This organization shall be known as THE INDUSTRIAL WORKERS OF THE WORLD.

Sec. 2. The Industrial Workers of the World shall be composed of actual wage workers brought together in an organization embodying Job Branches, Industrial Union Branches, General Membership Branches, Industrial Unions, Industrial Departments, and Regional Organizing Committees.

Departments

Sec. 3(a) An Industrial Department shall be composed of Industrial Unions in closely kindred industries appropriate for representation in the departmental administration, and assigned thereto by the General Executive Board of the Industrial Workers of the World.

b) An Industrial Department shall consist of two or more Industrial Unions aggregating a membership of not less than 20,000 members. The departments shall have supervision over the affairs of the Industrial Unions composing same, provided that all matters concerning the entire membership of the IWW shall be settled by a referendum.

c) The Departments shall be designated as follows:

- 1 - Department of Agriculture, Land, Fisheries, and Water Products
- 2 - Department of Mining
- 3 - Department of Construction
- 4 - Department of Manufacturing and General Production
- 5 - Department of Transportation and Communication
- 6 - Department of Public Service

Industrial Unions

Sec. 4(a) Industrial Unions shall be composed of actual wage workers in a given industry welded together as the particular requirements of said industry may render necessary.

b) Whenever five or more Industrial Union Branches with a combined membership of no less than 100 have been attained in any industry, the General Executive Board shall issue an Industrial Union charter upon receipt of a petition signed by two-thirds of the combined membership of said Industrial Union Branches.

c) An Industrial Union, once chartered, shall act to convene a Convention or Assembly to adopt Industrial Union Bylaws and a uniform Industrial Union dues structure, and to nominate Industrial Union officers to be elected by mail ballot of the membership of said Industrial Union.

d) Industrial Union Branches in the same industry without a chartered Industrial Union are encouraged to establish coordinating bodies consistent with Section 5 hereof.

Sec. 5. Component parts of the IWW may set up such coordinating bodies as they wish, provided their cost shall be defrayed by the sections setting them up, and further provided that they shall not void rank and file control.

Sec. 6. No legislation conflicting with the Constitution of the IWW shall be passed by any subordinate body.

Sec. 7. All charters of Industrial Unions, ROCs and local bodies where no ROC exists shall be issued by the GEB. In industries where the IWW includes a functioning Industrial Union, charters shall be issued only on recommendation of its General Organizing Committee.

In other industries it shall be permissible for local General Membership Branches to organize and administer local bodies of workers in any industry until they apply for and are granted Industrial Union Branch charters.

In localities where there is one or more Industrial Union Branch(es) and a General Membership Branch, it shall be locally optional either to set up a delegate council to handle matters of common concern (such as educational, defense, and social activities) or to leave these to the General Membership Branch, with the sharing of financial obligations to be arranged between them. Where no General Membership Branch is chartered, it is expected of all members of the IWW to arrange for occasional meetings at which any and all members, whether they are members of Industrial Union Branches or not, may meet together to plan local joint activities.

Charters shall be issued to GMBs or to IUBs only if the GEB finds it feasible for their members to meet together. More than one GMB in the same city or area shall be chartered only when the GEB finds language, transportation, or other practical reasons warrant it.

Regional Organizing Committees

Sec. 8(a) Regional Organizing Committees are subordinate regional sections of the IWW. Whenever there are 10 or more members of the IWW in a region, they may petition the GEB to form a ROC.

b) ROCs may set their dues structure, local branch sizes and elect officers. Services provided to individual ROCs shall be negotiated between the ROC and General Administration.

c) ROCs may print membership cards and issue stamps in the local language(s). The membership numbers for the cards shall be provided by General Headquarters.

d) ROCs will negotiate with the General Administration for services and a per capita for international organizing activities.

e) All ROCs will be required to set up an Organizing Bulletin or other method of internal discussion accessible to members within that ROC. The local Organizing Bulletins shall contain an international report from the GST and GEB which shall be provided to the ROC on a monthly basis.

f) In the absence of a ROC in a region, one or more individuals may be delegated by regional members, or by the GST, for a period of one year for the purpose of organizing a ROC. Such delegates shall report at least quarterly to the GST, and may retain all dues and initiation fees collected. The default dues for members from countries outside the USA or from countries without an established Regional Organizing Committee will be 1% of take home pay, unless that creates an undue hardship on the member at the discretion of the delegate.

Regional Administration

Sec. 9(a) A Regional Administration shall abide by the Preamble and principles of the Industrial Workers of the World.

b) A Regional Administration shall be formed through a joint application by chartered Regional Organizing Committees, General Membership Branches, Industrial Union Branches, Job Branches and cooperatives of the Industrial Workers of the World. Affiliation shall be decided voluntarily, by democratic vote.

c) A Regional Administration will act as a clearinghouse for organizing activities, membership information, funds, and administration within its jurisdiction. A Regional Administration may set its own dues structure, local branch sizes, elect an executive board and officers, issue charters as well as create membership numbers, print membership and delegate cards and issue stamps in its local language(s).

d) The Regional Administration's jurisdiction shall be negotiated with the General Executive Board of the General Administration.

e) A Regional Administration shall publish its bylaws and distribute them to all of its members. It shall create such committees and bodies as are necessary.

f) Services provided to its chartered bodies shall be detailed in its bylaws. Services received or provided by the Regional Administration from or to the General Administration and their payment shall be negotiated between the administrations.

g) The Regional Administration shall publish an internal organizing bulletin or other method of internal discussion accessible to members to ensure democratic discussion.

h) Regional Administration members have the right to vote in the international referendum that sets union policy, elects the General Administration's officers, and participate fully in the General Convention.

i) All IWW members shall have free transfer and card recognition between the General Administration and Regional Administrations and their subordinate bodies.

j) The General and Regional Administrations shall establish liaisons to facilitate communication and coordination of their activities.

ARTICLE II

Membership

Sec. 1(a) It is the aim of the IWW to build world-wide working-class solidarity. The IWW therefore actively opposes bigotry and discrimination on and off the job. No wage or salaried worker shall be excluded from the IWW because of race, ethnicity, sex, nationality, creed, disability, or sexual orientation. Membership is open only to wage or salaried workers except as provided in Section 1(b), but can be denied to those workers whose employment is incompatible with the aims of this union.

b) No unemployed or retired worker, no working-class student, apprentice, homemaker, prisoner or unwaged volunteer on a project initiated by the IWW or any subordinate body thereof shall be excluded from membership on the grounds that s/he is not currently receiving wages. Such workers may take membership in the Industrial Union for the industry in which they last worked, or for which they are now training, or at which they work part-time, or in the case of students and homemakers in Educational Workers I.U. 620 or Household Service Workers I.U. 680 respectively

as may seem most practical.

This provision shall not deny to any Industrial Union or Industrial Union Branch the right to limit vote on strictly point-of-production matters. Workers employed in cooperatives democratically run by their employees are welcome to membership. Members who become temporarily self-employed may retain their membership or apply for withdrawal cards, which are issuable also to those who must withdraw when they become employers.

c) No member of the Industrial Workers of the World shall be an officer of a trade or craft union or political party.

Branches may allow IWW members to become officers of trade or craft unions as long as these exceptions are reported to the General Administration and no IWW member receives significant pay (more than dues rebate and expenses) as a result of being an officer or official in a union that does not call for abolition of the wage system.

Exceptions may be made by branches to allow unpaid officers of political parties to become members.

Sec. 2. All applicants shall agree to abide by the Constitution and regulations of the IWW and diligently study its principles and make themselves acquainted with its purpose. This obligation shall be printed on the application blank.

Sec. 3. Whenever members of the Industrial Workers of the World shall hold jobs in more than one industry, they may simultaneously be members of more than one Industrial Union or Industrial Union Branch with full rights to democratic participation in said bodies, provided that they are actual workers in said industries, and provided further that they pay all dues and assessments required by each Industrial Union or Industrial Union Branch of which they are members. Members who are simultaneously members of more than one Industrial Union or Industrial Union Branch shall have only one vote in General Organizational elections and referenda.

IWW Shops

Sec. 4 (a) IWW Shops

Wherever the IWW represents a majority of workers in a workplace, those workers may apply to be recognized as an IWW Union Shop. All workers applying for recognition as an IWW Union Shop will fulfill all GEB requirements, pass a means test, and agree to annual re-assessment. Any IWW Union Shop may use the IWW label and will be issued an IWW Union Shop Card to publicly display.

b) IWW Co-operatives

To encourage worker self-management of the means of production and the abolition of the wage system, the IWW shall allow Worker Co-operatives to apply for IWW recognition.

All co-operatives applying for IWW recognition will fulfill all GEB requirements, pass a means test, have all members of the co-operative be members of the IWW in good standing, will have put no excessive financial barriers in place to prevent workers from joining, and agree to an annual clearance. IWW Co-operatives shall consist of at least three members.

Any elected Co-operative officer shall be subject to recall election if one is called for by the membership. Co-operatives that have met the GEB requirements and been

granted IWW recognition shall have the right to use the IWW Label.

A recognized IWW Co-operative shall not undermine wages in their industry. IWW Co-operatives will honor all union boycotts and strikes. IWW Co-operatives will use union products and services whenever possible and recycle as feasible.

c) IWW Sole Proprietors

The IWW will allow self-employed IWW members to be recognized as an IWW Sole Proprietor Business and to utilize the IWW Label.

An applicant for IWW Sole Proprietor Business recognition will fulfill all GEB requirements; not be an employer, pass a means test, be in good standing, and agree to annual re-assessment.

When approved by the GEB a self-employed member may enter into a non-exploitive training or apprenticeship, time limited agreement with another worker.

A recognized IWW Sole Proprietor Business shall not undermine wages in their industry. Self-employed workers will honor all union boycotts and strikes. Self-employed workers will use union products and services whenever possible and recycle as feasible.

Quorums

Sec. 5(a) Not less than five members, not including the paid Branch Secretary, shall constitute a quorum for the transaction of business.

b) No paid official of any part of the Industrial Workers of the World shall be permitted to vote in Branch meetings.

ARTICLE III

General Officers

Sec. 1. The General Administration shall consist of the General Secretary-Treasurer and the General Executive Board.

Sec. 2(a) The term of office shall be for 1 year and the same shall commence on January 1. Officials, after having served their first term of office, shall be eligible for two more terms only, except as specified in Section 3 (c) and (d).

b) The General Executive Board shall set the wages of all general organization employees and organisers.

Elections: General Administration

Sec. 3(a) The General Secretary-Treasurer shall be a member for 3 years, and 18 months in continuous good standing immediately prior to nomination. The General Executive Board shall consist of seven members all of whom have been members for 18 months, and 12 months in continuous good standing, immediately prior to nomination.

In the event that no nominee for General Secretary-Treasurer meeting the 3 year membership requirement can be found, then the 3 year requirement shall be reduced to one of 2 years membership with 18 months continuous good standing prior to nomination.

A person elected to office must remain in continuous good standing until assuming that office or forfeit the right to hold the office.

b) Nominations for General Secretary-Treasurer and members of the General Executive Board shall be made at the General Convention of the IWW or through the mail with nominations closed by the adjournment of the General Convention.

In either event, election shall be by general referendum ballot as provided for in Article IX, Sec. 2.

Candidates for General Administration office shall be listed in random order. The ballot shall include space for write-in candidates. Either a verbal acceptance on the floor of the Convention or a written acceptance addressed to the General Secretary-Treasurer must be received from each candidate whose name is placed on the ballot. No member shall be a candidate for or be permitted to hold more than one General Administration office at a time.

c) The three candidates receiving the highest number of nominations for General Secretary-Treasurer shall have their names placed on the ballot. Members who have served three or more consecutive terms as General Secretary-Treasurer shall not have their names placed on the ballot, except in the event that three qualified nominees cannot otherwise be secured. When this is the case, the names of the nominees who have served three or more consecutive terms may be placed on the ballot, but the ballot shall clearly state the number of terms in succession previously served by such a candidate. All write-in candidates who meet the requirements of Article III, Section 3(a) are considered qualified nominees. The one receiving the highest number of votes on referendum being elected.

d) The 21 candidates receiving the highest number of nominations for General Executive Board member shall have their names placed on the ballot. Members who have served three or more consecutive terms on the General Executive Board shall not have their names placed on the ballot, except in the event that 15 qualified nominees cannot otherwise be secured. When this is the case, the names of the nominees who have served three or more consecutive terms may be placed on the ballot, but the ballot shall clearly state the number of terms in succession previously served by such a nominee.

A write-in candidate must receive a minimum number of votes equal to 5% of the IWW members in good standing. All write-in candidates who receive the minimum number of votes and meet the requirements of Article III, Section 3(a), are considered qualified nominees. The seven nominees receiving the highest number of votes on the referendum shall constitute the General Executive Board.

e) The General Executive Board Chairperson shall be the alternate to the General Secretary-Treasurer.

f) An officer of the General Executive Board automatically vacates office in any of the following circumstances:

- 1) if that officer ceases to be a member of the IWW in good standing;
- 2) if that officer fails to lodge a report with the board for more than one month, without prior leave of the chairperson (provided such leave may not be reasonably withheld), and if the officer fails to report in response to a request by the GEB chairperson to report within ten (10) days;
- 3) if that officer resigns the office by written notice received by the Board, the chairperson, or the GST;
- 4) if that officer is recalled from office by a ballot of members held in accordance with Article IX.

g) Alternates to the General Executive Board shall be the remaining nominees in the order of votes received.

In the event of a vacancy on the General Executive Board, with all duly elected members or alternates already serving or being unavailable, the General Secretary and the GEB Chairperson shall appoint a board member until another shall be elected by referendum.

h) No official of the General Administration shall be permitted to hold other office in, or become a paid employee of, any Industrial Union of the IWW.

Duties of the General Secretary-Treasurer

Sec. 4(a) The duties of the General Secretary-Treasurer shall be to take charge of all books, papers and effects of the office. S/he shall conduct the correspondence pertaining to his/her office. S/he shall be the custodian of the seal of the organization, and shall attach same to all official documents over his/her official signature.

S/he shall furnish the committee on credentials, at each General Convention, a statement of the financial standing of each Industrial Union. S/he shall have a voice, but no vote, in the governing bodies of the organization. The General Secretary-Treasurer shall close his or her accounts for the fiscal year on the last day of June. S/he shall make a monthly report to the General Executive Board and the general membership. S/he shall also make a complete itemised report of financial and other affairs of his or her office to each General Convention. S/he shall prepare and sign all charters issued by the General Executive Board or ROCs. S/he shall receive all moneys for charters from Industrial Unions and Industrial Departments. S/he shall receipt for same, care for and deposit all moneys as instructed by the General Executive Board in some solvent bank or banks, which shall be drawn out only to pay indebtedness arising out of due conduct of the business of the organization, and then only if bills have first been duly presented by the creditors when a check shall be drawn by him/her in payment thereof.

S/he shall employ such assistants as are necessary to conduct the affairs of his/her office, remuneration for such employees to be fixed by the General Executive Board.

b) They shall publish a monthly General Organization Bulletin containing their monthly report as well as that of the General Executive Board; together with official notices, referendum ballots, monthly and annual financial reports, and other organization business.

In the event of financial necessity the General Secretary-Treasurer is authorised to issue fewer than twelve bulletins per year, but in no case fewer than eight per year. The Bulletin shall also include letters from IWW members on current referenda and elections, organizing campaigns, and other union business.

Any member or branch in the union in good standing is allowed 500 words and one image per bulletin. A \$5 donation to help cover costs is requested, but not required of those who cannot afford it. Any submission over 500 words must include a minimum donation of \$15 per 500 words to be printed. Any submission with over one image must include a minimum donation of \$5 per image. This provision does not apply to reports of committees, reports of the GEB, charges filed, or other materials required by the Constitution or Bylaws to be included in the GOB. The GST shall publish all submissions received by the published monthly deadline, deleting only epithets and/or personal attacks against other members (except that members shall have complete freedom to criticise the conduct of union officials without censorship, subject to the provisions of Bylaws Article III Section 7a).

Duties of the General Executive Board

Sec. 5(a) The General Executive Board shall elect its own chairperson from its own number.

The General Executive Board shall have general supervision over all affairs of the organization between conventions, and shall watch vigilantly over the interests throughout its jurisdiction.

It shall be assisted by the officers and members of all organizations subordinate to the Industrial Workers of the World. It shall appoint such organizers as the conditions of the organization may justify.

b) The General Executive Board shall not appoint or cause to be appointed any delegate or organizer against the protest of, and without first notifying, the General Organizing Committee of the Industrial Union which has jurisdiction in the territory in which the delegate or organizer is to operate.

All organizers so appointed shall at all times work under the instruction of the General Executive Board. All organizers and General Executive Board members, while in the employ of the Industrial Workers of the World, shall report to the chairperson of the General Executive Board in writing, on blanks provided for that purpose, at least once each week.

c) The General Executive Board shall have full power to issue charters to Industrial Departments, Industrial Unions, Branches, and Industrial District Councils.

d) The General Executive Board shall have full power and authority over all IWW publications and guide their policy.

e) The members of the General Executive Board shall have power to visit any subordinate body of the IWW and have full authority to examine and audit all accounts of such body; and also to enforce the use of the uniform system of bookkeeping as adopted by the Convention of the IWW from time to time.

f) The General Executive Board shall meet on the call of the chairperson or majority vote of the General Executive Board.

g) All matters pertaining to the organization shall be settled by the entire General Executive Board by mail or wire when absent from headquarters. It shall take a majority vote to settle any question.

h) The General Executive Board shall issue a monthly report of their activities.

International Solidarity Commission

Sec. 6(a) The International Solidarity Commission shall be composed of three IWW members with at least 18 months continuous good standing, to be elected by general referendum.

b) The General Secretary-Treasurer and General Executive Board chairperson shall serve as ex officio members of the Commission with voice but no vote.

c) International Solidarity Commission members are subject to the same nomination, election and recall procedures as any other IWW officers.

d) The Commission will coordinate the IWW's international relations with other unions; maintain an ongoing, regular exchange of information and publications; and

coordinate international solidarity campaigns. The Commission shall issue international solidarity appeals and statements on behalf of the organisation, subject to veto by the General Executive Board.

Charges Against General Officers

Sec. 7(a) Charges against any of the General Officers shall be filed in writing with the GEB or the General Convention, at the option of the person filing charges.

Also, in the case where a member of the Union who is not a General Officer is accused of exercising the authority of the GEB or GST without their approval, such charges shall be filed in writing with the GEB or the General Convention, at the option of the person filing charges.

If the charges are filed before the GEB, they shall at once have a copy of the charges sent to the accused, together with the notice of the date of the hearing of the charges. Charges filed before the General Convention must be sent to the General Secretary at least 30 days prior to the date of the convening of the Convention.

On receipt of the charges the General Secretary will forward a copy of the same to the accused and notice to appear at the convention for trial.

b) Any decision of the GEB on charges tried by them shall be subject to appeal to the next General Convention and from the General Convention to the general membership. The decision of the General Convention on charges can be appealed to the general membership. This appeal must be filed with the General Administration within ninety (90) days from the adjournment of the General Convention.

The cost of appealing to the general membership shall be borne by the party taking the appeal. If the vote on appeal results in the favor of the party taking the appeal then the General Organisation shall refund the cost of the appeal.

c) Charges Against General Officers pertaining to discrimination and harassment shall be pursued according to the procedures outlined in Bylaws Articles III and XIV.

d) All officers elected by referendum, all appointees of the GEB, all committee chairs elected by the General Convention, all members designated to manage assets of the General Administration, and all members serving on a union body formed by the GEB, General Administration, or General Convention are subject to Article III, Section 7 of the Constitution.

ARTICLE IV

Clearing House

Sec. 1(a) The General Headquarters of the Industrial Workers of the World shall function as a Clearing House that will automatically settle all debts between Industrial Unions and General Headquarters.

b) All credentials authorizing members to initiate members or to collect dues shall be issued by the General Secretary-Treasurer. He or she shall issue such credentials on his or her discretion, on the recommendation of the local or industrial union officers, and must do so on the instruction of the General Executive Board.

Those so credentialed shall have been members for 6 months, except that newly organised groups may elect one of their members to serve in that capacity. All such credentials shall bear a distinguishing number, and shall empower the bearer to

initiate members or collect dues in all industries.

c) The General Secretary-Treasurer may, at the request of a General Membership Branch or Industrial Union Branch, issue blank delegate credentials with distinguishing numbers in blocks of five to the Branch Secretary-Treasurer. The branch may request as many blocks of delegate credentials as needed, and the General Secretary-Treasurer shall attempt to honor all requests for blank credentials.

The General Secretary-Treasurer shall deny issuing blank credentials only if the Branch requesting them has failed to report on time as required by the IWW Constitution. The Branch may elect delegates and issue a set of blank credentials to a new delegate as it sees fit, provided that they meet the conditions outlined in subsection (b).

The newly credentialed delegate shall complete a form issued by the General Secretary-Treasurer that includes background and membership information, as well as a brief explanation for the need for delegate status. A currently credentialed delegate of the branch issuing the new credentials must agree to sponsor the new delegate, and shall co-sign the form. The sponsoring delegate shall be responsible for all actions taken by the new delegate in their duties as a delegate until the General Secretary-Treasurer approves the new delegate.

Delegates from General Membership Branches and Industrial Union Branches may sponsor new delegates from any member within a reasonable distance of the branch.

The sponsoring branch shall be responsible for outfitting the new delegate with membership supplies.

d) All job delegates or others bearing such credentials shall record all fees, dues, assessments, etc., collected on the forms provided by the General Secretary and shall identify receipt both on the page of the dues book and on top of the stamps with their credential number and date, and shall report at least monthly to the General Secretary by submitting this record together with all signed applications for membership, and all fees and dues money received; provided, any Industrial Union or Industrial Union Branch, or General Membership Branch, through which the delegate operates may require that this report be transmitted through it to record the information in its own files and to retain such portion of moneys as this Constitution and pertinent Bylaws permit.

e) The Chairperson of the General Executive Board shall countersign all checks issued by the General Secretary-Treasurer. At the same time as the General Executive Board selects its chair, it shall also select a non-board member to be designated check co-signer. The co-signer will have the same eligibility requirements as a Board member.

f) Job delegates working out of the general office shall remit all of initiation fees and dues, whether for employed or unemployed members. Secretaries of chartered branches shall remit one-half of same to the general office and retain the other half in the branch treasury.

g) The GST shall be the custodian of the funds of a General Membership or Industrial Union Branch only upon its request, but s/he shall be the custodian of the funds of each Industrial Union, except operating funds for which the organisers or officers are, in accordance with the Bylaws, held responsible.

The General Administration cannot use the funds so entrusted to it without the consent of the Industrial Unions or other bodies owning such a fund, so long as these

bodies continue.

h) Supplies issued delegates and branch secretaries on behalf of Industrial Unions shall be charged to the Industrial Union.

i) Reports with remittance for dues, etc., paid during the month shall be sent to the General Secretary not later than the 10th day of the following month. Should any branch or Industrial Union fail to do so, further supplies to it shall be withheld until these reports are received.

j) Any candidate for GST wishing to relocate General Headquarters shall so state in their candidate statement, and that intention shall be noted by including the proposed location next to the candidate's name on the ballot for general officers.

ARTICLE V

Duties of Branch Secretaries and Delegates

Sec. 1. Except as provided otherwise in Branch or Industrial Union Bylaws, branch secretaries shall be the responsible custodians of all branch records, funds and supplies; shall issue such supplies to delegates in their branch and receive reports from them; shall maintain such records of these transactions as Bylaws or organizing programs require; shall report all such business to the General Secretary-Treasurer at least monthly; shall also transmit to the General Secretary copies of all minutes of meetings and of his or her own monthly financial report to his or her branch; shall endeavor to keep all members in good standing and aware of all referenda. S/he shall also report at least monthly to the General Secretary on the activities and prospects of his or her branch.

ARTICLE VI

Conventions

Sec. 1(a) Each year the IWW shall hold a General Convention of the Union. The 2009 Convention will be held in Chicago, the date and venue of subsequent Conventions to be set by each Convention in session before its adjournment.

b) The General Convention of the IWW shall not remain in session over 10 days. The General Executive Board shall cause an agenda to be issued to the delegates the day Convention convenes, or earlier, that specifies the time limit on each question. All resolutions shall be provided to General Headquarters at least 90 days before the opening of the General Convention and headquarters shall include all resolutions in an issue of the GOB that shall be mailed hard copy not less than 60 days before the General Convention is called to order to all members who are not members of ROCs or RAs where a working agreement may specify otherwise. No resolution not circulated in advance shall be considered by the Convention unless it is of an emergency nature and the delegates vote by a two-thirds majority to add to the agenda.

Sec. 2(a) The General Convention of the IWW is the legislative body of the union and its enactments are of legal force. Enactments concerning any and all amendments to this Constitution which the Convention may adopt are of legal force when sustained by a referendum vote of the membership. Referenda to approve changes to the Constitution shall be issued according to the provisions of Article IX Sec. 2.

b) The General Convention has the power to determine the policy of the union, when sustained by a referendum vote of the membership.

c) The General Convention has the power to expel any member for violation of the

principles, Constitution or Bylaws of the union.

Representation

Sec. 3(a) Representation at the General Convention of the IWW shall be by delegates from chartered branches and Industrial Unions. Each delegate shall have one vote, except as provided for in Sections 3 (f), (g).

b) Individual members in good standing may attend the convention, with voice but without vote and shall be seated separately from the delegates.

c) Each chartered branch will require a minimum of 10 members to send a delegate to the General Convention, branches with between 30 and 59 members in good standing shall have two delegates, branches with between 60 and 89 members in good standing shall have three delegates, branches with between 90 and 119 members in good standing shall have four delegates, branches with 120 members or over shall have one further delegate for each additional 50 members. Industrial Union delegations shall be elected by the Industrial Union subject to its bylaws; the number of delegates shall be calculated according to the number of delegates the chartered branches of the industrial union are entitled to. Representatives of Industrial Unions or Industrial Union Branches must be actively employed in the industry represented by that union; or if unemployed due to seasonal or other circumstances, actively looking for work in that industry.

d) The expenses of delegates to the General Convention shall be wholly or partially borne by the body they represent. No delegate to the General Convention shall have any amount of his or her expenses paid for out of the treasury of the General Administration.

e) Branches will decide the mandate for delegates and may instruct delegates to represent the full range of views of the branch. Branches will supply their delegates with written instructions.

f) Branches may send less than the entitlement of delegates. The delegates sent may carry the votes of the delegates not sent.

g) Branches not able to send delegates may ask another branch to carry their votes to the Convention. No branch can carry the votes of more than one other branch.

h) Chartered branches entitled to two or more delegates with 5 or more members employed at one workplace, or 10 or more members employed in an industry, are encouraged to appoint their delegates from these workplaces or industries.

Credentials

Sec. 4(a) Not less than 60 days before the start of the General Convention, the General Secretary-Treasurer shall send to each branch and each Industrial Union credentials in duplicate for the number of delegates they are entitled to at the Convention.

The Branch Secretary and the Industrial Union Secretary shall fill out the blank credentials and return one copy to General Headquarters at least 15 days prior to the start of the Convention. The other copy shall be presented to the Committee on Credentials when the Convention assembles. If a branch is not entitled to have a delegate, General Headquarters shall send notification of this to the branch.

If a branch wishes to challenge the records at GHQ, they shall contact the General Headquarters and shall provide corrections accompanied by reports, dues

and documentation to the General Secretary-Treasury. Should a branch supply documentation that entitles the branch to an additional delegate(s), General Headquarters shall issue the additional credentials and the branch shall communicate to GHQ at least 15 days before the start of the Convention the names of those who have been elected to serve as delegate.

Temporary Session

Sec. 5. The General Executive Board shall draw up a list of delegates, against whom no contest has been filed at General Headquarters. The General Secretary-Treasurer shall call the convention to order and read the aforesaid list. The delegates on the said list shall proceed to form a temporary organisation by electing a temporary Chairperson, a Credentials Committee, a Rules Committee and a Planning Committee.

Delegates' Eligibility

Sec. 6(a) Delegates to the General Convention from the Industrial Unions must be members of the IWW for 1 year and in continuous good standing for 60 days immediately prior to nomination.

b) The general administration officials shall be delegates at large, with voice but no vote. All paid officials and employees must be off the payroll 90 days prior to the convening of the General Convention to become eligible as delegates.

Any member who has not been on the payroll 10 consecutive days in the 3 months immediately prior to the convening of the Convention, shall be eligible as a delegate. No delegate shall cast more than one vote when voting on the seating of a contested delegate or delegates. No delegate shall have more than one vote on the expulsion of a member.

c) Delegates to the General Convention shall not serve for two consecutive terms.

Records of Delegates

The Clearinghouse shall forward a complete record of each delegate elected to the General Convention of the IWW to the chairperson of the GEB and to the Secretary-Treasurer in order to facilitate the work of the Credentials Committee of the General Convention.

Joint Delegates

Sec. 7. Two or more unions, with a total membership of 500 or less, may jointly send a delegate to the Convention, and the vote of said delegate shall be based on the representation hereinbefore provided for.

Auditing Committee

Sec. 8. The General Convention of the IWW shall elect an auditing committee consisting of 3 members and a minimum of 2 alternates, all in good standing, to audit General Headquarters' books and supplies. General Headquarters' books, records, and bank accounts shall be closed and reconciled by July 31 of each year.

Its expenses shall be borne by the General Organization. It shall convene between the close of the fiscal year and the next convention, where it shall present its report. This report shall be published in the General Organization Bulletin.

Resolutions

Sec. 9. Resolutions for the General Convention shall be acted upon by their Industrial Union convention, and if the Industrial Union has no convention, then the branches acting on same must send them to their Industrial Union GEB or G.O.C. chairperson to be segregated; and each resolution shall be on a separate sheet of paper and duplicated. No resolution sent in by an individual shall be considered by the General Convention.

ARTICLE VII

Label

Sec. 1. There shall be a Universal Label for the entire organisation. It shall be of a crimson color and always the same in design. The use of the Universal Label shall never be delegated to employers, but shall be vested entirely in our organisation. Except on stickers, circulars, and literature proclaiming the merits of the Industrial Workers of the World, and emanating from the General Offices of the Industrial Workers of the World, the Universal Label shall be printed only as evidence of work done by IWW members. When the label is so printed it shall be done by the authority of our organisation, without the intervention of any employer.

Whenever the Universal Label is placed upon a commodity as evidence of work done by Industrial Workers, it shall be accompanied by an inscription underneath the label stating what the work is that Industrial Workers have done, giving the name of Industrial Department to which they belong and the number or numbers of their unions; and the Universal Label shall never be printed as evidence of work done without this inscription.

Seal

Sec. 2. Each Union and Branch shall be provided with a seal by the General Secretary-Treasurer, which shall bear the number of the Union, and all official papers from the union or branch must bear an imprint of this seal, and none will be legal without this impression.

ARTICLE VIII

Revenue

Sec. 1. The revenue of the organisation shall be derived as follows: Charter fees for Industrial Departments shall be \$25.00 and for Industrial Unions \$10.00. Industrial Union Branches shall pay \$2.00 for seal and charter.

Initiation Fees & Dues

Sec. 2(a) The Industrial Unions shall have autonomous right to set their own initiation fees, dues and assessments, other than General Organisational assessments. It is the policy of the IWW to put no financial barrier to prevent any worker from joining. Accordingly, initiations shall not exceed \$27.00 nor monthly dues exceed \$27.00.

All Industrial Unions and Industrial Union Branches shall charge sufficient dues to meet their obligations and cover their expenses. No part of the initiation fees or

dues mentioned above shall be used as a sick or death benefit, but shall be held in the treasury as a general fund to defray legitimate expenses.

b) Industrial Unions and Industrial Union Branches shall have autonomous right to set their own initiation fees, dues and assessments. However such dues must be set at a rate that enables continued per capita payments. These payments are for the General Administration and chartered bodies (such as General Membership Branches and their successors) as described in (e) below.

c) It is the policy of the IWW that no financial barrier shall prevent any worker from joining. Accordingly, Industrial Unions and Industrial Union Branches shall not set excessive initiation fees or dues. In no case shall Industrial Union or Industrial Union Branch initiation fees or monthly dues exceed two times the straight time hourly wage of the member.

d) Dues paid by Industrial Union Branch members to their delegates consist of three parts:

- 1) Industrial Union Branch dues
- 2) Per capita due to General Administration, defined as fifty percent of the amount mandated under subsection (a) above;
- 3) Per capita due to the local General Membership Branch or its successors, which amount shall be negotiated between these bodies and the Industrial Union Branch.

e) The GEB is authorized at its discretion to waive the initiation fee or reduce it to a nominal fee when incorporating previously organized workers or in organizing campaigns among especially distressed workers. The GEB is further authorised to waive dues payments in the event of a strike or lockout.

f) All dues stamps for all Industrial Unions must be of the same design without the price printed on them.

g) A page shall be provided in the credentials fully stating the initiating fee and the dues charged by every Industrial Union for the information of delegates and branch secretaries.

h) Members in Inactive Standing may reinitiate their membership by paying an initiation fee along with one month's dues upon reinitiation or by paying, in full, any back dues at the current dues rate. Any person reinitiating their membership shall be assigned the same membership number in which they were originally assigned upon their first initiation. If a replacement card is needed upon reinitiation, the Branch or General Headquarters shall issue the replacement at no additional charge.

i) For members in Canada and the U.S. dues shall be set as follows:

- 1) \$9 per month for workers earning less than \$2000 per month.
- 2) \$18 per month for workers earning between \$2000 and \$3500 per month.
- 3) \$27 per month for workers earning more than \$3500 per month.

Sub-minimum dues of \$5 per month may be paid by members in poor economic circumstances. Dues of members in the sub-minimum category who belong to organized branches shall be apportioned as follows: \$3 to the General Administration, \$2 to the branch.

Initiation fees shall be equal to one month's dues. Each new member shall be provided a copy of the One Big Union pamphlet.

j) Regional Organizing Committees shall set dues for members in their regions. Dues for members in regions without ROCs shall be set, in local currency, by the GEB in consultation with members in those regions.

k) The General Executive Board is authorized at its discretion to allow 50% of the dues and initiations collected to be retained by those involved in an organizing campaign provided the delegates involved report on the progress of such campaigns to the General Executive Board monthly, and account for all money received and spent.

l) Every two years the General Convention shall elect a committee of three members in good standing to serve on the Dues Adjustment Committee. The purpose of this committee shall be to investigate whether the current dues rates support the needs of both the General Administration as well as local branches and to study the effects of inflation on dues rates and brackets. The committee shall bring its recommendations to the following year's General Convention.

ARTICLE IX

Amendments, Etc.

Sec. 1(a) All proposed amendments to the Constitution and Bylaws shall clearly state the article, section and paragraph to which the amendment applies. New articles and sections shall be so stated. Each clause to be amended shall be on a separate sheet.

Conflicting Parts

b) All parts of the Constitution conflicting with amendments ratified by a referendum vote are hereby declared null and void.

Referenda

Sec. 2(a) A referendum on any organization question, including constitutional amendments, may be initiated by the General Executive Board, or by a petition of 5% of members not in bad standing. The number of members at the beginning of each calendar year will be used for the entire year in determining total membership.

b) All properly submitted referendum items shall be included on a ballot to be issued each year no later than October 15. Notification of all referendum items, including the full text of all questions to be voted upon and the names of all nominees for General Administration office who have not declined, shall be provided to all members at least 30 days prior to the issuance of the ballot. Notice shall be either through publication in the Industrial Worker or the General Organization Bulletin, together with a mailing to all chartered branches, and shall specify the deadline for submitting discussion of the referendum items for publication in the General Organization Bulletin which shall accompany the ballot. Ballots shall be sent to all members in good standing and shall be open for voting for not less than 30 days and not more than 45 days. Ballots shall be sent by third class mail to members residing within the United States, and by airmail to those residing in other countries. The deadline for receipt of ballots at General Headquarters shall be printed on the ballot, but in no event shall be later than November 30. Ballots shall be counted and the results released no later than midnight December 1.

c) Ballots issued by local ROCs on union-wide referenda may be counted by a ROC ballot committee.

The ROC ballot committee must then communicate the results via secured correspondence to the union-wide ballot committee at the General Headquarters. The ROC results shall be opened at the same time as all individual ballots.

The tallies of individual ROCs may not be announced before the union-wide tally.

d) The returns of the referendum shall remain in General Headquarters in sealed envelopes until the ballot committee meets. The ballot committee shall meet immediately on expiration of the time set for the return of ballots. The General Secretary-Treasurer shall notify the body initiating referendum of date set for count of ballots.

e) The ballot committee to count the votes on the referendum shall be composed as follows: Three members in continuous good standing for 1 year prior to their election on committee shall be elected by the chartered branch in the city in which Headquarters is located no later than ten (10) days before the ballots are to be counted. The chartered branch shall also elect an alternate. If no ballot committee is elected by this time, or if GHQ is located in a city without a chartered branch, then the GEB shall appoint the ballot committee to be composed of three members and an alternate from the chartered branch nearest to GHQ. The ballot committee may appoint other members to assist in the ballot count. In reporting through email and the monthly bulletin the returns of referendums and elections, the General Secretary-Treasurer shall give the names of the ballot committee together with their card numbers and the branch and Industrial Union of which they are members.

f) The Industrial Union or body initiating a referendum shall pay the expenses of its own delegates on ballot committee unless the referendum is carried, in which event the expenses shall be borne by the general organization.

g) Chartered branches, industrial unions or groups of branches or industrial unions not affiliated with a ROC but outside of the country where Headquarters resides may elect a ballot committee with prior approval of the GEB, in order to ensure no member in good standing is disenfranchised due to delayed ballots, customs or other significant barriers to referendum participation. Such a ballot committee may print and distribute individually numbered ballots to members in good standing as required by circumstances. Ballots must be opened, counted and the results reported no later than midnight December 1. The tallies may not be released before the union-wide results are announced.

h) Ballots shall be prepared in such a way as to assure complete secrecy in voting and shall be in duplicate form to allow the member to retain a record of his or her vote.

Ballots shall contain no information identifying the ballot with the member who sent it. All information pertaining to the member's name and standing will be entered onto the voucher envelope. Once the ballot is approved by the ballot committee, it will be secured separately from the member's identifying information.

All ballots must be numbered. Ballots not numbered or from members in bad standing will not be considered valid ballots.

Any members whose ballots have been invalidated shall be notified by first class mail within seven (7) days of the decision by the Ballot Committee, explaining the reason his or her ballot was invalidated.

i) All constitutional changes ratified by a general referendum ballot shall take effect January 1, unless otherwise decided by the General Convention.

j) Any part of this General Constitution may be suspended or set aside for 1 year if

so approved by a general referendum, initiated as provided for in Section 2(a) of this Article.

k) All proposed constitutional amendments which remove constitutional language to a section or sections of the Constitution shall list the section or sections to be revised in addition to separately listing the proposed changes. The referendum ballot shall list and clearly label the section or sections to be revised as well as the proposed changes.

Recall

Sec. 3. The General Administration Officials shall be subject to recall upon a referendum, initiated as provided for in Section 2(a), Article IX. No later than three days following a receipt of a petition or motion for recall, the General Administration shall notify all chartered Administrations and Branches of same, and specify the date by which members can submit arguments concerning the question for publication in the GOB accompanying the ballot on recall.

Ballots shall be issued no later than 30 days following receipt, and shall be issued in accordance with the provisions of Article IX, Section 2. Officers shall continue in office during the recall referendum.

ARTICLE X

Transfers, Craft Cards, Etc.

Sec. 1. There shall be a free interchange of cards between all organizations subordinate to the Industrial Workers of the World, and any Industrial Union shall accept, in lieu of initiation fee, the paid up membership card of any recognized labor union.

Sec. 2(a) Members of an Industrial Union who cease work in that industry and are working in another industry for 30 days or more, must transfer to the proper Industrial Union. No member is allowed to transfer unless actually working in the industry s/he wishes to transfer to.

b) Any member of chartered unions when working in another Industrial Union over 30 days and who fails to transfer shall be considered a member in bad standing.

Sec. 3. Members in arrears in dues and assessments cannot transfer from one Industrial Union to another. Delinquent delegates cannot transfer.

Sec. 4(a) All delegates upon transferring a member from one Industrial Union to another shall immediately send the record of transfer to the Clearing House.

b) Any member of the IWW who has attended any Industrial Union Conference or Convention, with voice and vote 90 days prior to the convening of the General Convention, at which action was taken on resolutions to be presented to the General Convention, or at which delegates to the General Convention were elected, shall not have voice and vote at any other I.U. Convention or Conference prior to the General Convention.

Withdrawal of Cards

Sec. 5. On application, members who cease to be wage workers shall send their cards to the Secretary-Treasurer of the Clearing House who shall enter date of withdrawal on transfer page of membership book, together with his or her official signature, and return same to the withdrawing member.

Sec. 6. Any member in continuous good standing for 10 years, and found, after proper investigation by the Branch of the Industrial Union to which s/he belongs, to be incapacitated for life, the Industrial Union shall issue him/her a special membership card carrying the privilege of having a voice under "Good and Welfare," but with no voice on the business of the Branch.

ARTICLE XI

Charters

Sec. 1. The number of signers required on an application for a Charter shall not be less than 10.

Sec. 2. The GEB shall not issue any branch charter until the prospective branch has adopted bylaws and elected a Secretary-Treasurer and one or more delegates.

Sec. 3. All branches are required to enact comprehensive bylaws consistent with the Constitution and General Bylaws of the Industrial Workers of the World, and make the same available to branch members upon request. Any branch that amends its bylaws shall transmit a copy of its amended bylaws to General Headquarters within 60 days.

Sec. 4. The charter of a union or branch shall be surrendered when membership falls below 5.

Sec. 5. Upon a union surrendering its charter, the ROC (or GEB where no ROC exists) shall appoint a representative of the Industrial Workers of the World to take charge of the charter, supplies and property and funds of said union.

Members or officers of said union refusing to deliver charter, supplies, property or funds of the union surrendering its charter to the authorised representatives of the Industrial Workers of the World shall be expelled from the organisation.

ARTICLE XII

Unemployed Members

Sec. 1. Except where Industrial Unions provide otherwise, any member whose income for the preceding month has been less than \$1000 shall be entitled to pay dues for that month at the sub-minimum rate of five dollars per month, this to include students working part-time. If a member pays more than one month in advance and later the member's income changes to above \$1000, that member must pay the difference in dues with respect to the new income beginning with the month that it changed.

Special sub-minimum income dues stamps shall be issued by the Clearing House, and shall be entered separately in all accounts.

Sec. 2. Members with sub-minimum income dues stamps are entitled to full rights and privileges; representation at Assemblies shall in no way discriminate between the two types of dues; except as otherwise provided those paying sub-minimum income dues shall be required to pay all assessments due from employed members.

ARTICLE XIII

Organizing Department

Section 1. The Organizing Department (OD) shall be composed of the Organizing Department Board (ODB), the Survey and Research Committee (SRC), and the Organizer Training Committee (OTC).

Sec. 2(a) The ODB shall consist of five (5) members with at least 12 months in continuous good standing. All members serving on the ODB must remain in continuous good standing.

b) The nine candidates receiving the highest number of nominations for ODB at General Convention will have their names placed on the ballot. The three highest vote getters by referendum shall be elected to the ODB.

Additionally, one member from the SRC and one member from the OTC will be appointed to serve on the ODB as outlined in sections 4 and 5 below. Elected board members shall serve two-year terms and appointed board members will also serve two-year terms provided that they remain members of their respective committees.

c) Elected Board members are subject to the same nomination procedures as any other IWW officer. All ODB members are subject to the same installation and recall procedures as any other IWW officer. Board members may also be removed by an absolute majority vote of the entire Organizing Department eligible to vote.

d) Alternates to the elected positions of the ODB shall be the remaining nominees in the order of votes received. Should a vacancy exist and no alternate be available, the GEB shall appoint a member to fill the vacancy for the remaining term.

Sec. 3(a) The role of the ODB will be to give overall oversight to the operations, finances, and activity of the Organizing Department; directly facilitate the tasks and projects adopted by the ODB except those under the purview of the SRC and the OTC; and evaluate and hold accountable all campaigns that receive funding.

b) For all major funding requests the ODB will make a recommendation to the GEB for final approval.

A major request is defined as any request that requires the use of more than 25 percent of the Organizing Department's budget for organizing or \$750.00, whichever amount is more.

c) The decision-making power of the ODB shall be limited to the decisions that need to be made to carry out the tasks of its programs and the tasks assigned to it by the GEB.

Sec. 4. The role of the SRC will be to develop analyses of organizing strategies and tactics and support local campaigns in their research needs. The SRC will consist of three members appointed by the GEB. The SRC will elect one of its members to serve as a board member of the ODB. Terms will be for two years.

Sec. 5. The role of the OTC will be to develop and facilitate trainings on organizing techniques and strategies.

The OTC will consist of three members appointed by the GEB. The OTC will elect one of its members to serve as a board member of the ODB. Terms will be for two years.

Sec. 6(a) The ODB member who receives the most votes from the general membership shall be the chair. The duties of the chair shall be to submit a proposed annual budget to the GEB in time for the winter GEB meeting. S/he will provide to the GEB a general report monthly and a quarterly report on the activities of all campaigns.

b) A member of the ODB will be assigned to follow up with members involved in organizing campaigns and will report on this organizing to the GEB.

GENERAL BYLAWS

ARTICLE I

Sec. 1. Unions shall have the power to enact such laws for their government as they may deem necessary, providing they do not conflict with the Constitution and Bylaws of the Industrial Workers of the World.

Sec. 2. A majority vote cast shall rule in the general organization and its subordinate parts.

ARTICLE II

Defense

Sec. 1. The General Defense Committee (GDC) is composed of GDC locals, GDC Regional Groups, and GDC Central.

Sec. 2. The GDC is open to members of the IWW and non-members of the IWW who subscribe to the general principles and aims of the IWW and GDC.

Sec. 3(a) The General Defense Steering Committee constitutes the officers of the General Defense Committee. No expelled member of the IWW shall be eligible for membership in the GDC.

b) The General Defense Steering Committee is composed of the Central Secretary-Treasurer (CST), the Chair of the Executive Board and three elected members of the GDC.

c) The three elected members of the GDC on the General Defense Steering Committee are elected by the membership of the GDC.

Sec. 4(a) The Central Secretary-Treasurer is the custodian of GDC Central, and is responsible for the administration and finances of the GDC.

b) The Central Secretary-Treasurer must report quarterly to the General Administration.

c) The General Executive Board shall have power to appoint the Central Secretary-Treasurer of the General Defense Committee if the office becomes vacant.

d) The Steering Committee is responsible for seeing to the dispersal of GDC funds.

e) The Steering Committee has the authority to send items to Convention, which pertain to defense.

f) The Steering Committee has the authority to charter and decharter bodies of the GDC.

Sec. 5. Two funds will be maintained by the GDC Central.

- The General Fund is the operating fund for the GDC, for the purpose of administrative expenses.
- The Central Fund is for the defense work.

Sec. 6. The GDC is governed by an additional set of bylaws. The bylaws of the GDC may only be revised by referendum of the GDC membership.

Sec. 7. The GDC shall seek at all times to provide support to any member of the working class who finds themselves in legal trouble due to their involvement in the class war. Locals may engage in strike support and other activities consistent with the aims and principles of the IWW.

ARTICLE III

Complaints Against Members and Conflict Resolution

Sec. 1. (a) A complaint by a member of one IWW branch against any other IWW member shall be in writing, or a verbal complaint to an officer, who would then be required to put the complaint in writing within 24 hours giving a full account of the incident or incidents concerned, together with the names of any witnesses and their statements regarding the offenses of which the defendant is accused. The plaintiff must be a member in good standing to make a complaint.

b) Mediation, as outlined in Bylaws, Article XIV, is the preferred means of conflict resolution in the IWW, followed by the Complaint Procedure (Sections 3, 5 and 6 of this Article).

Harassment and Discrimination

Sec. 2. (a) The focus of action against discrimination and harassment is protecting and supporting the complainant, to make the accused gain insight into the effects of their behavior, to prevent future incidents, and to improve awareness of harassment and discrimination and further a culture of solidarity and equality in the IWW.

b) In the case of harassment or discrimination there is no need to show that harassment was the intended effect. A person can commit harassment without intending to do so. The deciding factor in initiating the complaint or mediation process is that the complainant perceives harassment to be taking place.

c) If a member is behaving inappropriately they should be told their behavior is unwelcome and asked to stop. If the complainant does not feel comfortable speaking to the member in question, they should report the incident to a branch secretary, or other officer as soon as possible. The officer will facilitate the completion of a written statement as per Sec. 1.(a).

d) Within 24 hours of receiving a complaint, the officer will arrange a confidential meeting with the complainant to take place as soon as possible, but no later than 6 days after the incident was reported, in which the complainant will decide whether or not to pursue mediation under Bylaws Article XIV or the Complaint Procedure (Sections 3, 5, and 6 of this Article). The officer will also provide information on Victims Services. If mediation is chosen, and the complainant desires anonymity, the mediator shall meet with the accused without identifying the complainant.

e) Depending on the severity of the harassment or discrimination taking place remedial action can lead to action up to expulsion. A written report, including a minute of any mediation or complaints proceedings that have already been pursued, shall be provided to the committee or any other body charged with recommending further action.

Jurisdiction

Sec. 3. Complaints shall be submitted in writing to the secretary of the branch or to an alternate officer, if the secretary has a conflict of interest regarding the complaint.

a) If complaints are against a member who is not part of the same branch, complaints shall be submitted to the secretary of the defendant's branch.

b) If the defendant does not belong to any branch, or if no agreement can be reached as to which branch or which individuals in a branch are to form a complaints committee, complaints shall be submitted to the General Executive Board. The GEB shall appoint a neutral branch that agrees to hear the complaint no later than two weeks after the complaint was submitted. The GEB shall appoint the branch by a majority vote.

c) Any GEB member with a conflict of interest in the complaint shall abstain from participating in this selection process.

Terms of Immediate Relief

Sec. 4. The complainant may request immediate relief at any point before or during the mediation or complaints procedure.

a) The complainant sends a written request to a branch officer, or gives a verbal complaint to an officer, who must then put it in writing within 24 hours. The request can include:

- that the accused refrain from contacting the complainant
- that the accused alternate attending events with the complainant, using a neutral third-party to communicate
- that the accused refrain from attending union functions
- any other remedial action to be taken by the accused.

b) The officer has 24 hours to submit the request to the accused.

c) Upon receipt of the request, the accused has 24 hours to respond to the officer. The accused can accept or reject any or all of the requests. The accused can also add suggestions on steps s/he will take to provide immediate relief. This is submitted to the officer in the form of a written response. Failure of the accused to respond within 24 hours will lead to the branch voting on the request (see below).

d) The officer has 24 hours to submit the written response of the accused to the complainant.

e) If the complainant accepts the written response of immediate relief then both the accused and complainant are in agreement on the terms of immediate relief. The complainant has 24 hours to notify the branch officer that s/he accepts the response and all branch officers are responsible for enforcing the agreement. The agreement is only valid until the date of conflict mediation or the date that the branch votes on the findings of the charges committee.

g) If the complainant and accused cannot agree on the terms of immediate relief, the branch holds an emergency vote in which they vote on each of the complainant's requests. The branch officer must call for the vote within 24 hours of the complainant contacting him/her that there is no agreement, and the vote must take place within 72 hours. The vote can take place at a special meeting called by the branch officer. Any

members in good standing who cannot attend the meeting can submit their vote to the branch officer prior to the meeting. To call for the meeting, the officer sends out a proposed meeting date and requests responses within 5 hours. If a quorum is not able to attend, the vote takes place over the list-serve, with written responses from the complainant and accused being submitted to the list. Members not present on the list-serve may be communicated with by phone. Members wishing to keep their vote private may email their vote to a branch officer. The duration of the vote will be 72 hours to give members ample time to read and consider the request and cast their vote. All branch officers are responsible for enforcing the agreement that the members vote on. The agreement is only valid until the date of conflict mediation or the date that the branch votes on the findings of the charges committee.

Complaint Committee Election

Sec. 5 (a) The complaints shall be read during the next regular branch meeting, at which time no less than three and no more than five members shall be elected from the floor of the meeting to act as a complaint committee. This meeting must be called no later than two weeks after the complaint was received. The complainant and the accused shall have neither voice nor vote in the election of the complaint committee nor can either party act on same. No member with a conflict of interest may be elected to the committee.

b) In the event a complaint is sent to General Convention, its delegates shall elect a Complaint Committee of at least three and no more than five IWW members in good standing, who have accepted their nomination and have no conflict of interest. Convention delegates shall set a timeline of no more than 60 days from the end of Convention to conduct an investigation and hearing, at the end of which the committee shall submit its report, ruling and recommendations to the GEB and the parties to the complaint.

c) Should a committee member resign, the GEB may appoint a replacement at the request of the committee.

d) Convention delegates have the discretion to elect as many committees as are necessary to ensure each complaint is heard. Convention delegates also may designate the Complaint Committee as a standing committee to hear other complaints up to the start of the next Convention, in the event that no branch can be found to hear a complaint or the GEB finds itself unable to hear a complaint due to conflict of interest.

e) Election of a Standing Complaint and Appeal Committee must be specified in the original motion to strike a Complaint Committee. Alternatively, a standing committee can be separately elected by the General Convention.

Committee Procedures

Sec. 6(a) The committee shall furnish the accused with a true copy of the complaints by mail, e-mail with receipt acknowledged or by personal delivery in the presence of a witness.

b) The complaints committee shall set a date for a hearing within one week of its election and shall collect all evidence both supporting and refuting the complaint.

c) Complaints shall be related to matters that impact the union. A defendant is innocent until proven guilty. The onus of proof is on the plaintiff to provide sufficient oral, written or otherwise relevant evidence to the committee that:

i. the complaint is directly related to the union's affairs and the rights of its members, and

ii. the complaint has a basis in fact.

Complaints that do not meet these two conditions can be dismissed by the committee. No complaint shall be heard by any IWW body without first fulfilling these requirements.

d) The committee shall not allow amendments to complaints under their consideration, and shall restrict their activities to items directly related to the original written complaint. Additional complaints shall be submitted separately, and shall follow the same procedures.

e) Within 30 days of its election, the committee shall conduct its hearing and submit its findings together with the complaints and evidence to the next regular meeting of the branch or related body, at which time the membership will accept or reject the recommendation of the committee.

f) The committee may recommend suspension, expulsion, restitution or other remedy.

g) If the findings are accepted by the branch, the decision shall at once be sent by mail to General Headquarters.

Rights of Members

Sec. 7(a) All members are equal under the IWW Constitution and shall not be discriminated against on the basis of their race, national or ethnic origin, colour, religion, gender, sexual orientation, age, mental or physical disability.

b) No member's card shall be taken up without the action of a regular business meeting, conference or convention.

c) No member of the IWW shall be suspended for more than 90 days.

d) No publicity in union media shall be given on any suspension or expulsion until pending appeals are exhausted and the IU Convention, ROC or General Convention has acted on it. The relevant body shall order whatever publicity is necessary on the case.

e) Confidentiality:

All parties involved in a conflict can consult up to two members of their choice and invite them to participate in any meetings about the issue.

Details of events under investigation and related information are not to be disclosed to third parties not involved in the proceedings. However, if one of the parties involved wants for information to be published, results are to be made public within the IWW (with any personal information on individuals involved redacted) by the complaints committee, branch secretary or mediator, depending on the process pursued.

Any publication outside the IWW is at the discretion of all concerned, including both complainant and defendant and any other individuals involved in the incident, or subsequent mediation or complaints procedure, and must be endorsed through a formal motion by the General Executive Board.

f) Risk of Non-Disclosure:

In the case of harassment, if those involved in the incidents leading to the complaint or mediation process believe that there is a serious risk that the accused will harass other individuals (within or outside the IWW), they must consider making their concerns public following discussion with the accused or their representatives. For this purpose the accused can choose one or two members in good standing with no conflict of interest to serve as their representatives. Any publication must consider potential impacts on the accused against the benefits of disclosure. A report on the issues, including an assessment of such risk of disclosure to the accused must be sent to the General Executive Board contact of the branch or Industrial Union concerned prior to disclosure being pursued.

Appeals

Sec. 8 (a) An appeal by either party must be submitted within 30 days of the decision, in writing to the Secretary of the Industrial Union or ROC with jurisdiction, or to the Chair of the GEB for branches affiliated with the General Administration. The appeal shall detail the decision being appealed and reasons why the decision should be reversed. The officer receiving the appeal shall provide copies of the appeal to all parties of the complaint being appealed, including the secretary or alternate of the body whose decision is being appealed.

b) The appeal body shall be elected from the membership of the organization with jurisdiction and conduct its business in accordance with the procedures outlined in Bylaws Article III, Sections 5 and 6, and in accordance to the complaints and appeals procedures of the body with jurisdiction.

c) The appeal body has 30 days from its election to issue a decision. It may confirm, modify or reverse the decision being appealed and remedy prescribed.

d) The GEB Chair shall notify the GEB upon receipt of an appeal and has 45 days to identify a GMB to hear the appeal. The GEB chair shall work with the GST to identify a list of branches that would be able to elect an appeals committee and have no conflict of interest. Either party may request a branch be removed from the list by providing a substantial reason that it has a conflict of interest. If either party refuses or neglects to participate in the selection of a branch to hear the appeal, that party has waived this right. The GEB shall appoint the branch to hear the appeal by a majority vote.

e) In the circumstance that no branch will hear an appeal filed with the GEB Chair, the GEB Chair shall move to strike an appeal committee of at least three, but no more than five GEB members, which will follow the procedures outlined in Bylaws Article III, Sections 5 and 6.

f) In the circumstance that a majority of the GEB members have a conflict of interest, the GEB shall defer the appeal to the next Delegate Convention. All parties shall be notified of this decision and all related information shall be made available to the appeal committee convened at the Convention.

g) The appeal body may confirm, modify or reverse the decision being appealed and remedy prescribed.

h) A final appeal, filed in writing within 30 days of the decision, can be brought to the referendum ballot of the relevant Industrial Union, ROC or the annual referendum of the union as a whole on the recommendation of an IU Convention, General Convention or ROC annual meeting.

i) In the event an appeal is sent to General Convention, its delegates shall elect an

Appeal Committee of at least three and no more than five IWW members in good standing, who have accepted their nomination and have no conflict of interest. Convention delegates shall set a timeline of no more than 60 days from the end of Convention to conduct an investigation and hearing, at the end of which the committee shall submit its report, ruling and recommendations to the GEB and the parties to the complaint.

j) Should a committee member resign, the GEB may appoint a replacement at the request of the committee.

k) Convention delegates have the discretion to elect as many committees as are necessary to ensure each appeal is heard. The Convention Delegates also may designate the Appeal Committee as a standing committee to hear other appeals up to the start of the next Convention, in the event that no branch can be found to hear a complaint or appeal and the GEB finds itself unable to hear a complaint due to conflict of interest

l) Election of a Standing Complaint and Appeal Committee must be specified in the original motion to strike an appeal committee. Alternatively, a standing committee can be separately elected by the General Convention.

Reporting

Sec. 9 All bodies of the IWW who conduct a complaint or mediation procedure must provide a written report (respecting the provisions of Sec.7e), reviewing their experience with and any recommendations for improving the processes used, no later than six months after the beginning of the process to General Headquarter and, if applicable, their General Executive Board contact. The report must include an explanation for the complainant's choice of conflict resolution process, i.e. why the complaints procedure or mediation was chosen.

Offenses

Sec. 10. Among the offenses for which remedial actions, discipline and penalties may be imposed against any member, or branch, or industrial union or other grouping:

a) willfully failing to comply with the Preamble, Constitution, or laws of the IWW, or the grouping to which they belong.

b) engaging in corruption, financial malpractice in respect of the funds or property of the organisation.

c) attempting to secede, merge, dissolve or destroy any local or group of the IWW contrary to the provisions in the Constitution.

d) bringing false charges with malicious intent against a member, officer, or grouping of the Union.

e) harassment and discrimination.

The remedial actions, discipline or penalties which may be imposed can include censure, temporary suspension, disqualification or removal from office or official position, expulsion, or any combination thereof.

ARTICLE IV

Political Alliances Prohibited

To the end of promoting industrial unity and of securing necessary discipline within the organisation, the IWW refuses all alliances, direct or indirect, with any political parties or anti-political sects, and disclaims responsibility for any individual opinion or act which may be at variance with the purposes herein expressed.

ARTICLE V

Employees

Sec. 1. All employees hired by the IWW shall be members of the IWW when possible.

Expelled Members

Sec. 2. The general organization and Industrial Unions shall be prohibited from employing expelled members until such members have been reinstated and placed in good standing by the union or unions from which they were expelled.

ARTICLE VI

Delinquency

Sec. 1. Dues are paid on a monthly basis. A dues payment covers an entire month regardless of the day on which it was paid. A member who has not paid dues for the two month period prior to the current month is considered in Bad Standing and is not entitled to any rights or benefits in the IWW until they have been paid. A branch may vote to allow a member in Bad Standing to participate in branch business meetings with voice, but no vote.

After 3 months in bad standing, a 5 month period of unpaid dues prior to the current month, members are considered to be on inactive standing and cannot take part in business meetings.

Sec. 2. Delinquent delegates are members in bad standing. Delinquency of delegates shall be defined by the Industrial Union to which the delegate belongs.

Sec. 3. All General Organizing Committee traveling delegates and branch secretaries when issuing credentials shall mark in delegate's membership card the number of the credentials issued with the date, and by whom issued.

When a delegate's account is cleared, the Clearing House shall issue her or him a clearance stamp to be affixed on his or her membership card.

ARTICLE VII

Supplies, Etc.

All subordinate organizations of the Industrial Workers of the World (where there is no local ROC) shall procure and use such supplies as dues books, dues stamps, official buttons, labels and badges from the General Secretary-Treasurer. All such supplies are to be of a uniform design.

ARTICLE VIII

Speakers and Organizers

Sec. 1. No members of the IWW shall represent the organization before a body of wage earners without first having been authorized by the General Executive Board or a subordinate part of the IWW.

Sec. 2. No organizer for the IWW while on the platform for this organization shall advocate any political party platform.

Sec. 3. The IWW shall seek to avoid using paid organizing staff as much as possible.

Sec. 4. The IWW shall not hire any permanent salaried organizing staff.

Sec. 5. In the event that the IWW does make use of paid organizing staff, paid organizers shall be selected from the IWW membership.

Sec. 6. Any paid organizing positions in the IWW shall be for temporary and fixed terms tied to the campaign on which they are working.

Sec. 7. Upon completion of their term any paid organizers shall be expected to remain IWW members and to return to regular work .

ARTICLE IX

Declinations

Any member who accepts nomination for an official position and declines after his or her name has been placed on the ballot, shall not be eligible for any office for 2 years, unless good cause is given such as sickness or being in jail.

ARTICLE X

Publications

Any publication controlled by the IWW may accept advertising only from IWW-organised shops, artisan shops (individual IWW members controlling their own means of production) and cooperatives, at the discretion of and at rates to be set by the editor and/or publisher of the publication involved.

ARTICLE XI

Agreements

Sec. 1. Each Industrial Union shall have power to make rules relating to agreements between its job branches and the employers.

Sec. 2. No agreement made by any component part of the IWW shall provide for a checkoff of union dues by the employer, or obligate the members of the union to do work that would aid in breaking any strike.

Sec. 3. Effective January 1, 2013, no agreement by any component part of the IWW shall provide for a prohibition barring members from taking any action against the interests of the employer, nor shall any prior agreements add new prohibitive language. Agreements containing previously negotiated prohibitive

language, and the renewal of such agreements, shall be exempt from this amendment.

ARTICLE XII

Amendments

No clause of the General Bylaws in the General Constitution shall be considered valid unless carried by referendum vote and inserted in the General Constitution and Bylaws.

ARTICLE XIII

Private Interviews

No officer or member of the union may seek a private interview with an employer in the event of a strike or during contract negotiations.

ARTICLE XIV

Mediation

Sec. 1. Branches of the IWW should aim to use mediation to resolve conflicts between members of the union that do not present an imminent danger to the union's interests or the parties involved.

Sec. 2. Mediation is a constructive dialogue facilitated by a mutually agreed third party, with the goal of finding a resolution to the conflict that is suitable to both parties.

a) Mediation is by necessity a voluntary process. The precondition of successful mediation is the willingness of both parties to resolve the conflict by mediation.

b) If both parties say they are willing to mediate, the branch or branches to which both parties belong shall assist the parties in selecting a mediator acceptable to both parties from their membership.

c) The branch or branches can seek assistance from their General Executive Board Contact if they feel unable to do so. If the members involved are not in a branch, they should contact the General Executive Board to help identify a mediator.

d) A mediator should be identified no later than two weeks after any incident was reported.

e) Participation in mediation does not affect the plaintiff's right to lay a formal complaint against the defendant, should mediation fail to resolve the conflict.

f) The branch shall reimburse the mediator for any reasonable expenses incurred in the process of conflict mediation.

Sec. 3(a) The role of the mediator is to listen to both parties, gain a better understanding of the conflict, identify whether it is related to the IWW, search for alternative ways to view the conflict, and assist the parties in identifying ways to resolve the conflict.

b) The mediator and parties shall take no more than 30 days to conduct the mediation and report results to the next regular meeting of the branch or branches involved.

c) The mediator shall first meet separately or speak by telephone with each party to listen to each member's concerns. During these conversations, the mediator shall ask each party what they see would resolve the conflict and whether each party would be willing to meet with the other party in the presence of the mediator.

d) Based on these conversations, the mediator will identify the next step, which could include, but not limited to, the following: a second round of mediator-party conversations, a planned meeting of the two parties with the mediator, or the closure of mediation.

e) If either party refuses to attend the meeting, or conciliation is not reached, this process can move to the Complaint Procedure outlined in Bylaws Article III.

f) At the conclusion of mediation, and no later than six months after the beginning of mediation, whether successful or not, the mediator shall provide a written report to the branch or branches involved, as well as to their General Executive Board contact and General Headquarters. This report shall describe briefly the mediator's efforts, a summary of what the mediator learned in discussions (while respecting each party's privacy), the result of the mediation and, if necessary and at the mediator's discretion, any recommendations for action.

Sec. 4 Jurisdiction Terms of Immediate Relief, Rights of Members, Confidentiality, Appeals, and Offenses apply as stated in Bylaws, Article III.

ARTICLE XV

Finance Committee

Resolved, the General Convention of the IWW shall convene a standing Finance Committee.

It shall include:

1. Up to five members, who must be IWW members in good standing, elected by the General Convention.
2. The GST (ex-officio)
3. The GEB chair (ex-officio)

The Finance Committee will:

1. Advise the General Executive Board on financial matters
2. Assist in preparing an operating budget
3. Advise General Headquarters on bookkeeping and accounting procedures
4. Make a report to the membership at least once per fiscal year.

ARTICLE XVI

Literature Department

Sec. 1. The Literature Department is an organization of the General Administration, responsible for producing, acquiring and selling working class literature and merchandise in order to further the union's educational mission.

Sec. 2. The GEB has full oversight of the Literature Department and its policies. The GST oversees its daily operations.

Sec. 3. The Literature Department can be operated as part of headquarters or by a branch, elected to a four-year term by general referendum. Nominations for branches or headquarters hosting the Literature Department must be received 15 days before the start of the General Convention. The host of the Literature Department shall be elected by general referendum. There will be no term limits on the branch hosting the department.

Sec. 4. The GST shall be the Literature Department liaison with the GEB when headquarters hosts the Literature Department. A host branch shall elect a literature committee to run the Literature Department, create bylaws governing its activities and keep records of its decisions and policies, and appoint a liaison for the GEB and GST.

Sec. 5. In the event the elected branch is unable or unfit to fulfill its duties, the GEB shall order the immediate transfer of all assets, records and associated materials to headquarters or a branch to be determined by the GEB. Headquarters or the chosen branch shall operate the Literature Department until the next referendum.

Sec. 6. The previous host of the Literature Department shall provide all training, assets, records and materials in the spirit of full cooperation to the next host of the Literature Department.

Sec. 7. The Literature Department shall establish a liaison with the Literature Committee and other appropriate bodies of the IWW.

SELECTED RESOLUTIONS

Press Officer

The main responsibility of the press officer is to help implement and develop communications strategies to achieve maximum positive press coverage for the union.

Duties

Their tasks include:

- responding to press inquiries received on iww.org within 48 hours in coordination with any fellow workers or IWW bodies concerned.
- maintaining a list of press contacts to identify and keep track of reporters who have covered or are covering the IWW and IWW-related issues. This list would also serve to identify reporters to solicit positive coverage, and to send press releases to.
- coordinating and writing press releases and other news items together with the IW editor, IWW.org Administration Committee, and any other fellow workers and IWW bodies concerned.
- monitoring media coverage of campaigns and maintains an archive of press coverage on the IWW.
- liaising with the Organizer Training Committee (OTC) on matters relating to media training

Accountability

All union bodies are encouraged to liaise with the press officer to coordinate press releases, media contacts and to share information on coverage of the IWW, but the decision on how they present their activities to the media rests with the IWW body or the individual members concerned. Ultimate oversight and responsibility for all IWW publications continue to rest with the General Executive Board as per Article III, Section 5d of the Constitution. Official statements of the organization will continue to require a motion of the General Executive Board, of delegates at the General Convention, or a vote at referendum.

Election

All candidates for the role of press officer are to be nominated at the General Convention for election in the annual referendum. All candidates have to be members with at least 12 months in continuous good standing. Should no suitable candidate be available, this requirement can be reduced to six months consecutive good standing. The five candidates receiving the highest number of nominations for press officer at General Convention will have their names placed on the ballot. The press officer will serve a one-year term beginning in January of the following year and can serve a maximum of three consecutive terms. They are expected to remain in good standing while serving in this role. Should a vacancy exist and no alternate be available, the GEB shall appoint a member to fill the vacancy for the remaining term.

Reporting

The press officers will submit monthly reports to the General Executive Board via their board contact, as well as quarterly reports to the General Organization Bulletin and an annual report to the General Convention.

Recall

The press officer can be recalled from office by a ballot of members held in accordance with Article IX, Section 2 (a) of the Constitution and Article III, Section 3 of the Bylaws to the Constitution. The press officer may also be recalled by a majority vote of the General Executive Board.

Stipend

The press officer shall receive a stipend to cover the cost of phone and internet access.

Resolution on Biology and Gender

WHEREAS biology is not destiny and gender is culturally constructed and complex,

WHEREAS all bodies of the IWW should ensure the safety and inclusion of their members regardless of their gender identity or status or sexual orientation.

THEREFORE BE IT RESOLVED that any and all spaces within the IWW (including, but not limited to, gender-based committees, caucuses and events) should respect the right of individual members to self identify and participate in all union activities according to that self identification.

Resolution on Delegates

WHEREAS Elected delegates of the IWW are charged with taking dues, signing up members, and building the IWW, and

WHEREAS Elected delegates hold no authority over the membership, but are elected servants of this body,

WHEREAS A Delegate who refuses to take dues from an IWW member effectively denies that IWW member the ability to remain in good standing, and the ability to participate in our democratic processes.

RESOLVED Delegates shall not have discretion over taking dues from IWW members who have not been suspended or expelled.

RESOLVED It shall be a chargeable offense for any delegate to refuse to take dues or sign up any eligible fellow worker.

Resolution on Use of Union Label on IWW printing

WHEREAS the union label is a universally accepted indicator in the labor movement that work was done by union members, working under union conditions;

WHEREAS the publication of IWW materials without the union label, or an indication that the labor in question was donated, tends to cast doubt among our fellow workers on the integrity and solidarity of this union;

THEREFORE BE IT RESOLVED that all printed materials issued by the General Headquarters of this union shall either bear the union label or, if appropriate, a note indicating that the labor to produce them was donated.

Translations

The GST may authorise the expenditure of organizing funds necessary to translate and reproduce IWW literature for organizing purposes, into any language requested by a GMB, Job Shop, IWW Group, or Delegate.

Expenditures

Expenditures exceeding \$5,000 can be authorised only by member referendum.

Organizing Campaigns

Resolved: That the following policy be adopted on organizing campaigns:

1. Delegates attached to General Membership Branches shall obtain the approval of the Branch before beginning an organizing campaign. The Branch will be held responsible for seeing that the campaign is carried through as effectively as possible.
2. Delegates not attached to a GMB shall obtain the approval of the appropriate Regional Organizing Committee, or the General Executive Board, before beginning an organizing campaign. They will be expected to: (a) Have knowledge of the job and industry in which they plan to organise; (b) Be able to guarantee, beyond a reasonable doubt, that they will be able to remain in the area until the campaign is concluded; (c) Have a workable plan for financing the expenses of the campaign; (d) Report regularly to the ROC or the GEB on the progress of the campaign.

Funding for Organizing

1(a) Any IWW Branch, Job Shop, Group, or Delegate may request funds for organizing by submitting a clearly written proposal to the Clearinghouse. This proposal shall include, but will not necessarily be limited to, the following information; person or group requesting funds; budget request (including stipends, phone costs, supplies, travel, etc.). This budget request shall also include a proposed monthly disbursement schedule; description of organizing drive; timetable for organizing drive.

b) The Clearinghouse, upon receipt of the proposal, will send copies of the proposal to General Executive Board members immediately.

c) The GEB shall have a maximum of 45 days (from the postmark on the proposal) to vote on the proposal. If the person(s) submitting the proposal requests a phone vote for expediency, the GEB must vote by phone. A proposal can only be accepted by a majority vote of the GEB.

2(a) Immediately after a proposal is approved, funds will be distributed on a monthly basis to the delegate, group, job shop, or branch requesting the funds.

b) Monthly reports shall be sent to the Clearinghouse explaining the progress of the organizing drive. These reports shall include a financial report and appropriate receipts. Funds will not be disbursed without monthly reports.

c) Funds can be suspended at any time by a majority vote of the GEB. If this occurs, the balance of funds not yet spent must be returned to the Clearinghouse promptly.

3(a) Any GEB decision can be appealed to the general membership via a referendum (see Article IX of the Constitution).

LIST OF INDUSTRIAL UNIONS

To be used for the information of delegates in initiating new members

DEPARTMENT OF AGRICULTURE AND FISHERIES No. 100

Agricultural Workers IU 110: All workers on farms, ranches, orchards, and plantations.

Lumber Workers IU 120: All workers in forests. All workers engaged in logging operations, in saw and shingle mills, and in preparing wood for fuel and manufacturing purposes. Bark and sap collection.

Fishery Workers IU 130: All workers in fishing pursuits on oceans, lakes and rivers. Oyster and clam bed keepers. Workers engaged in collecting pearls, corals, and sponges. Workers in fish hatcheries.

Floriculture Workers IU 140: All workers in nurseries, flower gardens, green- and hot-houses. Cultivation of silk. Distribution of floral products.

DEPARTMENT OF MINING AND MINERALS No. 200

Metal Mine Workers IU 210: All workers engaged in mining all metals and minerals. All workers in refineries, smelters, mills, and other reduction works. All workers in stone and other quarries.

Coal Mine Workers IU 220: All workers engaged in coal mining and the production of coke and briquettes.

Oil, Gas, and Geothermal Workers IU 230: All workers engaged in oil, gas, and geothermal fields, refineries and processing facilities. All workers engaged in distribution of the products.

DEPARTMENT OF GENERAL CONSTRUCTION No. 300

General Construction Workers IU 310: All workers engaged in construction of docks, railroads, highways, streets, bridges, sewers, subways, tunnels, canals, viaducts, irrigation canals and pipelines.

Ship Builders IU 320: All workers engaged in building and repairing ships, boats, and small harbor craft. All drydock workers.

Building Construction Workers IU 330: All workers engaged in erection and construction of houses and buildings, and in delivery of

materials.

DEPARTMENT OF MANUFACTURE AND GENERAL PRODUCTION No. 400

Textile and Clothing Workers IU 410: All workers engaged in producing cloth from natural or synthetic fibers. All workers engaged in manufacturing wearing apparel.

Furniture Workers IU 420: All workers in planing mills and furniture factories. All workers engaged in producing wooden containers.

Chemical Workers IU 430: All workers engaged in producing drugs, paint, rubber, explosives, medicines, chemicals, plastics, synthetic fibers, and other chemically-based products.

Metal and Machinery Workers IU 440: All workers in blast furnaces, steel mills, aluminum plants, etc. All workers engaged in the production, repair or maintenance of agricultural machinery, cars, locomotives, engines, automobiles, bicycles, air craft, and various instruments. Tool makers, jewelry and watchmakers.

Printing and Publishing House Workers IU 450: All workers engaged in producing printed matter.

Foodstuff Workers IU 460: All workers except agricultural and fishery workers, engaged in producing and processing food, beverages, and tobacco products.

Leather Workers IU 470: All workers in tanneries and factories producing leather goods, luggage, boots, and shoes.

Glass and Pottery Workers IU 480: All workers producing glass, chinaware, pottery, tile and bricks.

Pulp and Paper Mill Workers IU 490: All workers in pulp and paper mills engaged in making pulp, paper and paper containers.

DEPARTMENT OF TRANSPORTATION & COMMUNICATION No. 500

Marine Transport Workers IU 510: All workers engaged in marine transportation. All workers on docks and in terminals.

Railroad Workers IU 520: All workers engaged in long distance railway freight and passenger transportation. All workers in locomotive, car, and repair shops. All workers in and around passenger and freight terminals.

Motor Transport Workers IU 530: All workers engaged in hauling freight and passengers by truck, bus, and cab. All workers in and around motor freight sheds, and bus passenger stations.

Municipal Transportation Workers IU 540: All workers engaged in municipal, short distance transportation service.

Air Transport Workers IU 550: All workers employed in air service and maintenance.

Communications, Telecommunications, and Computer Workers IU 560: All workers engaged in telephone, telegraph, radio, television, satellite communication and computer operations, including programming and networking.

DEPARTMENT OF PUBLIC SERVICE
No. 600

Health Service Workers IU 610: All workers employed in hospitals and health restoration services.

Educational Workers IU 620: All workers in educational institutions.

Recreational Workers IU 630: All workers in playgrounds and places of amusement and

recreation. All professional entertainers.

Restaurant, Hotel, and Building Service Workers IU 640: All workers in facilities for public accommodation. All building service workers.

General, Legal, Public Interest and Financial Office Workers IU 650: All workers engaged in general, legal, public interest, and financial offices and institutions that do not directly involve any other industry.

General Distribution Workers IU 660: All workers in general distribution facilities, wholesale and retail.

Utility Workers IU 670: All workers engaged in the supply, maintenance, and transmission of gas, electric, water, and sewer services. All workers employed in the collection and processing of disposable and recyclable materials.

Household Service Workers IU 680: All workers engaged in performing services in the home.

Sex Trade Workers IU 690: All workers employed as dancers and models, telephone sex workers, actors and other workers who use sexuality as the primary tool of their trade (excluding all agents of the boss class able to hire or fire, or possessing equivalent coercive or punitive power).

ORDER OF BUSINESS

1. Opening and Calling Meeting to Order
2. Reading of Minutes
3. Reading of Applications for Membership
4. Reports of Committees, Standing and Special
5. Reports of Delegates and Officers
6. Reading of Communications and Bills
7. Monthly Report of Financial Secretary, including reading of receipts and expenses
8. Unfinished Business
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For the most current edition of the IWW's Constitution, send \$3 to:
 IWW, Post Office Box 180195, Chicago, IL 60618 USA - www.iww.org
 Printed In-House with IWW Labor



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IWW, Post Office Box 180195, Chicago, IL 60618 USA - www.iww.org
Printed In-House with IWW Labor

Donna Peter

From: Donna Peter
Sent: Monday, January 26, 2015 9:46 AM
To: 'Ali Rahnoma-Galindo'
Cc: iwwgmba@gmail.com; Meishya Yang
Subject: RE: Industrial Workers of the World Recognition

Dear Mr. Rahnoma-Galindo,

Thank you for your email but I don't believe you fully understand the processes in the City in regards to recognition. I am attaching Ordinance 801 but I encourage you to talk to our Deputy City Attorney who can explain more fully the process and how Ordinance 801 and the Myers, Milias Brown Act interact. I am copying her on this email so you can set up a time to speak with her. Her name is Meishya Yang.

In addition, please be aware that the City will be responding to IWW's petition for recognition by the end of this week.

Thank you for your patience.

Regards,

Donna C. Peter

Director of Human Resources
 City of Santa Monica
 1685 Main Street
 Santa Monica, CA 90401
 310-458-8246

From: Ali Rahnoma-Galindo [mailto:ali.rahnoma.galindo@gmail.com]
Sent: Monday, January 26, 2015 9:09 AM
To: Donna Peter
Cc: iwwgmba@gmail.com
Subject: Industrial Workers of the World Recognition

Donna Peters
 Human Resources
 City of Santa Monica
 1685 Main St.
 Santa Monica, CA 90407

January 26th, 2015

Industrial Workers of the World Recognition

Dear Donna Peter,

We appreciate your recommendation to create a pathway towards permanent employment for the beach workers who've chosen the Industrial Workers of the World (IWW) to represent their bargaining unit. Now, however, we need the city to recognize our petition for third party card check.

The Industrial Workers of the World initially submitted its third party card check petition on September 16th, 2014. Following that, on October 16th, 2014, the union complied with the city's request for additional information.

In the spirit of our recent holiday commemorating the gains made by the Southern Christian Leadership Conference (SCLC) under the leadership of Martin Luther King Jr., we want to point out that management policy changes alone can only go so far in achieving equality. The Santa Monica beach workers, 10 full time labor trainees, nine of whom have been misclassified as "as needed" for years, some a decade or longer, want to begin negotiating wage differentials, and present requests for OSHA personal protective equipment (PPE), access to relevant testing materials, and a clear agreeable process towards permanent employment for all of the city's "as needed" workers.

With that in mind, we again request that you choose one of our suggested third party neutral verifiers and outline a timeline for moving forward on third party card check. We ask that you notify us within 24 hours to avoid filing of an unfair labor practice.

We look forward to your response and thank you for your anticipated cooperation.

Regards,
Ali Rahnoma - Galindo
Delegate, Los Angeles GMB of the IWW
Industrial Workers of the World
(323) 374 - 3499

Donna Peter

From: Donna Peter
Sent: Tuesday, December 09, 2014 2:51 PM
To: L.A. I.W.W. (iwwgmbla@gmail.com)
Cc: Ali Rahnoma-Galindo (ali.sj1905@gmail.com)
Subject: City of Santa Monica Petition - As Needed Laborer Trainees

Dear Mr. Wohlers:

While the City is continuing to review and analyze the request submitted by IWW to organize the as-needed Laborer Trainees currently assigned to the City of Santa Monica's Beach Maintenance, I wanted to let you know that on January 12, 2015, the City Council will be discussing and providing direction regarding as-needed employees and the contracting out of City services. As part of that discussion, staff will be recommending that the current as-needed Laborer Trainee positions assigned to Beach Maintenance be converted to permanent positions; although the exact title of the positions would still need to be determined. Assuming the City Council approves the conversion (or recommended action), the City would move forward with implementing this change. If this occurs, the most appropriate bargaining unit for these positions would likely be the International Brotherhood of Teamsters, Local 911 as they already represent similar permanent classifications.

The City will of course move forward with responding to the IWW's petition but I thought I should share this with you and find out your thoughts.

Thank you and please feel free to email me or call me at 310-458-6246 should you have any questions.

Best,

Donna C. Peter

Director of Human Resources
City of Santa Monica
1685 Main Street
Santa Monica, CA 90401
310-458-8246

Donna Peter

From: Marcy Winograd <winogradteach@gmail.com>
Sent: Monday, November 17, 2014 7:39 PM
To: Donna Peter
Subject: Re: IWW Response - Need Definitive Time/Date for Petition Verification

Hi Donna,

Thank you for the email and the explanation of the steps in the process. I will relay your message. I do think, however, that both the organizers and workers are growing impatient for some resolution here. I would think the city would have already examined the bargaining unit, so that step two would have already been completed. (I thought we identified the unit in one of the first two submissions.) Nonetheless, here we are --- so the union reserves all rights.

Best wishes

Marcy Winograd

On Mon, Nov 17, 2014 at 5:48 PM, Donna Peter <Donna.Peter@smgov.net> wrote:

Dear Marcy,

In response to your email I would like to clarify what the City's processes are according to Ordinance 801 and the Meyers-Milias-Brown Act (MMBA). There are three main steps in becoming the representative of unrepresented employees for purposes of collective bargaining. First is the Petition for Recognition, which we received in full less than 30 days ago. Second step is for the City to review those documents and determine whether the employee group that IWW is petitioning to represent is an appropriate unit as outlined in Ordinance 801. (A copy which has been provided to you previously.) The third step is the verification of a signed petition, authorization cards or union membership cards that show that a majority of employees in a bargaining unit want to be represented by that employee organization. A neutral third party selected by the employer and employee organization will determine whether exclusive recognition is warranted through the "card check" procedure. (Per MMBA.)

At this time the City is undergoing Step 2 and will respond once that unit determination is made.

Should you have any questions regarding process or procedures as they relate to Ordinance 801, you may direct those to Meishya Yang, Deputy City Attorney, at Meishya.Yang@smgov.net.

Thank you.

Donna C. Peter

Director of Human Resources

City of Santa Monica

1685 Main Street

Santa Monica, CA 90401

310-458-8246

From: Marcy Winograd [mailto:winogradteach@gmail.com]

Sent: Friday, November 14, 2014 5:35 PM

To: Donna Peter; Rod Gould; Elaine Polachek

Subject: IWW Response - Need Definitive Time/Date for Petition Verification

Dear Donna,

While the IWW understands that you have a special project and a lot on your plate, the union, for which I volunteer, respectfully asks that on Monday you give us a date and time next week when the verification of petition signatures will begin, as well as the name of the third party verifier you have chosen from the list of three that was submitted to the city. If the city does not respond in a timely manner, serious consideration will be given to filing an unfair labor practice and issuing a press release. Unfortunately, the workers at the beach have waited not months but years, some even a decade, for benefits and due process rights -- and now that the organizing has culminated in majority status expect the city will in good faith recognize their collective bargaining rights.

Thank you for your time and consideration. I look forward to hearing something definitive from you no later than 4 PM on Monday, November 17th.

Please note I am copying Rod and Elaine on this email.

Sincerely,

Marcy Winograd

Volunteer Organizer, Industrial Workers of the World

cell: 310-795-2322

--

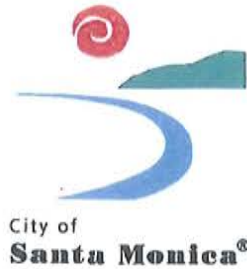
Marcy Winograd

Author, Lola Zola and the Lemonade Crush

Tween novel for girls (ages 8-12)

www.lolazola.com

winogradteach@gmail.com



Human Resources Department
1685 Main Street
PO Box 2200
Santa Monica
California 90407-2200

October 13, 2014

VIA U.S. MAIL

International Workers of the World
General Headquarters
2036 West Montrose
Chicago, IL 60618-2117

Re: Industrial Workers of the World Recognition Petition

I have received the Petition for Formal Recognition by the IWW to represent "as-needed laborer trainees beach maintenance workers", as well as the Constitution and the By-laws, submitted pursuant to the City of Santa Monica's Employer-Employee Relations Ordinance 801.

Section 3.01 Petition for Recognition sets forth the requirements for the information and documentation to be included in the petition. The petition submitted has a number of deficiencies that need to be corrected before the Municipal Employee Relations Officer (the City Manager) will be able to determine whether the group of employees to be represented by the employee organization is an appropriate unit under Section 3.02 of the ordinance. The deficiencies are as follows:

- No. 801 section 3.01 (a) - The petition does not include the names of all the officers of the employee organization. Specifically it is missing names of the Organizing Department Liaison and Branch Delegates as stated in the by-laws under Article IV Officers. Also, it is unclear as to who are the employee organization representatives who are authorized to speak on behalf of its members. Is it Marcy Winograd and/or one of the other named individuals in the petition papers?
- Section 3.01 (b) – It is unclear if the "Los Angeles IWW" is the specific employee organization that is petitioning to represent City employees. The petition lists the Chicago headquarters as the full name of the organization, but later includes officer names/titles for both local and national offices, and addresses for the local and national offices.
- Section 3.01 (c) – There is no statement regarding the provisions of Section 923 of the Labor Code.
- Section 3.01 (d) – There is no clear statement of purpose, as outlined in subdivision (d). There is also no designation of which person (and his/her address) to whom notice may be sent for purposes of providing notice to the employee organization.

- Section 3.01 (e) – There is no clear statement of the number of members in the employee organization classified by department, division and job title in the unit claimed to be appropriate.
- Section 3.01 (f) – There is no request for the Municipal Relations Officer to determine the appropriate unit.
- Section 3.01 (g) – There is no verification, signed under oath by the Executive Officer and Secretary of the employee organization, that the petition and all accompanying documents are true and correct.

Please correct these deficiencies and resubmit your revised petition, constitution and by-laws to me as the Director of Human Resources. Because there is an oath that must be attached it is necessary that all documents be resubmitted at the same time.

If you have any questions you may contact me at (310) 458-8246.

Sincerely,

A handwritten signature in blue ink, appearing to read "Donna C. Peter".

Donna C. Peter
Human Resources Director

cc: Marcy Winograd, Via US Mail & Email
Chris Wohlers, LA IWW Communications Officer, Via Email

Donna Peter

From: Donna Peter
Sent: Tuesday, September 23, 2014 10:26 AM
To: 'Marcy Winograd'; Rod Gould; Elaine Polachek
Subject: RE: Request for Verification of Beach "As Needed" Labor Trainees' Petitions for Union Recognition

Dear Ms. Winograd:

In reviewing past Union Recognition files and Ordinance 801 there is nothing that requires a notarized copy. However, other unions have typically provided a sworn statement regarding the information that is provided as part of the petition for recognition.

The City has processed two Recognitions for Representation in the last two years and has never interfered, intimidated or attempted to influence the outcomes. We view ourselves as neutrals and any decision to organize and be represented is made by the employees. Human Resources, with the assistance of our City Attorney's Office, ensures that processes are followed and decisions are made according to the appropriate City ordinances and state law. As part of that role we remind and make sure the operating departments involved also remain neutral and do not interfere with employees' rights and protections. The City of Santa Monica is highly unionized with almost all employees belong to a bargaining unit so we are very familiar with and have the utmost respect for the rights of employees.

In closing, I am sure you are aware that any organizing or campaigning cannot interfere with the operations of the City so if there are any questions about access to City employees or an allegation that a supervisor or manager is not complying with state law or city procedures please feel free to contact Michael Earl (michael.earl@smgov.net) in the Human Resources Department or Meishya Yang in the City Attorney's Office.

Regards,

Donna C. Peter

Director of Human Resources
 City of Santa Monica
 1685 Main Street
 Santa Monica, CA 90401
 310-458-8246

From: Marcy Winograd [mailto:winogradteach@gmail.com]
Sent: Tuesday, September 23, 2014 4:30 AM
To: Donna Peter; Rod Gould; Elaine Polachek
Subject: Re: Request for Verification of Beach "As Needed" Labor Trainees' Petitions for Union Recognition

Thanks, Donna, for getting back to me soon on what "certified" means. I'd also appreciate it if you could review and remind anyone and everyone involved in directly or indirectly supervising or leading or organizing the beach workers of section (a) under 2.01 Employee Rights. "No employee shall be interfered with, intimidated, restrained, coerced, or discriminated against by the City or employee organizations because of his exercise of such rights."

It is not uncommon during union campaigns for managerial staff to interfere, intimidate, or restrain -- even with a friendly face and smile -- and all would benefit from a reminder of the provisions barring such interference -- be it retaliatory work schedules, placements and duties, derogatory or disparaging comments, or seemingly

innocuous questions about who signed what or who attended what -- as illegal in Santa Monica and in the state of California. Thank you for your email and I will assemble the needed documentation. Note, I am sharing this email with Rod and Elaine. Best wishes, Marcy Winograd

On Mon, Sep 22, 2014 at 9:41 PM, Donna Peter <Donna.Peter@smgov.net> wrote:
I will verify whether a notarized copy is required and get back to you in the next 24-48 hours.

Thank you.

Donna

From: Marcy Winograd [winogradteach@gmail.com]
Sent: Monday, September 22, 2014 8:26 PM
To: Donna Peter
Subject: Re: Request for Verification of Beach "As Needed" Labor Trainees' Petitions for Union Recognition

Donna, under 3.01 of the ordinance, it mentions "certified copies of the employee organization's constitution and by-laws."
Please clarify what you mean by "certified." Is it enough just to send copies of the constitution and by-laws or are you requiring they be notarized or what? Thank you, Marcy

On Mon, Sep 22, 2014 at 4:58 PM, Donna Peter <Donna.Peter@smgov.net<<mailto:Donna.Peter@smgov.net>>> wrote:
You will have the response by the end of the business day, which for us is 5:30.

Thank you.

Donna C. Peter<<mailto:donna.peter@smgov.net>>
Director of Human Resources
City of Santa Monica
1685 Main Street
Santa Monica, CA 90401
[310-458-8246](tel:310-458-8246)<<tel:310-458-8246>>

From: Marcy Winograd [<mailto:winogradteach@gmail.com><<mailto:winogradteach@gmail.com>>]
Sent: Monday, September 22, 2014 4:29 PM
To: Rod Gould; Elaine Polachek; Martin Pastucha; Donna Peter; Marsha Moutrie; Gleam Davis; Robert Holbrook; Kevin McKeown Fwd; Pam OConnor; Terry O'Day; Tony Vazquez; Ted Winterer
Subject: Re: Request for Verification of Beach "As Needed" Labor Trainees' Petitions for Union Recognition

Dear Donna:

On Friday you sent me an email saying the city would respond on Monday to our IWW petition request for third-party card check of the beach maintenance labor trainees' signatures. I've received multiple inquiries regarding the city's response, and am hopeful I will receive a response before the end of this business day. If I don't receive a clear response within the next 24 hours, I will take appropriate action.

Thank you for your time.

Sincerely,

Marcy Winograd
Volunteer Organizer/IWW

On Tue, Sep 16, 2014 at 10:10 PM, Marcy Winograd
<winogradteach@gmail.com<<mailto:winogradteach@gmail.com>>> wrote:
September 16, 2014

Dear Santa Monica City Management:

I am acting, pursuant to the authority of the Industrial Workers of the World ("IWW") as the representative for the unit of 11 "as needed" "labor trainees" City of Santa Monica beach maintenance workers, a super majority of whom signed a certification petition to be represented by the IWW. Previously, the City of Santa Monica responded (August 29, 2014) to a California Public Records Act request identifying the eleven as the Laborer Trainees who service the beach bathrooms.

"The as-needed employees that service the beach restrooms are Laborer Trainees. Their ethnic make-up is as follows: 5 Hispanic and 6 Black." (Brigette Garay)

Given that the city adopted a third-party card-check resolution (June 27, 2000.
<http://www.smgov.net/departments/council/agendas/2000/20000627/m20000627.html>), and pursuant to the requirements of the Meyers-Milias Brown Act requiring the City to cooperate and participate in a card check procedure, we would agree to any one of the following three people to verify the signatures on our petition:

Nicole Phillis, Chair, Women's Commission/City of Santa Monica
[603-566-1184](tel:603-566-1184)<<tel:603-566-1184>>; Nicole.s.phillis@gmail.com<<mailto:Nicole.s.phillis@gmail.com>>

Jonathan Klein, Rabbi, Los Angeles
[310-770-5555](tel:310-770-5555)<<tel:310-770-5555>>; jklein@cluela.org<<mailto:jklein@cluela.org>>

Janet McKeithen, Minister, Church of Ocean Park
[310-633-1093](tel:310-633-1093)<<tel:310-633-1093>>; janetmckeithen@yahoo.com<<mailto:janetmckeithen@yahoo.com>>

Please inform me, Marcy Winograd, within 48 hours which of these three people listed above you agree to allow verify the signatures on the petition. Following the neutral's anticipated verification of the majority signatures, the arbitrator would then certify the IWW as the exclusive collective bargaining representative for this group of 11 workers and the city would recognize the IWW as such.

Once the City has formally recognized the IWW, we immediately want to begin collective bargaining, certainly before October 1st, 2014, when the Affordable Care Act requires cities to provide health benefits to employees working 30 hours or more per week. Hence, we are prepared to give you a list of key demands, the principal one being immediate full-time permanent-with-benefits employment for all of the 11 labor trainee/beach maintenance workers.

Surely, these conscientious workers who clean our bathrooms until they are spotless, sort recyclables and hose down walks, etc., have already demonstrated excellence on the job, for some have held this job – Labor Trainee/Beach Maintenance -- for ten years or longer, working 5 days a week, 40 hours a week, with no health care, sick pay, vacation, or holidays – toiling with nothing but a prayer they don't fall ill. These workers report they have taken and passed multiple tests, but have been told by the city that their score wasn't high enough

(even though the ordinance cited below stipulates the test is pass/fail), only to see a "friend" of someone at City Hall hired as a "permanent" beach maintenance worker, even when this new hire has substantially less job experience.

We are aware that in 2007, the Santa Monica City Council passed ordinance 2.04.270 to be included in the municipal code. This ordinance purports to deny "as needed" workers due process rights and almost all benefits, except state or federally-mandated retirement. While this ordinance most likely would not survive a legal challenge because state law pre-empts this stripping of benefits, the ordinance even on its face has no bearing on the workers' ability to enjoy the benefits of collective bargaining under the MMBA.

In light of our super majority petition signatures and our request for a prompt third party card check, we demand the city refrain from changing for the worse the 11 employees' terms and conditions of employment, including but not limited to lay-offs or cutbacks in hours. During the anticipated period of collective bargaining, we want the city to employ the 11 beach maintenance workers as permanent city employees.

I look forward to hearing from you shortly to proceed with the card check signature verification process, and trust there will be no retaliation or hindrance of the workers' ability to organize.

Thank you for your time and service to the City of Santa Monica.

Sincerely,

Marcy Winograd Representative/Volunteer Organizer, Industrial Workers of the World

2447 3rd Street Santa Monica, CA 90405

cell: 310-795-2322<tel:310-795-2322>

cc: IWW, John Baraski, Volunteer Organizer; jbwob@yahoo.com<mailto:jbwob@yahoo.com>

cc: Rod Gould, City Manager; Elaine Polachek; Assistant City Manager; Martin Pastucha, Director of Public Works; Donna Peter, Director of Human Resources; Marsha Moutrie, City Attorney; Santa Monica City Council: Gleam Davis, Robert Holbrook, Kevin McKeown, Pam O'Connor, Terry O'Day, Tony Vasquez, Ted Winterer.



City of
Santa Monica®

Human Resources Department
1685 Main Street
PO Box 2200
Santa Monica
California 90407-2200

September 22, 2014

VIA U.S. MAIL AND EMAIL

Marcy Winograd
2447 Third Street
Santa Monica, CA 90405

Re: Industrial Workers of the World Petition

Dear Ms. Winograd:

I am in receipt of your September 16, 2014 letter, regarding a signed certification petition of 11 as-needed Laborer Trainees to be represented by Industrial Workers of the World. In your letter, you have requested a card check procedure and set forth proposed terms and conditions of employment for the affected employees.

Please be advised that any employee organization that seeks formal recognition as the exclusive representative of employees in an appropriate bargaining unit is subject to the provisions of Ordinance No. 801 (CCS). That ordinance sets forth the City of Santa Monica's local rules governing employer-employee relations between the City and its employees, including the requirements for petitions for recognition. A copy of the ordinance is enclosed for your reference.

Because your September 16, 2014 letter does not contain the information and documentation required in a petition for recognition as set forth in Section 3.01 of Ordinance No. 801 (CCS), the City is unable to accept its submission. The petition needs to be corrected before the Municipal Employee Relations Officer can determine whether the proposed unit is an appropriate unit.

Also, please be assured that the City will follow applicable law and local rules throughout the recognition and any subsequent processes.

If you have any questions, you may contact Deputy City Attorney, Meishya Yang in the City Attorney's Office at 310-458-8336.

Sincerely,

DONNA C. PETER
Human Resources Director

Enclosure



City Council Report

City Council Meeting: February 24, 2015

Agenda Item: 7-A

To: Mayor and City Council

From: Marsha Jones Moutrie, City Attorney

Subject: Ordinance Updating Chapter 4.12 of the Santa Monica Municipal Code
Related to Noise Regulations

Recommended Action

Staff recommends that the City Council adopt the attached ordinance.

Executive Summary

At its meeting on [February 10, 2015](#) the City Council introduced for first reading an ordinance updating Chapter 4.12 of the Santa Monica Municipal Code related to noise regulations. The ordinance is now presented to the City Council for adoption.

Prepared by: Marsha Jones Moutrie, City Attorney

Approved: _____

Forwarded to Council: _____

Marsha Jones Moutrie
City Attorney

Elaine Polachek
Interim City Manager

Attachment: Ordinance

ORDINANCE NUMBER ____ (CCS)

(City Council Series)

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SANTA MONICA
UPDATING CHAPTER 4.12 OF THE SANTA MONICA MUNICIPAL CODE RELATED
TO NOISE REGULATIONS

WHEREAS, the City consists of just eight square miles of coastal land which is home to 90,000 residents, the job site of 300,000 workers, and a destination for as many as 500,000 visitors on weekends and holidays; and

WHEREAS, the City's population density of 11,200 persons per square mile is the highest among coastal communities in Los Angeles County and among the highest in the State; and

WHEREAS, in addition to its large residential population, the City is a very desirable place to work or visit; and

WHEREAS, because of the manner in which the City is zoned, many of the City's residential districts abut the City's commercial and industrial districts; and

WHEREAS, most of the City's commercial districts are mixed-use, authorizing substantial residential development; and

WHEREAS, the City's public places are heavily utilized and special efforts must be undertaken to maintain them and facilitate their shared use and availability to all; and

WHEREAS, these above circumstances can lead to excessive noise and make the regulation of noise a paramount concern of the community; and

WHEREAS, the City receives a significant number of noise complaints throughout the City on an ongoing basis; and

WHEREAS, excessive noise is a serious hazard to the public health, welfare, safety and the quality of life; and

WHEREAS, excessive noise can cause communication interference, sleep disturbance, adverse physiological responses, and the overall loss of one's quality of life; and

WHEREAS, a substantial body of science and technology exists by which excessive noise may be substantially abated; and

WHEREAS, the residents and visitors of the City have a right to and should be ensured an environment free from excessive noise and vibration that may jeopardize their health, welfare or safety or degrade the quality of life; and

WHEREAS, the City's Noise Element requires the City to develop measures to control non-transportation noise impacts including maintenance of a community noise ordinance that ensures that City residents are not exposed to excessive noise levels from stationary noise sources; and

WHEREAS, the City is committed to providing the public with maximum opportunities for free expression, consistent with state and federal constitutional protections, while ensuring that excessive sound and vibration which may jeopardize the health, welfare or safety of its citizens or degrade the quality of life is minimized.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SANTA MONICA DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. Section 4.12.025 of the Santa Monica Municipal Code is hereby added to read as follows:

4.12.025 General Regulation.

It shall be unlawful for any person to make, produce, maintain, cause or permit to be made any noises or sounds in such manner so as to unreasonably disturb the peace, quiet and comfort of persons of normal sensitivity within the area of audibility or which are so harsh or prolonged or unnatural or unusual in their use, time or place as to cause physical discomfort to any person of normal sensitivity within the area of audibility.

The factors to be considered in determining whether a violation of this Section has occurred shall include, but are not limited to, the following:

1. The volume of the noise;
2. The intensity and duration of the noise;

3. Whether the noise is constant, recurrent or intermittent;
 4. The nature and zoning of the area within which the noise emanates;
 5. The proximity of the noise to noise-sensitive land uses, such as hospitals, schools, recovery facilities, or any facility that regularly accommodates a person or persons who may be sleeping;
 6. The volume and intensity of the background noise;
 7. The density of the land uses of the area within which the noise emanates;
- and
8. The time of day or night the noise occurs.

Section 2. Section 4.12.030 of the Santa Monica Municipal Code is hereby amended to read as follows:

4.12.030 Exemptions.

(a) The following activities shall be exempt from the provisions of this Chapter, except for section 4.12.025 or unless otherwise expressly identified in any section of this Chapter:

(1) Activities conducted on public or private school grounds including, but not limited to, school athletic and school entertainment events;

(2) Community events;

(3) Activities conducted on public property that is generally open to the public, including but not limited to streets, sidewalks, alleys, parkways, parks, and beaches.

(b) The following activities shall be exempt from the provisions of this Chapter unless otherwise expressly identified in any section of this Chapter:

(1) Any alarm or emergency device, apparatus or equipment regulated by Municipal Code Sections 3.56.010 through 3.60.010;

(2) Activities undertaken by governmental agencies to protect public health, safety or welfare;

(3) Any activity regulated by Santa Monica Municipal Code Section 10.04.04.010 et seq. (Aircraft Noise Abatement Code);

(4) Any activity to the extent regulation thereof has been preempted by State or Federal law.

Section 3. Section 4.12.190 of the Santa Monica Municipal Code is hereby amended to read as follows:

4.12.190 Criminal remedies.

(a) It shall be unlawful for any person to violate any provision, or to fail to comply with any of the requirements of this Chapter.

(b) It shall be unlawful for any person to interfere with or resist any efforts by law enforcement personnel to enforce any provision of this Chapter, including but not limited to the taking of any noise measurement.

(c) Unless otherwise specifically provided, any person violating any of the provisions of this Chapter shall be guilty of an infraction, which shall be punishable by a fine not exceeding two hundred fifty dollars (\$250.00), or a misdemeanor, which shall be punishable by a fine not exceeding five hundred dollars (\$500.00) or by imprisonment in the County Jail for a period not exceeding six months or by both such fine and imprisonment. Each such person shall be guilty of a separate offense for each and every day during any portion of which any violation of any provision of this Chapter is committed, continued or permitted by such person and shall be punishable accordingly.

Section 4. Section 4.12.210 of the Santa Monica Municipal Code is hereby amended to read as follows:

4.12.210 Administrative guidelines.

The Community Noise Officer may prepare administrative guidelines to implement this Chapter.

Section 5. Any provision of the Santa Monica Municipal Code or appendices thereto inconsistent with the provisions of this Ordinance, to the extent of such inconsistencies and no further, is hereby repealed or modified to that extent necessary to effect the provisions of this Ordinance.

Section 6. If any section, subsection, sentence, clause, or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance and each and every section, subsection, sentence, clause, or phrase not declared invalid or unconstitutional without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

Section 7. The Mayor shall sign and the City Clerk shall attest to the passage of this Ordinance. The City Clerk shall cause the same to be published once in the official newspaper within 15 days after its adoption. This Ordinance shall become effective 30 days from its adoption.

APPROVED AS TO FORM:

MARSHA JONES MOUTRIE
City Attorney



City Council Report

City Council Meeting: February 24, 2015
Agenda Item: 7-B

To: Mayor and City Council

From: Karen Ginsberg, Director of Community and Cultural Services
Rod Merl, Pier Manager

Subject: Introduction and First Reading of an Ordinance adding Section 4.04.162 to the Santa Monica Municipal Code prohibiting certain exotic and wild animals from the Beach, Ocean Front Walk, the Pier and Pier ramp, the Third Street Promenade, the Downtown Transit Mall, and all City parks and adjacent sidewalks.

Recommended Action

Staff recommends that the City Council introduce for first reading the attached ordinance to add Santa Monica Municipal Code Section 4.04.162 which will prohibit certain exotic and wild animals from the Beach, Ocean Front Walk, the Pier, the Pier ramp, the Third Street Promenade and the Downtown Transit Mall, and all City parks including adjacent sidewalks.

Executive Summary

Staff is proposing an ordinance that would prohibit some wild and exotic animals, including all species of snakes, reptiles, birds, and non-human primates, from all City parks including adjacent sidewalks, the Beach, Ocean Front Walk, the Pier and Pier ramp, the Third Street Promenade, and the Transit Mall. Prohibited animals may be present on public property in accordance with the terms and conditions of a community events permit or film permit issued by the City, and animals naturally inhabiting these areas would be exempt from the proposed ordinance.

Discussion

Recently staff has fielded an increasing number of complaints from residents and visitors regarding the presence of various exotic and wild animals in City parks, particularly in Palisades Park. The complaints range from public health and safety concerns to issues related to the perceived inhumane treatment of these animals.

Palisades Park, a historic landmark, attracts large numbers of residents and visitors on a daily basis. Numerous individuals have offered photos with animals including snakes and birds in Palisades Park in exchange for a monetary donation. Staff, residents, and visitors regularly witness these individuals approaching park patrons to entice them to touch, handle, and hold these exotic animals. At times, these individuals do so in an aggressive manner. Animals such as birds or snakes are even tossed by their handlers at unsuspecting park patrons so that they have no choice but to interact with the animals and their owners.

The Santa Monica Police Department has responded to several incidents at the southern end of Palisades Park involving exotic animals, including documented injuries to children. Additionally, these animals often attract crowds and cause commotion that result in people congregating in the middle of park pathways and sidewalks restricting public access to the park, and sometimes spilling into the streets near the busy intersection of Colorado and Ocean Avenues.

Furthermore, these exotic animal activities have generated a growing public concern and complaint of inhumane treatment of these animals in Santa Monica and beyond. Residents and visitors have voiced concerns regarding the treatment of these animals and question if their exposure to a large number of people in a generally loud urban environment (which is generally not their native habitat) and their prolonged exposure to the sun is healthy for the animals.

Staff recommends Council adopt the proposed ordinance (Attachment A) that would prohibit all species of snakes, reptiles, non-human primates, and birds from all City parks and sidewalks adjacent to the parks, the Beach, Ocean Front Walk, the Pier and the Pier ramp, the Third Street Promenade, and Transit Mall. Interactions with animals naturally inhabiting these public areas would be exempt from the ordinance and prohibited animals may be present on public property in accordance with the terms and conditions of a community events permit or film permit issued by the City. Government personnel, such as Police Officers, operating on public property to protect public health,

safety and welfare are also exempt from the proposed prohibitions. Any other activity authorized by federal or state law is also exempted.

While to date the issues have centered around Palisades Park, it is recommended that the proposed prohibition be extended to include the Beach, Ocean Front Walk, the Pier and Pier ramp, the Third Street Promenade, and the Downtown Transit Mall. Large crowds gather at each of the aforementioned areas and a spillover effect is anticipated if the ordinance is only made effective in the parks.

Commission Action

The Recreation and Parks Commission discussed restricting performances involving animals in the parks and at the Beach at the Commission's regularly scheduled meeting on August 21, 2014. It was noted that many cities, including West Hollywood, Pasadena, Huntington Beach, Encinitas, and Newport Beach, have passed similar ordinances banning exotic animal acts citywide. Following public comment and discussion, the Commission approved a motion to recommend that Council consider revising applicable laws to ban acts involving animals in parks, at the Beach and other public spaces as the Council deems appropriate.

Previously, the Recreation and Parks Commission and the Pier Board sent letters to the Council in regards to the safety concerns associated with the presence of exotic animals in Palisades Park on December 24, 2013 and February 5, 2014, respectively (see Attachments B and C). Furthermore, at the Pier Board's February 4, 2015 meeting, members voted to support the proposed ordinance (see Attachment D).

Alternatives

1. The Council could choose to not adopt the proposed ordinance and continue to allow exotic animals in City parks, the Beach, Ocean Front Walk, the Third Street Promenade, the Transit Mall, and on the Pier and Pier ramp.
2. The Council could modify the list of prohibited animals as proposed in the ordinance.

3. The Council could modify the locations where such animals are prohibited.

Financial Impacts and Budget Actions

There is no immediate financial impact or budget action necessary as a result of the recommended action.

Prepared By: Melissa Spagnuolo, Senior Administrative Analyst

Approved:

Forwarded to Council:

Karen Ginsberg
Director, Community & Cultural Services

Elaine Polachek
Interim City Manager

Rod Merl
Pier Manager

Attachments:

- A. Exotic animals Attach A Park and beach codes ord 2 24 15 (DOC)
- B. RPC Council Letter Animals 10 2 14 (PDF)
- C. PalisadesPerformerLetter_0214 Pier Board (PDF)
- D. Pier Board Ltr support exotic animal ordinance Attach D (PDF)

ATTACHMENT A

City Council Meeting: February 24, 2015

Santa Monica, California

ORDINANCE NUMBER _____ (CCS)

(City Council Series)

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF
SANTA MONICA AMENDING CHAPTER 4.04 OF THE SANTA MONICA MUNICIPAL
CODE PROHIBITING CERTAIN ANIMALS IN CERTAIN PUBLIC PLACES

WHEREAS, the City consists of just eight square miles of coastal land which is home to 90,000 residents, the job site of 300,000 workers, and a destination for as many as 500,000 visitors on weekends and holidays; and

WHEREAS, because the City is both densely populated and visitor serving, its public spaces often become extremely crowded; and

WHEREAS, the City's park space is limited; and

WHEREAS, public beaches and City parks are congested public recreational facilities that are heavily used by residents, workers and visitors; and

WHEREAS, the Pier is a long and narrow space, only 35 feet wide at some points, with ingress and egress at only one end; and

WHEREAS, the Third Street Promenade and the Transit Mall are located at the heart of the City's busy Downtown District; and

WHEREAS, all of these public spaces are heavily patronized by the public year round and congestion in these confined places is a constant norm; and

WHEREAS, because each of these public resources are limited and heavily

utilized, special efforts must be undertaken to maintain them and facilitate their shared use and availability to all; and

WHEREAS, the intensity and variety of park and beach uses further necessitates regulation to avoid safety hazards and conflicts; and

WHEREAS, disruptive activities within the City's public spaces interfere with the general public's use and enjoyment of these public facilities and damages the public welfare; and

WHEREAS, the presence of non-domesticated, and potentially vicious, ferocious or dangerous animals within these congested public spaces constitutes a serious danger to public health, safety and welfare; and

WHEREAS, City Staff has witnessed persons having control over monkeys, birds, snakes or other reptiles toss such animals onto unsuspecting members of the public, while on public property, as a way of requesting payments from such members of the public; and

WHEREAS, such animals have assaulted members of the public while on public property; and

WHEREAS, the City Council finds that it is necessary to prohibit such animals from the City's most congested public spaces in order to protect the public's safety and to promote the general welfare.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SANTA MONICA DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Section 4.04.162 of the Santa Monica Municipal Code is hereby added to read as follows:

4.04.162 Prohibition of Certain Animals on Public Property.

(a) It shall be unlawful for any person having control, charge or custody of any snake or other reptile, non-human primate (such as chimpanzees and monkeys), or bird to permit such animal to be in or upon any City park, the beach, Ocean Front Walk, the Pier, the Pier ramp, the Third Street Promenade, the Transit Mall, and the public sidewalks and parkways immediately adjacent to any City Park.

(b) The following activities shall be exempt from the prohibitions contained in this Section:

(1) Any person interacting with animals naturally inhabiting the public property; or

(2) Any person transporting animals within a vehicle traveling on the public street; or

(3) Governmental personnel operating on public property to protect public health, safety or welfare; or

(4) Any other activity authorized by federal or California state law.

SECTION 2. Section 4.04.166 of the Santa Monica Municipal Code is hereby amended to read as follows:

Notwithstanding the prohibitions contained in Municipal Code Sections 4.04.150, 4.04.155, ~~and 4.04.160,~~ and 4.04.162, animals may be present on public property in

accordance with the terms and conditions of a community events permit or film permit issued by the City.

SECTION 3. Section 4.04.520 of the Santa Monica Municipal Code is hereby added to read as follows:

4.04.520 Enforcement

(a) Unless otherwise specifically provided, any person violating any provision of this Chapter shall be guilty of a misdemeanor, which shall be punishable by a fine not exceeding five hundred dollars per violation, or imprisonment in the County Jail for a period not exceeding six months, or by both fine and imprisonment, or shall be guilty of an infraction, which shall be punishable by a fine not exceeding two hundred fifty dollars.

(b) Any person violating any provision of this Chapter or any rule or regulation may be subject to administrative citations pursuant to Chapter 1.09 of this Code.

SECTION 4. Any provision of the Santa Monica Municipal Code or appendices thereto inconsistent with the provisions of this Ordinance, to the extent of such inconsistencies and no further, is hereby repealed or modified to that extent necessary to effect the provisions of this Ordinance.

SECTION 5. If any section, subsection, sentence, clause, or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the

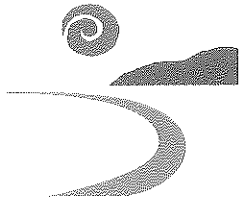
remaining portions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance and each and every section, subsection, sentence, clause, or phrase not declared invalid or unconstitutional without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

SECTION 6. The Mayor shall sign and the City Clerk shall attest to the passage of this Ordinance. The City Clerk shall cause the same to be published once in the official newspaper within 15 days after its adoption. This Ordinance shall become effective 30 days from its adoption.

APPROVED AS TO FORM:

MARSHA JONES MOUTRIE

City Attorney



Recreation & Parks Commission
1685 Main Street
PO Box 2200
Santa Monica, California 90407-2200

City of
Santa Monica

September 30, 2014

Mayor O'Connor and City Council Members
City of Santa Monica
1685 Main Street
Santa Monica, CA 90401

Re: Animal Acts in parks, at the beach and other public spaces

Dear Mayor O'Connor and Council Members:

At its August 21, 2014 meeting, the Recreation and Parks Commission adopted a motion to request that the Council consider revising applicable laws to ban acts involving animals in parks, at the beach and other public spaces as the Council deems appropriate. In preparing to discuss the issue, the Commission performed some preliminary research to see how other municipalities address animal acts in their communities. The Commission found that cities throughout California and across the country regulate animal acts in public spaces.

In adopting the motion, the Commission expressed public safety concerns regarding the large crowds that can congregate around animal acts in the parks and on the beach and that these animals have a documented history of causing minor injuries to spectators. Additionally, many of the animal acts are not properly cleaned up after which can have negative impacts on our local environment as well as potentially facilitate disease transmission. Furthermore, the Commission noted an increasing public sentiment of intolerance for the exploitation of animals for commercial purposes.

In response to the Commission's concerns, staff is currently researching possible regulations for this type of activity and based upon research is likely to propose a set of regulations that address issues specific to Santa Monica.

In the meantime, the Commission wanted you to be aware of its recommendation.

Sincerely,

Phil Brock
Chair

cc: Recreation and Parks Commissioners
Rod Gould, City Manager
Elaine Polachek, Assistant City Manager
Marsha Moutrie, City Attorney
Jacqueline Seabrooks, Chief of Police

SANTA MONICA
— PIER —

FEBRUARY 5, 2014

Mayor and Council
1685 Main St.
PO Box 2200
Santa Monica, CA 90407-2200

Dear Mayor and Council:

I am writing on behalf of the Board of Directors of the Santa Monica Pier Corporation to let you know that we share the concerns of the Recreation and Parks Commission related to activity at the southerly end of Palisades Park.

This area is immediately adjacent to the entrance of the Pier and should serve as a welcoming and easily traversable passage from one beloved municipal Landmark to another. Instead, crowding around performers who are active in that area of the park can force pedestrians into the Pier Bridge roadway, creating a dangerous condition. At night, performances with lighted projectiles serve to distract both pedestrians and drivers entering the Pier, increasing the risk of incident. Some of the performers are aggressive, startling passersby by thrusting animals at them. The advent of the Expo line on the Esplanade leading to the Park and Pier will likely increase the number of people in the area and exacerbate the problem.

We encourage you to direct staff to identify and evaluate solutions to this condition and to advise us when and if the matter will be on your agenda.

Sincerely,



Judy Abdo
Chair

SANTA MONICA — PIER —

Mayor and City Council;

The Santa Monica Pier Corporation Board at its February 4, 2015 meeting discussed the proposed ordinance banning exotic and wild animals from City parks, including adjacent sidewalks, the Pier, the Pier Bridge, Ocean Front Walk, the Beach, the Promenade and the Transit Mall.

The Pier Board has previously noted its concern with the congestion created by these exotic animals and the often aggressive activities by persons using these animals in performances or to seek donations for photos. Access to and from the Pier is often seriously constrained by these activities and persons trying to traverse the area are subject to having animals thrust at them or even tossed at them. The Santa Monica Police have had to respond to incidents associated with such situations.

The Pier Board also shares the concerns of many in the community about the treatment of these animals. The Board does ask that the language of the ban address protections for educational activities such as the Aquarium.

The Pier Board strongly recommends that the City Council consider and approve a ban on exotic and wild animals and their exploitation in public places such as City Parks and adjacent sidewalks, the Pier, The Pier Bridge, the Beach and Ocean Front Walk, the Promenade and the Pier.



Judy Abdo

Chair

The Santa Monica Pier Corporation



City Council Report

City Council Meeting: February 24, 2015

Agenda Item: 7-C

To: Mayor and City Council
From: Karen Ginsberg, Director of Community and Cultural Services
Marsha Jones Moutrie, City Attorney
Subject: Ordinance Reducing the Membership of the Arts Commission from Thirteen to Eleven Members

Recommended Action

Staff recommends that the City Council introduce for first reading the attached ordinance which would reduce the size of the Arts Commission from thirteen to eleven members so that the body can function more efficiently.

Executive Summary

At its meeting of January 27, 2015, when Council considered making two new appointments to fill existing vacancies on the Arts Commission, the Commission Chair recommended that Council instead direct staff to prepare an ordinance that would eliminate the two vacant positions, thus shrinking the Commission's size so that it could function more efficiently. Council directed staff to prepare an ordinance amending the Municipal Code to reduce by two the number of arts commissioners. The attached ordinance fulfills that direction.

Background

Prior to 1994, the Arts Commission had seventeen members. Its size was reduced by the City Council in 1994 after staff reported that there was much work for the Commission to do but that meetings sometimes had to be cancelled due to the lack of a quorum. Council agreed that a smaller commission could function more efficiently and therefore reduced the body's size from seventeen to thirteen members.

Discussion

While the Commission continues to have important work to do, once again the body's unusually large size appears to impair its ability to meet and therefore its efficiency.

Accordingly, on January 27, 2015, the Commission Chair appeared before Council and requested that, instead filling two current vacancies, Council consider acting again to reduce the body's size.

The attached ordinance would accomplish that purpose by simply changing the number of commissioners established by the Municipal Code. And, if adopted at this time while there are two existing vacancies, the ordinance would not disrupt the service of any seated commissioners.

Staff recommends that the ordinance be introduced and approved on first reading so that the Commission may function more efficiently.

Financial Impacts and Budget Actions

There is no immediate financial impact or budget action necessary as a result of the recommended action.

Prepared By: Jessica Cusick, Cultural Affairs Manager

Approved:

Forwarded to Council:

Karen Ginsberg
Director, Community & Cultural Services

Elaine Polachek
Interim City Manager

Attachments:

- A. ReducingArtsCommMembershipOrd (DOCX)

ORDINANCE NUMBER _____ (CCS)

(City Council Series)

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF
SANTA MONICA REDUCING THE MEMBERSHIP OF THE ARTS COMMISSION
FROM THIRTEEN TO ELEVEN MEMBERS

WHEREAS, the Santa Monica Arts Commission was created to "ensure a regular and ongoing assessment of art programs in the City"; and

WHEREAS, in order to ensure representation of diverse interests within the City, the Commission was created as an unusually large legislative body, numbering thirteen members; and

WHEREAS, experience has indicated that a slightly smaller body could fulfill the Commission's purpose equally well and much more efficiently; and

WHEREAS, Council has determined that the Commission's size should be reduced, and

WHEREAS, there are currently two vacancies on the Commission, and

WHEREAS, the present circumstances provide an unusual opportunity to adjust the size of the Commission without disrupting members' service.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SANTA MONICA DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Santa Monica Municipal Code Section 2.64.020 is hereby amended to read as follows:

2.64.020 Creation of Arts Commission.

(a) Pursuant to Section 1000 of the City Charter, an Arts Commission is created. The Commission shall consist of ~~thirteen~~eleven members. A majority of the members in office at any time shall constitute a quorum. The members shall be appointed by the City Council. Except as otherwise provided in this Chapter, the Commission and Commissioners shall be subject to all the terms of Article X of the City Charter setting forth procedures for appointment of Commissioners, terms, and meetings.

(b) Except as otherwise provided in Section 2.64.080, all Commissioners shall reside or work in the City and shall be actively involved in the arts. From and after April 10, 1990, any person appointed as a Commissioner must be a Director of the Santa Monica Arts Foundation. The Commission shall represent the diversity of the community

and shall include minorities and working artists in the following disciplines:

- (1) Performing arts such as drama, music, and dance.
- (2) Visual arts such as painting, sculpture, photography, graphics, video art, and applied art.
- (3) Communications arts such as film, television, and radio.
- (4) Literary arts such as literature, poetry, and journalism.

Commissioners may represent one or more of the disciplines indicated above.

SECTION 2. Any provision of the Santa Monica Municipal Code or appendices thereto inconsistent with the provisions of this Ordinance, to the extent of such inconsistencies and no further, is hereby repealed or modified to that extent necessary to effect the provisions of this Ordinance.

SECTION 3. If any section, subsection, sentence, clause, or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance and each and every section, subsection, sentence, clause,

or phrase not declared invalid or unconstitutional without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

SECTION 4. The Mayor shall sign and the City Clerk shall attest to the passage of this Ordinance. The City Clerk shall cause the same to be published once in the official newspaper within 15 days after its adoption. This Ordinance shall become effective 30 days from its adoption.

APPROVED AS TO FORM:

MARSHA JONES MOUTRIE
City Attorney



City Council Report

City Council Regular Meeting: February 24, 2015
Agenda Item: 8-A

To: Mayor and City Council
From: David Martin, Director of Planning and Community Development
Subject: Concept Design for Interim Use of the 4th/Colorado City-Owned Property and Funding for Construction Documents and Continued Long Term-Use Analysis and Site Studies

Recommended Action

Staff recommends that the City Council:

- 1) Approve the revised interim use concept design for the City-owned property at 4th and Colorado Station Site (Option C) and direct staff to proceed with schematic design, design development and construction documents for an interim use at the 4th/Colorado Station Site at a cost of \$2.0 million;
- 2) Approve the concept design for 16th Street to improve immediate Expo Station and Memorial Park access, to be implemented with existing maintenance and project funds;
- 3) Authorize the budget changes as outlined in the Financial Impacts and Budget Actions section of this report.

Executive Summary

4th/Colorado Expo Station

The first phase of the 4th/Colorado Station Site Studies project (4CO Project) has resulted in a recommendation for an interim use for the City-owned property, that incorporates stakeholder input and supports downtown transit transfer and multi-modal first/last mile connections in time for the anticipated Spring 2016 operation date for light rail service.

[Attachment A - 4CO Station Site Interim Use Image]

On November 25, 2014, Staff proposed to Council an interim six berth bus transfer facility (Attachment B) with related kiss-and-ride, shuttles, restrooms, information kiosk, and pedestrian amenities at the station site, including a new signal and two new bus stops on 5th Street that could remain in the



long term. If approved, the interim use project would have been constructed by January 2017 for approximately \$6.6 million. Council directed staff to provide a short-term solution that would be in place during the ongoing analysis and outreach of a long-term vision for the site, requesting a revised concept for Council consideration in February 2015. The Council noted their preference for an interim plan that was less expensive, brought fewer vehicles onto 5th Street, could be completed closer to the opening of the light rail, and was less focused on off-street bus use. Based on the Council comments, staff generated two revised options (Options A and B) which eliminated the on-site bus improvements, reconfiguration of Palm Court and the proposed signal on 5th Street. Option A provided a lower lot that requires a ramp resulting in additional construction time and expense, reduces potential traffic queuing onto 5th Street, and provides 6 shuttle spaces and 11 kiss-and-ride spaces. Option B provided improvement to the existing smaller, upper parking lot on 5th Street, provides a lower cost alternative that could be completed in time for Expo opening and provides 3 shuttle spaces and 7 kiss-and-ride spaces.

Staff discussed these two options with multiple stakeholders and an internal working group of executive management. Stakeholders identified key benefits in both options: a “lighter touch” with minimal fixtures and finishes, less expensive options that can be functional by opening day, a flexible lower lot that could host temporary uses and events, and a design that minimized additional vehicle traffic on 5th Street.

Recognizing the need to incorporate all these benefits into the project, staff developed revisions to the lower lot concept in a phased hybrid of the two revised concept designs.

Option C (Attachment C) allows for a flexible phased upper and lower lot project so that 2 shuttle and 6 kiss-and-ride spaces will be available on opening day via the upper lot and a portion of Palm Court, while the ramp and more extensive facility made up of 6 shuttle and 11 kiss-and-ride spaces is constructed on the lower lot. Phase one construction is estimated to be completed in spring of 2016 in close coordination with the Expo opening, and phase two construction is estimated to be completed within the following 5-7 months. In contrast to Options A and B, which utilize concrete curbs, sidewalks and islands to identify pedestrian path of travel, Option C proposes a reduced cost scenario that utilizes primarily asphalt sidewalks, paint, removable plastic delineator posts, truncated domes, and k-rail, etc. to identify circulation to control costs of the interim installation. Concrete curbs would be used selectively along the site perimeter. Upon opening of the lower lot, the upper lot would be re-stripped for approximately 30 parking spaces and remain as a swing space, available as a facility for shuttles and kiss-and-ride if temporary uses in the lower lot required short term displacement of shuttle and kiss-and-ride spaces. In addition to providing flexible spaces that allow for multiple functions, the low investment paint and removable elements define the temporary nature of the interim use. Constructed in two phases, the approximate construction cost estimate for Option C is \$2.0 million (rough order-of-magnitude). Approval of the revised interim use will not eliminate or restrict any particular long term use option in the future.

Identifying Long-Term Use Potential at 4CO

The 4CO Project includes two related tasks, addressing the priority for a functioning interim use that is available when Expo opens, and defining the optimal circulation, land use and urban design parameters for the long-term use of the site. Long term analysis must evaluate the best way to serve the community and meet transit and access needs to and from the Downtown District using this City-owned linkage site. Building on the findings of the interim use concept development process, staff and AECOM are continuing the long-term use analysis for completion in 2015. Following the Council approval of the revised interim use concept design, the interdepartmental group will continue to work with AECOM to determine the optimal infrastructure objectives for the long-term use, the costs and feasibility of a bus transfer station, additional downtown public parking and concepts for relocation of the 1-10 Freeway off-ramp as described in the Draft Downtown Specific Plan (DSP).

The results of the analyses for long-term potential and infrastructure objectives would be brought to Council for discussion in concert with review of the DSP so the Council may consider the information in context as the basis of a Request for Qualifications (RFQ) for a joint-use partner. The budget request authorizes the remaining \$700,000 to complete these studies and begin public outreach.

17th Street/SMC Expo Station – 16th Street Reconfiguration

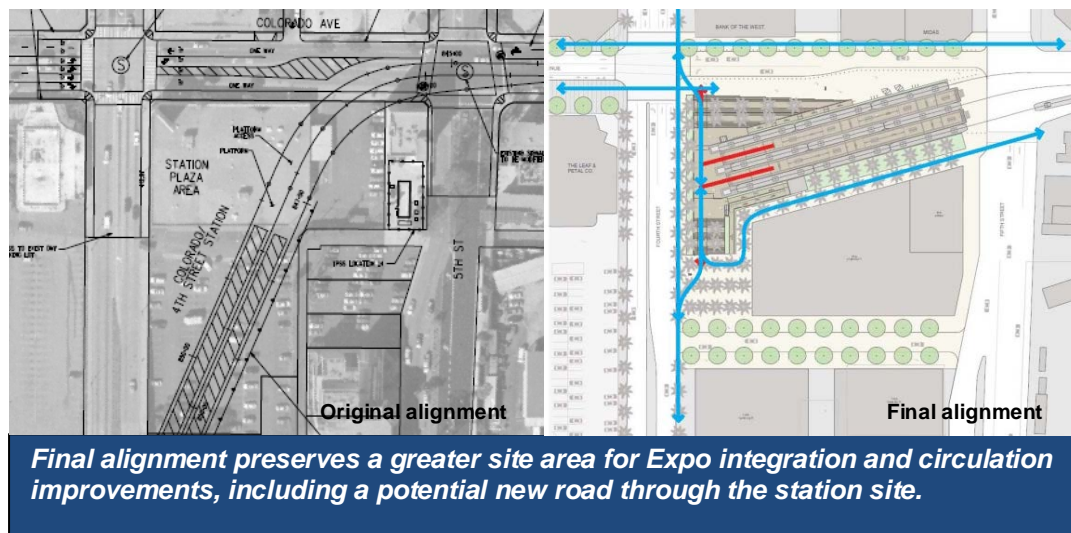
Over the last 14 months a robust outreach process has been underway to generate a draft Memorial Park Neighborhood Plan (MPNP). Identified community priorities for the area include access improvements to the station and Memorial Park, as well as responding to physical changes on Colorado Avenue created by Expo construction. Plan concepts supported by the community include improved access to Memorial Park through new street and pedestrian connections, the addition of bikeways to some existing streets, and the conversion of 16th Street to a one-way northbound street with added short-term on-street parking for Memorial Park users and drop-off/pick-up locations for both park and light rail patrons. The 16th Street concept is proposed for immediate implementation before Expo opens, using existing funds and constructed with scheduled street resurfacing projects underway. The one-way configuration would add angled metered parking as well as short-term parking for drop-off and loading to the west side of the street, continue parallel parking on the east side except for portions of the street near the station that would be converted to station drop off and loading areas for passengers and shuttles.

Background

The Downtown Expo Terminus Station is anticipated to open for passenger service by Spring 2016, connecting Santa Monica to Culver City and Downtown Los Angeles.

In 2011, City staff began working with the Expo Construction Authority to provide changes to the alignment of the Expo Terminus station for a straighter track to improve vehicle throughput on 5th Street. The final alignment resulted in a smaller station footprint than the original configuration, creating a significant remnant site as depicted in the illustration below.

[Attachment D – Expo Terminus Station Alignment Image]



The 4CO Project was initiated to both develop an interim use, and perform analysis for the long-term visioning for the City's approximately 86,250 square foot property located at Colorado Avenue between 4th and 5th Streets, including the remnant parcel of 402 Colorado Avenue and the parcels of 1636 5th Street. With the construction of the Olympic Crossover and inclusion of the parcels of 1640 5th Street, evaluation of potential long-term uses would include an additional 53,000 square feet. The initial stages of the project are intended to provide the necessary temporary multi-modal connectivity and access not included in the Expo station design, and the later stages provide the supporting long-term analysis to ensure these circulation benefits would be included in the vision for the final site design.

Staff was originally directed to address the priority need to provide interim bus transfer service that would be functional by the time Expo light rail begins operating passenger service. The interim use concept that was developed and recommended to Council for approval on November 25, 2014 proposed the lowest cost improvements that delivered the highest possible level of bus service within 500 feet of the station:

1. Six bus bays on-site (three-60' bus bays and three-45' bus bays)
2. Shuttles/Para-transit/Kiss-and-ride Improvements with reconfiguration of Palm Court to accommodate kiss-and-ride
3. Activation and Safety Improvements:

- ADA compliant grading between station and other facilities, reconfiguration of fire access lane for improved pedestrian orientation and ADA access
 - Lighting, landscaping, shade structures, wayfinding and signage and opportunities for station site amenities (information kiosk, restrooms, removable carts)
4. Circulation Improvements
- New access road off of 5th Street with future new 5th Street signal
 - Access alley to serve the building at 1640 5th Street
 - Bikeshare location
 - Sidewalk widening at Palm Court and adjacent to TPSS facility
 - Optional 4th Street access at a later date

At the November 25 meeting, Council asked for a revised interim use concept that incorporated comments (described below) and included additional stakeholder input to be considered in February 2015. This staff report presents the process for developing the revised interim use concept that responds to Council, stakeholder and public outreach and is recommended for approval by the interdepartmental group.

Previous Council Actions Prior to November 2014

At the [May 11, 2009](#) (Attachment E) meeting, Council allocated a portion of redevelopment funds to study the feasibility of freeway capping or connection improvements between Ocean Avenue and 4th Street, recognizing this connection as critical to the integration of the Expo Light Rail terminus station, the Downtown and the Civic Center areas, and as envisioned in the Land Use and Circulation Element and Civic Center Specific Plan. At the [January 19, 2010](#) (Attachment F) Council meeting, Council directed staff to execute phased contracts with AECOM for this work. On [April 12, 2011](#) (Attachment G), Council prioritized short term and long term projects related to the circulation in the Civic Center and the Downtown. Short term projects required additional implementation steps and mid- and long-term projects required additional analysis. On [September 13, 2011](#) (Attachment H), Council received an update on the refined alignment of the Downtown Expo Light Rail Station which allowed for significant circulation improvements. On [January 24, 2012](#) (Attachment I), Council approved a contract amendment for planning, feasibility and circulation analysis related to the

Freeway Capping/Bridging feasibility analysis to further explore freeway off-ramp and bridging connections to improve the vehicular street network. However, the work was put on hold in 2012 due to uncertainties of continuing to use redevelopment agency funding for the analysis. On [June 10, 2014](#) (Attachment J), Council authorized a third contract modification for AECOM to provide circulation, planning, urban design, transportation, environmental and economic analysis, infrastructure, parking, and transportation demand consultant services for the 4th/Colorado Station Site. These analyses are related to the interim use for the site for when the train becomes operational, as well as analysis for long term uses at the site. AECOM is working closely with City staff and sub-consultants Fehr and Peers to understand traffic flow impacts related to various interim and long term options; identify the optimal location, width and impacts of a potential road through the station site to improve the overall circulation network; as well as define the location of traffic signals, driveway curb cuts and parking access to best serve both the interim and long term use of the site.

Discussion

On [November 25, 2014](#) (Attachment K), Council reviewed the recommended concept design for the proposed interim use for the 4CO station site and directed staff to complete stakeholder outreach and generate a revised interim use concept design for Council consideration in February 2015. The Council's main concerns were:

1. **Long-term:** Keep in mind "big picture" long-term changes to the Downtown circulation and network expansion.
2. **Process:** Develop the interim use concept with enhanced stakeholder input.
3. **Circulation:** Maintain tunnel access between the Sears site and station site if possible and minimize adding bus, kiss-and-ride, and/or shuttle traffic to Palm Court, 5th Street and the freeway off-ramp.
4. **Function:** Avoid a single-use concept by focusing on flexibility and multi-uses.
5. **Cost:** Study a lower cost investment in temporary site improvements.
6. **Timing:** Develop an interim use concept to coincide with the currently anticipated public opening of the light rail.
7. **Placemaking:** Explore creative and innovative ideas, including public art opportunities, for making the station site vibrant and active while a long-term use is planned.

An interdepartmental group, comprised of staff from Public Works (PW), Big Blue Bus (BBB), Housing and Economic Development (HED), the Fire Department, the Police Department, the City Manager's Office, and Planning and Community Development (PCD), reconvened after the November 25, 2014 Council meeting to set parameters for a revised concept in response to Council's direction. The group recognized the challenge in continuing to accommodate bus operations while lowering project costs and meeting scheduling requirements for design, permitting and construction prior to February 2016. The group reached a consensus to exclude bus operations from the 4CO station site as an interim use and to construct two additional on-street bus stops on 5th street within 500 feet of the station to meet immediate BBB needs while the long term solution is under development.

Staff developed two options for discussion, representing different cost and construction schedules. In addition to the cost and timing savings of excluding bus operations from the 4CO station site, the revised concepts address the Council's concerns regarding flexibility and minimizing traffic to Palm Court, 5th Street and the freeway off-ramp. The interdepartmental group identified the following parameters to develop the revised interim use concepts:

- Reduce interim project cost.
- Provide new bus stops on the street as opposed to on-site.
- Provide for appropriate para-transit, kiss-and-ride and shuttle access to the site to prevent unregulated use of downtown bus stops and red curb.
- Maintain access and parking for the users of the properties located at 1636 5th Street and 1640 5th Street.
- Activate the site and provide necessary lighting and pedestrian safety amenities.
- Provide functional service as close as possible to opening day.
- Consider future opportunity to build a 5th street signal and access to 4th Street.
- Create additional queuing space to accommodate increased shuttle usage.

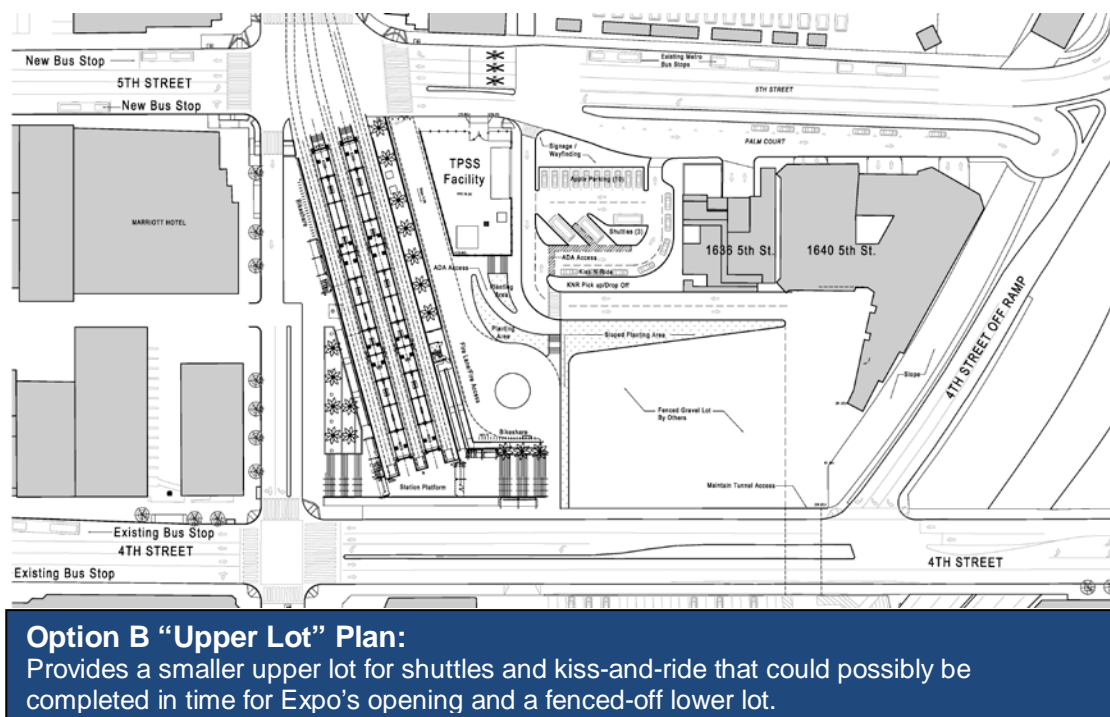
These parameters were addressed in different ways in Options A and B, which were ultimately combined into proposed Option C to maximize the benefits achieved. In comparison to the project that was recommended to Council in November, Options A, B and C are lower in cost, better meet scheduling requirements for opening day, and

that result in a permitting and construction schedule for completion after opening day, in fall of 2016. This option precludes temporary uses on the lower parking lot.

Option B “Upper Lot” Plan

The following describes a lower cost, more quickly constructed Option B also discussed with stakeholders:

[Attachment L – Option B “Upper Lot” Plan Image]



Option B “Upper Lot” Plan limits the scope of work to the upper existing parking lot on 5th Street and proposes a smaller, lower cost alternative that would provide 3 shuttle spaces and 7 kiss-and-ride spaces in the upper lot and a fenced-off lower lot for which the use could be determined at a later date. The estimated cost of Option B is approximately \$1.3 million and construction would likely be completed in time for Expo’s opening. There is concern about potential for queuing issues if shuttle usage increases with time.

4CO Stakeholder Outreach: Options A and B

Responding to Council's direction to develop the interim use concept with enhanced stakeholder input, the above draft concepts were presented to stakeholders. Options A and B were presented to and discussed with DTSM, Inc., Santa Monica Chamber of Commerce and Convention and Visitors Bureau, Macerich, Sears, OTO Hotels and the representative for 1640 5th Street. Comments from the stakeholder outreach primarily focused on:

- Support of revised "lighter touch" and minimal, lower cost investment with less extensive scope.
- Sufficient lighting, activity and enforcement to ensure a comfortable pedestrian atmosphere.
- Sufficient accommodation of shuttles to avoid unnecessary traffic impacts due unauthorized use of bus stops for shuttle drop-off activity.
- Desire for a flexible lower lot that could be used for temporary activities to support an active urban environment and the station site while the long-term vision for the site is under consideration.
- Reducing financial investment in a temporary facility.

Almost all external stakeholders preferred Option B due to the "lighter touch" and more minimal investment as well as creating an opportunity for temporary uses in the lower lot that could activate the area and support the station site while the long-term vision for the site is under consideration.

Option C "Phased Upper and Lower Lot" Plan

Staff recommends a phased version that incorporated the benefits of both Options A and B that allows for the upper lot to likely be functional on opening day and remain in place as a potential swing space if the lower lot were to be used for temporary events was developed. This hybrid, phased approach is presented in this report as the recommended Option C "Phased Upper and Lower Lot" Plan. This phased plan consists of:

- Site development footprint that includes both the upper and lower lots.
- Necessary grading to create a vehicle ramp from 5th Street to the lower lot and provide ADA access between the platform, handicapped access ramp and the locations for para-transit vehicles.



Phase One: Construction of two bus pads on 5th Street and an asphalt upper lot with striping for 10 parking spaces (as required by the lease for 1636 5th Street through September 2017), 2 shuttle spaces and 6 kiss-and-ride spaces. Phase One is anticipated to likely be in place in time for Expo's opening while Phase Two is being constructed.

Phase Two: Construction of a ramp and asphalt lower lot with striping for 6 shuttle space and 11 kiss-and-ride spaces using removable components such as delineator posts, to indicate separation between pedestrians and vehicles. Upon completion of Phase Two, estimated to occur in fall of 2016, the upper lot would be restriped for approximately 30 parking spaces. Should a temporary use be desired for the lower lot, the upper lot would be restriped as an as-needed swing space for shuttles and kiss-and-ride during the temporary use of the lower lot.

A comparison chart that lists the estimated construction cost, anticipated completion date among other considerations for the November 25 interim use concept; Options A, B and C; and a No Build Option is provided in Attachment N. The comparison chart is provided for informational purposes only.

4CO Stakeholder Outreach: Option C

Between January and February 2014, staff continued outreach efforts and presented the new Option C to stakeholders. Comments from this second round of stakeholder outreach primarily focused on:

- Support for the "light touch" with flexibility.
- Support for moving forward with long-term analysis, including studying the potential for a future curb cut to 4th Street, and focusing on the long-term vision for the site.
- Support for a design that makes use of temporary elements such as asphalt and paint.

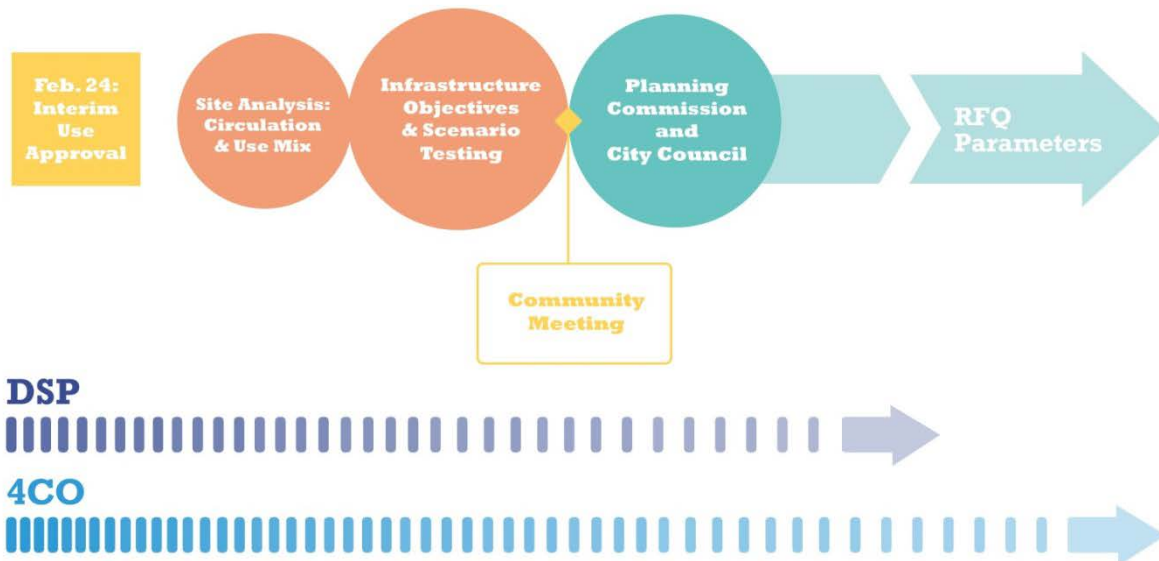
- Concern about removal of some of the 18 metered parking spaces along Palm Court to install a new driveway and 2 kiss-and-ride spaces to the upper level lot.

On January 29, 2014, staff returned to the DTSM, Inc. Board to present the revised options and provide an update on the 4CO Project. Following a discussion of all three options, DTSM, Inc. expressed unanimous support for Option C, and requested that staff move ahead quickly with the long-term analysis of the station site and accelerate the process for releasing an RFQ/P as soon as possible.

Concurrent Long-Term Use Analysis for 4CO

Following Council approval of the revised interim use concept design, staff will proceed with the development of final design and construction documents and will return to Council for construction contract award authorization. The interdepartmental group will continue with the strategic, long-term planning analysis to evaluate the network expansion proposed in the Draft DSP. These concepts include developing the freeway adjacent sites together with the Colorado Esplanade and the station site to achieve significant roadway capacity circulation improvements at this prominent gateway. While the station site will serve a critical function as a mobility hub, it may also provide opportunities for shared parking, improved access to and from the site and more connectivity to all of the surrounding areas. Coordination and development of an expanded road network using these sites would provide the City with more future options for addressing traffic pressure points in the southern end of the Downtown. The long term analysis will consider additional uses within a transit-oriented development and address issues such as 4th Street access, future City and BBB operational needs, interface with adjacent sites, and the cost/benefit analysis for the relocation of the 4th Street freeway off-ramp. Staff anticipates the ongoing Draft DSP circulation analysis and long-term study on this site will be conducted simultaneously, and recommendations for infrastructure objectives will serve as the basis for an RFQ/P would be reviewed in concert with the review of the final DSP through 2015.

[Attachment O – 4CO Concurrent Long-Term Use Analysis Image]



Alternatives

The Council may also consider selecting the lower cost Option B or a No Build Option as alternative actions. With a greater estimated construction cost than Option C, Option A is not recommended as an alternative action for Council consideration.

17th Street/SMC Expo Station – 16th Street Redesign

The concept design for 16th Street emerged from over one year of public outreach for the emerging Memorial Park Neighborhood Plan (MPNP) that has engaged neighborhood groups, business owners and employees, the school district, the Santa Monica Little League Board of Directors, individuals who use the area on a daily basis, and several of the City's Boards and Commissions, including the Recreation and Parks Commission, the Field Sport Advisory Committee, and the Planning Commission. These constituents have described the need for an enhanced circulation network to support Memorial Park's function and future as an active recreation open space and center for community and youth services. To this end, the draft vision includes improved access to Memorial Park through new street and pedestrian connections, the addition of bikeways to some existing streets, and the conversion of 16th Street to a one-way northbound

street with added short-term on-street parking for Memorial Park users and drop-off/pick-up locations for both park and light rail patrons.

The future 17th Street/SMC Expo station will occupy a large portion of Colorado Avenue between 15th Court and 17th Street. The siting of the station and its access ramps will effectively block 16th Street to northbound movements at Colorado Avenue, and will restrict access for users traveling west down Colorado Avenue. Based on 16th Street's limited future utility as a two-way street, the MPNP proposes that it be reconfigured between Olympic Boulevard and Colorado Avenue as a one-way, northbound-only thoroughfare. The conversion of the street to one-way also would provide the opportunity to meet community expectations to locate additional parking and drop-off space for Memorial Park users as well as drop-off and pick-up at the 17th Street/SMC Expo Station (Attachment P).

Although the MPNP planning process is underway and the Plan has not yet been adopted, staff recommends that preliminary measures to redesign 16th Street respond to the immediate need to provide kiss-and-ride and shuttle areas and additional parking resources prior to the opening of the light rail station. Reconfigured as a one-way northbound street, 16th Street accommodates front-in angled parking on the west side bordering Memorial Park for park users. Parking includes metered parking as well as short term parking for drop-off and loading. Transit drop-off and kiss-and-ride zones are provided on the northern half of the east side of the street to serve Metro rail patrons. The remaining curb space on the east side of the street continues to serve on-street parking for the adjacent businesses. The existing SMMUSD driveways are unaffected by these improvements, and the curbside parking and loading yield is increased by approximately 50 percent.

Constructed in spring of 2015, this project will be coordinated with the annual repaving program and would not incur additional expenses. New meters for the diagonal space would be supplied with existing meter stock. This project will not cause a significant impact as confirmed by a traffic analysis conducted by Fehr & Peers (Attachment Q).

Environmental Analysis

The proposed 4CO Project is categorically exempt from CEQA pursuant to Sections 15304 and 15311 of the CEQA Guidelines. Section 15304 provides exemption for a class of projects (Class 4) consisting of minor alterations in the condition of land. Section 15311 provides exemption for a class of projects (Class 11) consisting of the construction of minor structures accessory to existing commercial, industrial, or institutional facilities, including small parking lots. The project consists of the paving and striping of two areas adjacent to the future Downtown Station for the Expo LRT. The paved areas would serve as kiss-and-ride and shuttle drop-off and pick-up areas for the future station. Therefore, the project qualifies as a Class 4 and Class 11 exemption. In addition, none of the exceptions specified in Section 15300.2 of CEQA Guidelines would apply that would preclude the use of these CEQA exemptions - The project site is not located in a sensitive environment, the project will not have a significant effect on the environment, the project would not damage scenic resources, the project would not be located on a hazardous waste site; and the project would not cause a change to a historical resource. Therefore, this project is categorically exempt per Sections 15304 and 15311 of the CEQA Guidelines.

The proposed 16th Street Redesign project is categorically exempt from CEQA pursuant to Sections 15301 of the CEQA Guidelines. Section 15301 provides exemption for a class of projects (Class 1) consisting of minor alterations to existing private and public facilities, including existing streets and highways. The project consists of the repaving of 16th Street to provide one-way access for kiss-and-ride and shuttle drop off and pick up areas for the future Expo LRT station. Therefore, the project qualifies as a Class 1 exemption. In addition, none of the exceptions specified in Section 15300.2 of CEQA Guidelines would apply that would preclude the use of this CEQA exemption - The project site is not located in a sensitive environment, the project will not have a significant effect on the environment as confirmed by a traffic analysis conducted by Fehr & Peers (Attachment Q), the project would not damage scenic resources, the project would not be located on a hazardous waste site; and the project would not

cause a change to a historical resource. Therefore, this project is categorically exempt per Section 15301 of the CEQA Guidelines.

Financial Impacts & Budget Actions

4CO Expo Station Site

In response to Council's direction to reduce project scope and costs and recommend alternate interim use scenarios, the recommended interim use Option C outlined above would cost an estimated \$2.0 million in construction costs. Preliminary analysis involving circulation, planning, urban design, transportation, environmental and economic analysis, infrastructure, parking, and transportation demand consultant services in relation to both interim and long term uses at this site will cost approximately \$1.4 million. The revised total project budget of \$3.4 million has been reduced from the project cost of \$8.0 million recommended in November 2014, and reduced from original estimated project budget of \$4.3 million as well.

At the June 10, 2014 meeting (Attachment J), Council authorized a third contract modification to contract #9167 (CCS) with AECOM for a total of \$1,400,000 for preliminary analysis and site planning work. Council authorized \$700,000 included in the FY 2014-15 Capital Improvement Program (CIP) budget to fund half of the \$1,400,000 with the understanding that staff would return to Council for authorization of the remaining \$700,000 when additional funds had been identified. Additional funds are now identified in account 1.380233. Approval of the proposed concept design and the continued long term use analysis will require the following FY 2014-15 budget actions to fund the remainder of the AECOM contract:

1. Release of \$700,000 fund balance from reserve account 1.380233;
2. Appropriation of \$700,000 to C019098.589000.

Construction is anticipated to occur in FY 2015-16 and staff will return to Council for award of a construction contract. Funding for construction has already been included in the approved FY 2015-16 CIP budget.

17th Street/SMC Expo Station Site – 16th Street Redesign

There is no immediate financial impact or budget action necessary as a result of the recommended action. This project would be coordinated with the annual repaving program, and would not incur additional expenses. New meters for the diagonal space would be supplied with existing meter stock.

Prepared By: Francie Stefan, Strategic and Transportation Planning Manager
Sarah Lejeune, Principal Planner
Linda Huynh, Associate Planner

Approved

Forwarded to Council

David Martin
Director, Planning & Community
Development Department

Elaine Polachek
Interim City Manager

Attachments:

- A. 4CO Station Site Interim Use Image (PDF)
- B. Concept Illustration for Original Proposed Interim Use (PDF)
- C. Concept Illustration for Option C Revised Interim Use (PDF)
- D. Expo Terminus Station Alignment Image (PDF)
- E. May 11, 2009 Council Report
- F. January 19, 2010 Council Report
- G. April 12, 2011 Council Report
- H. September 13, 2011 Council Report
- I. January 24, 2012 Council Report
- J. June 10, 2014 Council Report
- K. November 25, 2014 Council Report
- L. Options A and B Images (PDF)
- M. Option C Images (PDF)

- N. Nov. 25 Proposed Interim Use; Options A, B, and C; and No Build Option Comparison Chart (PDF)
- O. 4CO Concurrent Long-Term Use Analysis Image (PDF)
- P. 16th Street Concept Design (PDF)
- Q. 16th Street Traffic Analysis (PDF)

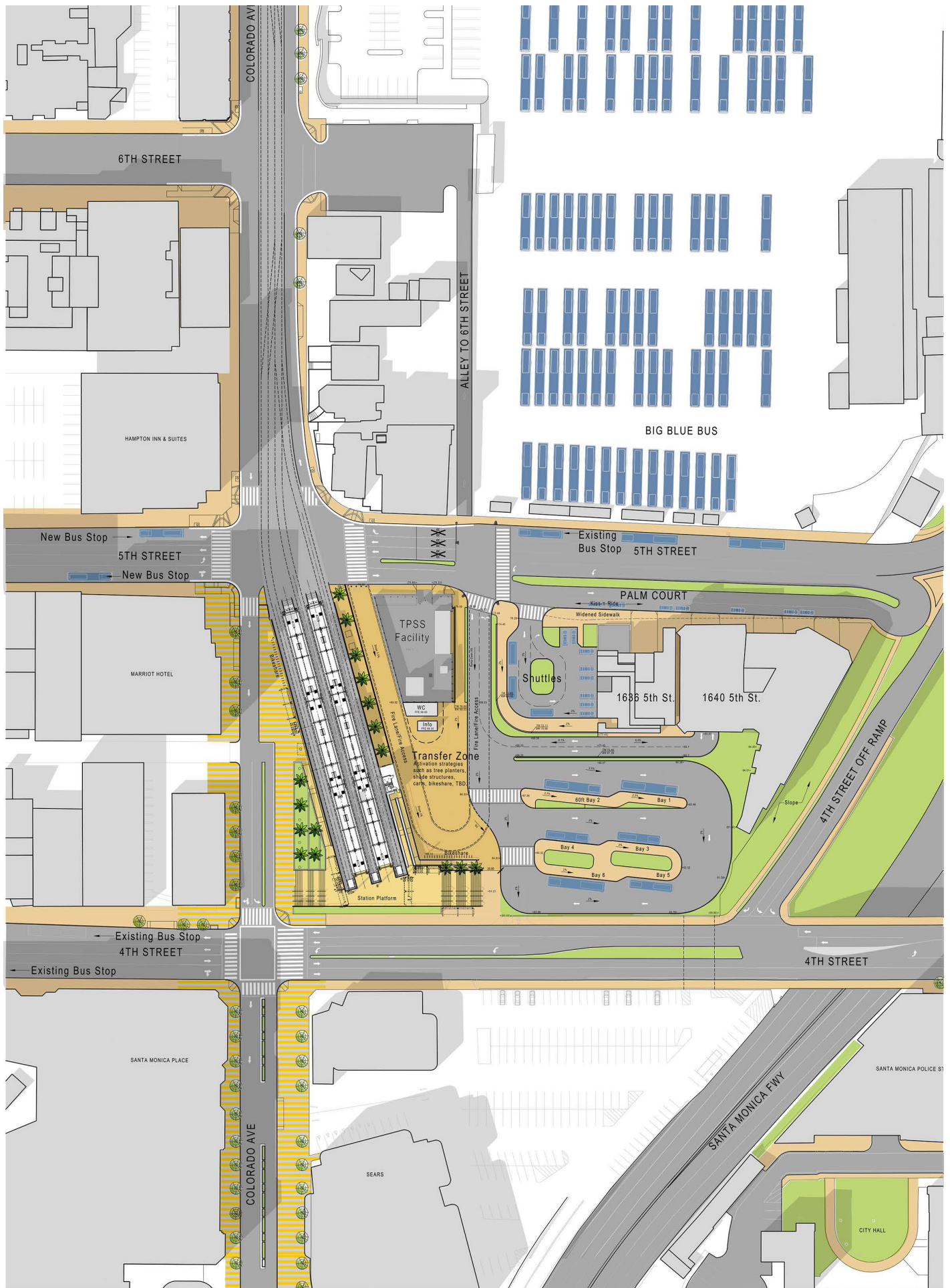
ATTACHMENT A – 4CO STATION SITE INTERIM USE IMAGE



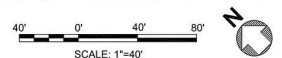
4CO Station Site Interim Use

- > Kiss-and-ride Area
- > Shuttle Area
- > ADA Accessible Access
- > Ped Transfer Zone
- > Bikeshare
- > Pedestrian Amenities

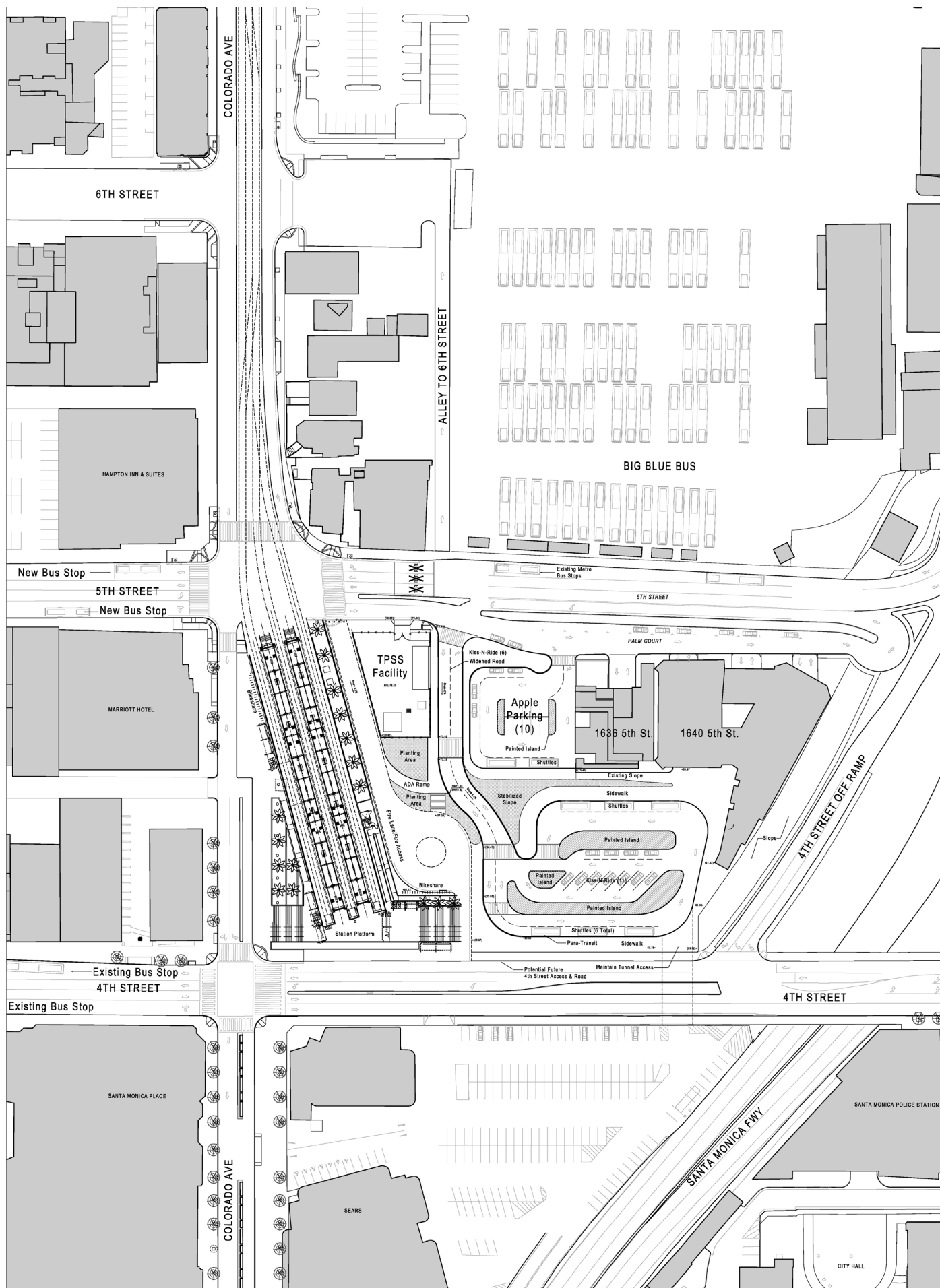
ATTACHMENT B - CONCEPT ILLUSTRATION FOR ORIGINAL NOV. 25 PROPOSED INTERIM USE



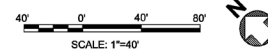
Modified BBB Plan with Six Bus Bays Proposed Interim Use | Concept Illustration
 Santa Monica 4th/Colorado Station Site Studies (4CO Project)



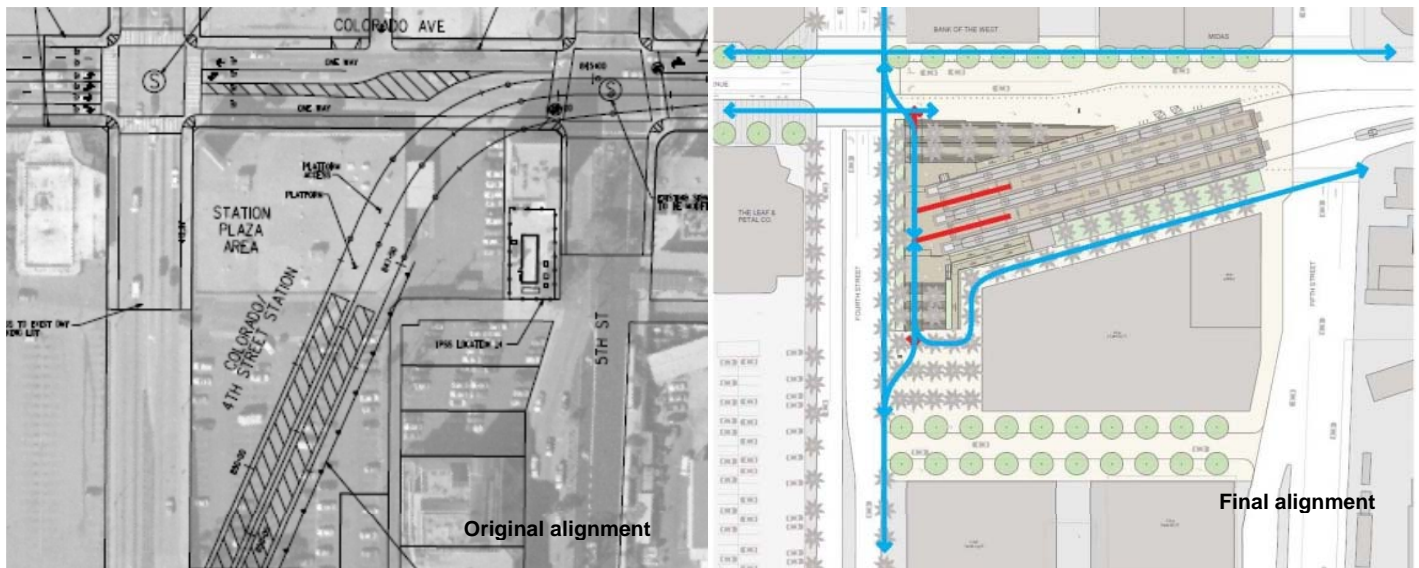
ATTACHMENT C - CONCEPT ILLUSTRATION FOR OPTION C REVISED INTERIM USE



Option C "Phased Upper and Lower Lot" Plan | Concept Illustration
Santa Monica 4th/Colorado Station Site Studies (4CO Project)



ATTACHMENT D – EXPO TERMINUS STATION ALIGNMENT IMAGE



Final alignment preserves a greater site area for Expo integration and circulation improvements, including a potential new road through the station site.

ATTACHMENTS E-K – LINKS TO PREVIOUS COUNCIL REPORTS

E. May 11, 2009 Council Report

<http://www.smgov.net/departments/council/agendas/2009/20090512/s2009051205-A.htm>

F. January 19, 2010 Council Report

<http://www.smgov.net/departments/council/agendas/2010/20100119/s2010011201-Q.htm>

G. April 12, 2011 Council Report

<http://www.smgov.net/departments/council/agendas/2011/20110412/s2011041204-B.htm>

H. September 13, 2011 Council Report

<http://www.smgov.net/departments/council/agendas/2011/20110913/s2011091308-B.htm>

I. January 24, 2012 Council Report

<http://www.smgov.net/departments/Council/agendas/2012/20120124/s2012012403-R.htm>

J. June 10, 2014 Council Report

<http://www.smgov.net/departments/council/agendas/2014/20140610/s2014061003-N.htm>

K. November 25, 2014 Council Report

<http://www.smgov.net/departments/council/agendas/2014/20141125/s2014112508-A.pdf>

This site plan illustrates the proposed 4th Street Station and its integration into the surrounding urban environment. The station is located between 4th Street and 5th Street, with a station platform and tracks running diagonally. Key features include:

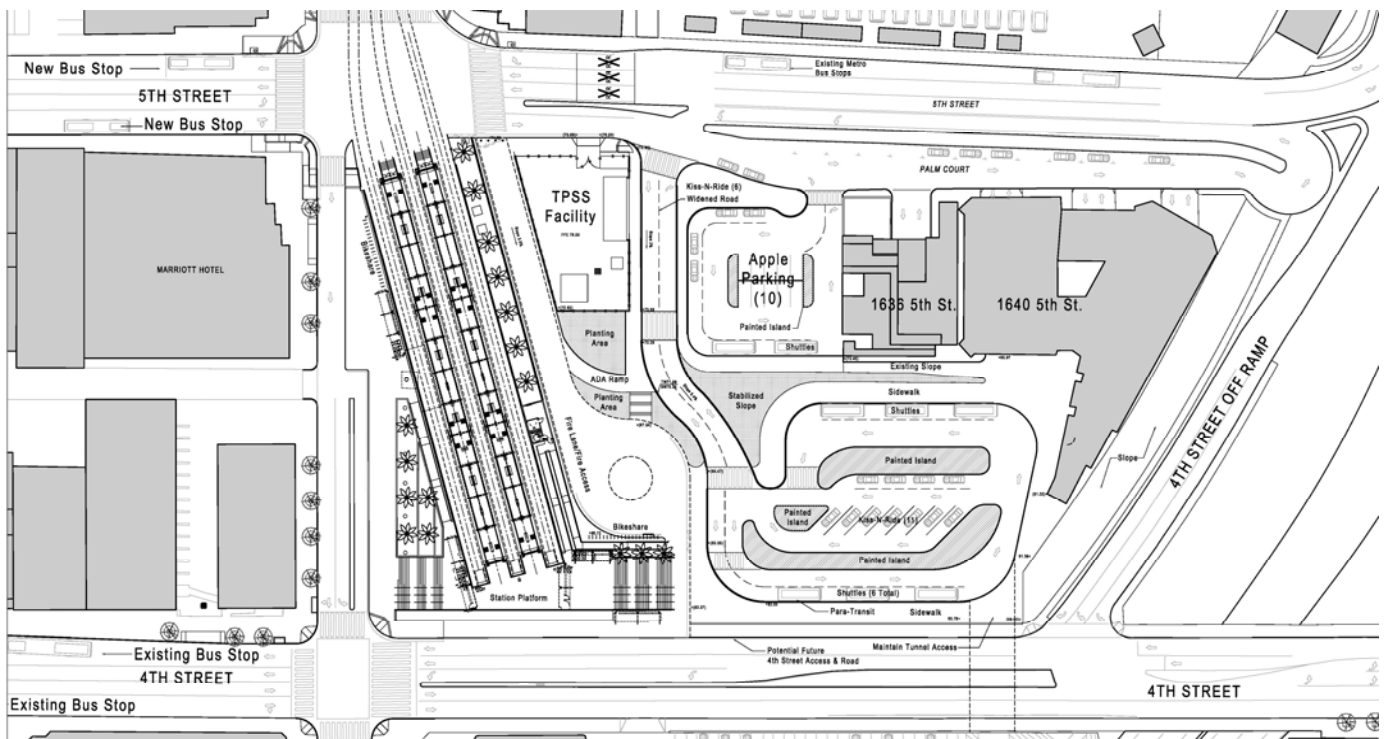
- Streets:** 4th Street, 5th Street, Palm Court, and 4th Street Off Ramp.
- Buildings:** Marriott Hotel, TPSS Facility, 1638 5th St., and 1640 5th St.
- Infrastructure:** Existing bus stops, new bus stops, existing metro bus stops, and a potential future 4th Street Access & Road.
- Landscaping:** Landscaped area, sloped landscape, and a retaining wall (approx.).
- Other Features:** Station platform, tracks, and a potential future 4th Street Access & Road.

This detailed site plan illustrates the proposed station area. Key features include:

- TPSS Facility:** A large rectangular building with an adjacent "Storage / Wayfinding" area and "Aging Parking (10)".
- Station Platform:** A long, narrow platform with "ADA Access" and "Kiosk N/Bide" located near the "TPSS Facility".
- Bus Stops:** "New Bus Stop" and "Existing Bus Stop" are marked along 5th Street and 4th Street.
- Streets and Landmarks:** 5th Street, 4th Street, Palm Court, and 4th Street Off Ramp are shown. The Marriott Hotel is located to the west of the station.
- Other Features:** "ADA Access", "Planting Area", "Sloped Planting Area", "Fenced Gravel Lot By Others", and "Maintain Tunnel Access" are also indicated.

Provides a smaller upper lot for shuttles and kiss-and-ride that could possibly be completed in time for Expo's opening and a fenced-off lower lot.

ATTACHMENT M – OPTION C “PHASED UPPER AND LOWER LOT” PLAN IMAGES



Option C “Phased Upper and Lower Lot” Plan:
Phased interim use design.

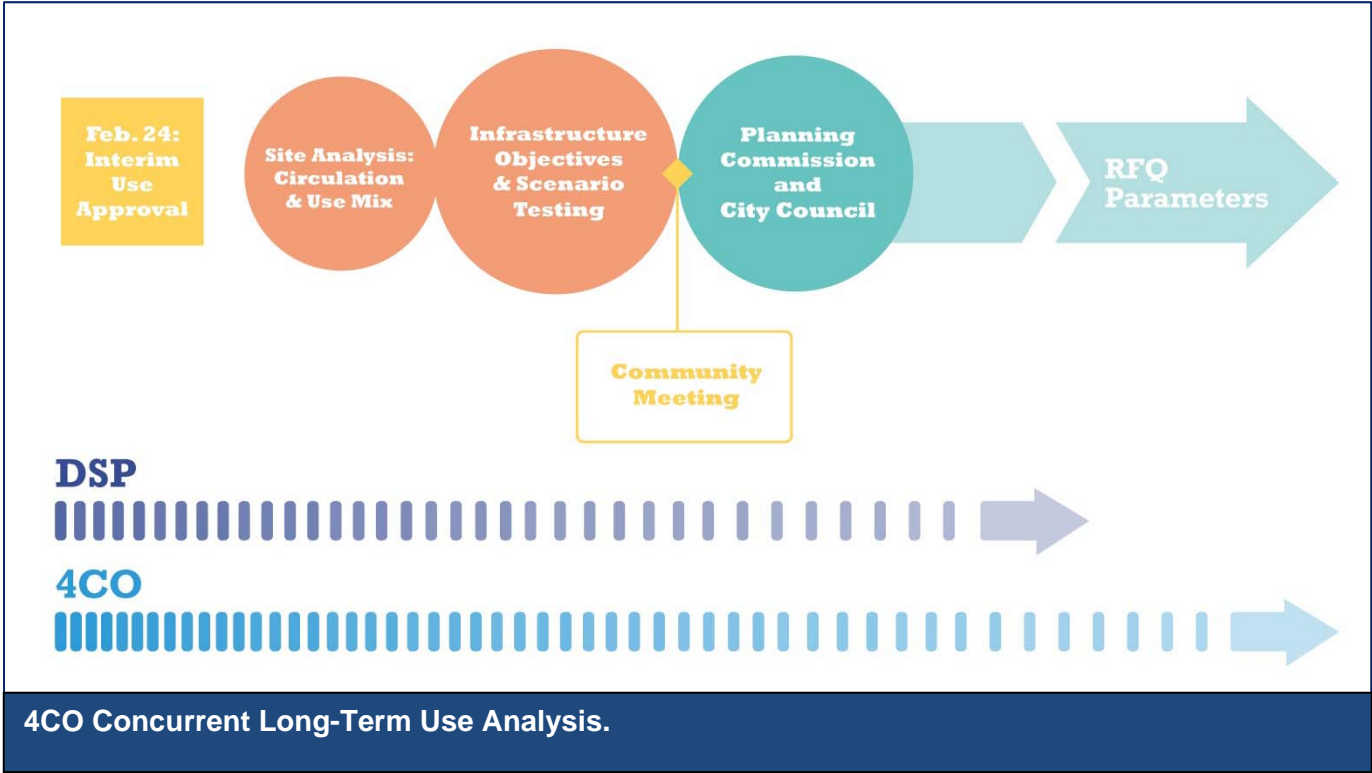


Option C “Phased Upper and Lower Lot” Plan:
Phases 1 and 2.

ATTACHMENT N - NOVEMBER 25 PROPOSED INTERIM USE, OPTION A, OPTION B, OPTION C, AND NO BUILD OPTION COMPARISON CHART

| | November 25 Proposed Interim Use | Option A "Lower Lot" Plan | Option B "Upper Lot" Plan | Option C "Phased Upper and Lower Lot" Plan | No Build Option |
|-----------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|-----------------------------------------|
| Estimated rough order-of-magnitude (ROM) construction cost | \$6.6 million (ROM) | \$2.6 million (VROM) | \$1.3 million (VROM) | 2.0 million (ROM) | Fencing Cost |
| Estimated construction completion (Expo opening anticipated: February 2016) | January 2017 | Fall 2016 | Spring 2016 | Phase 1: Spring 2016 Phase 2: Fall 2016 | N/A |
| # of Parking Spaces | 10 spaces (leased) | 54 spaces (existing) | 10 spaces (leased) | Phase 1: 10 spaces (leased) Phase 2: 31 spaces | 54 spaces (existing) |
| # of Kiss-and-ride Spaces | 4 spaces along Palm Court | 11 spaces (estimated) on-site | 7 spaces (estimated) on-site | Phase 1: 4 spaces on-site, 2 spaces along Palm Court Phase 2: 11 spaces on-site | 0 spaces |
| # of Shuttle Spaces | 3 spaces on-site | 6 spaces (estimated) on site | 3 spaces (estimated) on site | Phase 1: 2 spaces on-site Phase 2: 6 spaces on-site | 0 spaces |
| # of Metered Parking Spaces along Palm Court | 8 spaces | 18 spaces (existing) | 14 spaces | 14 spaces | 18 spaces (existing) |
| Support from stakeholders | No | Some | Yes | Some | Some |
| Appearance of temporariness | Entire site and Palm Court reconfigured with curbs, gutter and finishes | Larger, lower lot portion of site reconfigured with curbs and gutter | Smaller, upper lot portion of site reconfigured with curbs and gutter and larger, lower portion of site fenced off | Entire site reconfigured as asphalt lots with striping (paint) and minimal curbs and gutter along the perimeters | No improvements, City's property fenced |
| Maintains tunnel access | No | Yes | Yes | Yes | Yes |
| Minimizes adding traffic to 5th Street | Bus circulation to site; new signal | No buses, longer queuing space | No buses, fewer shuttle and kiss-and-ride spaces | No buses, longer queuing space, more shuttle and kiss-and-ride spaces | N/A |
| Minimal footprint that allows for change over time | Maximum footprint | Lower lot, only Palm Court as needed | Upper lot, only Palm Court as needed | Maximum footprint | N/A |
| Multiple functions for multiple benefits | No | No | Lower Lot for temporary uses | Two lots for temporary uses, requires kiss-and-ride/shuttle relocation | N/A |
| Opportunity for 4th Street access in future phase | Yes | Yes | No | Yes | N/A |
| Pedestrian-friendly and ADA access | Access van drop-off near station | Access van drop-off near station | ADA Access requires using fire access lane (no drop-off near station) | Phase 1: ADA Access requires using fire access lane Phase 2: Access van drop-off near station | N/A |
| Accommodates expected Opening Day shuttles and anticipates increased shuttles over time | Accommodates expected shuttles but does not provide additional spaces for increased shuttles over time | Anticipates increased shuttles over time by maximizing kiss-and-ride shuttles in lower lot | Accommodates expected shuttles but does not provide additional spaces for increased shuttles over time | Anticipates increased shuttles over time by maximizing kiss-and-ride shuttles in lower lot | N/A |

ATTACHMENT O – 4CO CONCURRENT LONG-TERM USE ANALYSIS IMAGE





ATTACHMENT P - 16TH STREET CONCEPT DESIGN

- Reconfigure 16th Street to be one-way northbound between Olympic Blvd. and Colorado Ave. with striping and signage.
- Stripe west side of 16th Street to be front-in angled parking. Parking includes metered parking as well as short-term parking for drop-off and loading.
- Create kiss-and-ride and transit drop-off zones along the northern half of the east side of the street. The remaining curb space will continue to provide on-street parking for adjacent uses.



MEMORANDUM

Date: February 12, 2015
To: Santa Monica Staff
From: Jeremy Klop and Jeff Pierson
Subject: 16th Street One-way Conversion: Analysis Findings

Ref: LA13-2625

The memo summarizes the potential vehicular impacts from the conversion of 16th Street between Colorado Avenue and Olympic Boulevard from a two-way facility to a one-way northbound facility. The vehicular level of service was calculated at four signalized intersections both with and without the proposed project. The changes in average vehicle delay were compared with the City of Santa Monica's significant impact criteria and **no impacts were identified in either the existing or future scenario.**

PROJECT DESCRIPTION

16th Street between Colorado Avenue and Olympic Boulevard is a local street that currently provides access to Memorial Park, the Colorado Yards located at 1601 14th Street, the office building located at 1610 17th Street, the commercial building located at 1601 Olympic Boulevard, and the Santa Monica-Malibu Unified School District offices at 1651 17th Street. By Expo's opening (anticipated February 2016), 16th Street will also provide access to a future additional Memorial Park parking at 1601 14th Street and an Expo parking lot at 1610 Colorado Avenue. There are currently two travel lanes in both directions and on-street parallel parking on both sides of the street. The intersections with Colorado Avenue and Olympic Boulevard are both side-street stop controlled and because of the rail track along Colorado Avenue and a median along Olympic Boulevard, access to and from 16th Street is limited to right-in and right-out turning movements.

The project proposes to convert this section of 16th Street from a two-way street to a one-way northbound street. With a single travel lane for vehicles, the northern half of the east side of the street would be converted from northbound on-street parking to kiss-and-ride and drop-off zones with the southern half continuing to provide on-street parking for adjacent uses. The on-street parking spaces on the west side of the street would be removed and converted to front-in diagonal parking to increase the available on-street parking supply. The intersection with Colorado Avenue would remain side-street stop controlled.

ATTACHMENT Q – 16TH STREET TRAFFIC ANALYSIS

ANALYSIS METHODOLOGY

The potential vehicular impacts of the two-way to one-way conversion were analyzed during the AM and PM peak hours of an average weekday under the following scenarios:

- Existing (2013)
- Existing (2013) + Project
- Memorial Park Neighborhood Plan (2030) No Build
- Memorial Park Neighborhood Plan (2030) No Build + Project

The following intersections are analyzed for vehicular impacts under each of the four scenarios: 17th & Colorado, 17th & Olympic, 14th & Colorado, and 14th & Olympic. Travel behavior changes at other signalized intersections are not expected to be larger than the regular daily variations in traffic volumes. Traffic counts collected during Fall 2013 were used for the Existing scenario. These traffic counts were collected while the Expo Phase II light rail extension was under construction. The following turning movement restrictions were in place under the Existing scenario:

- 14th Street & Colorado Avenue: No NBL, SBL, WBL, or EBL
- 17th Street & Colorado Avenue: No NBL or EBL

The Memorial Park Neighborhood Plan No Build scenario was used for the future baseline scenario. The traffic volumes for this scenario were forecast using the City's traffic model. Construction related turning restrictions along Colorado Avenue were removed for the future baseline analysis.

The vehicular impacts will be determined by calculating vehicular level of service (LOS) using the Highway Capacity Manual (HCM) 2010 methodology with the Vistro software program. Potential impacts will be determined using the City's adopted significant impact criteria shown in the following table.

Table 1. City of Santa Monica Significant Impact Criteria for Arterial and Collector Intersections

| Base Scenario | | Project Scenario |
|----------------------|------------------------|------------------------------------------------------------|
| If LOS is A, B, or C | Collector Intersection | Average delay increases by 15 seconds or LOS is D, E, or F |
| | Arterial Intersection | Average delay increases by 15 seconds or LOS is E or F |
| If LOS is D | Collector Intersection | Any increase in average seconds of delay |
| | Arterial Intersection | Average delay increases by 15 seconds or LOS is E or F |
| If LOS is E | Collector Intersection | Any increase in average seconds of delay |
| | Arterial Intersection | |
| If LOS is F | Collector Intersection | HCM v/c ratio increases by 0.005 |
| | Arterial Intersection | |

Colorado Avenue and Olympic Boulevard are both classified as arterials under the City's 1984 Land Use and Circulation Element so the arterial intersection criteria is used for this analysis.

ATTACHMENT Q – 16TH STREET TRAFFIC ANALYSIS

TRAFFIC VOLUMES

Intersection counts were collected in Fall 2013 at the four signalized study intersections. These will be used to analyze the existing scenario and to forecast future volumes for the future baseline scenario. The pedestrian and bicyclist volumes will also be increased for the future scenarios at the two intersections along 17th Street to account for increased non-motorized activity around the Memorial Park Expo Station.

The range of traffic volume that could be shifted due to the one-way conversion was determined from several sources. These include a 2007 daily traffic count along 16th Street, observed turning movements collected in February 2015, on-street and off-street parking availability, existing intersection counts, and estimates from the travel model. Using these sources, Fehr & Peers determined that a reasonable estimate for the shift in traffic during both the AM and PM peak hours is 25 inbound and 25 outbound vehicle trips. The count data from 2007, before Expo construction and Colorado Avenue reconfiguration, suggests that as many as 50 inbound and 50 outbound trips could be affected. While this estimate is twice as high as current traffic volumes, the redistribution of an estimated 50 inbound and 50 outbound trips is used to analyze the project, providing an analysis of the upper end of the expected range of change.

TRIP DISTRIBUTION

The proposed one-way conversion will cause eastbound traffic destined for 16th Street on Colorado Avenue and westbound traffic departing 16th Street on Olympic Boulevard to shift. Figure 1 shows how the 50 inbound and 50 outbound trips are likely to be redistributed after the conversion of 16th Street to a one-way northbound street. Both the AM and PM peak hours will use this distribution. Only those turning movements which are affected are shown on the figure.

While a through vehicular connection from 17th Street to 16th Street exists today, the redistribution assumes that all vehicles recirculate on 16th Street and 17th Street instead of travelling through the parking lot which serves both streets.

Table 2 shows the turning movement volumes for each of the four analysis scenarios.

SCENENARIO RESULTS

Tables 3 and 4 show the intersection LOS results for each of the study intersections in each analysis scenario. Since the majority of new trips are added to right turning movements with a right turn pocket, there are no increases in average delay at 3 of the 4 intersections. At 17th Street & Olympic Boulevard, the southbound right turn is shared with the southbound through lane. This interaction causes the average intersection delay to increase, however the changes do not cause a significant impact.

Detailed LOS calculation sheets are available in Appendix A.

ATTACHMENT Q – 16TH STREET TRAFFIC ANALYSIS

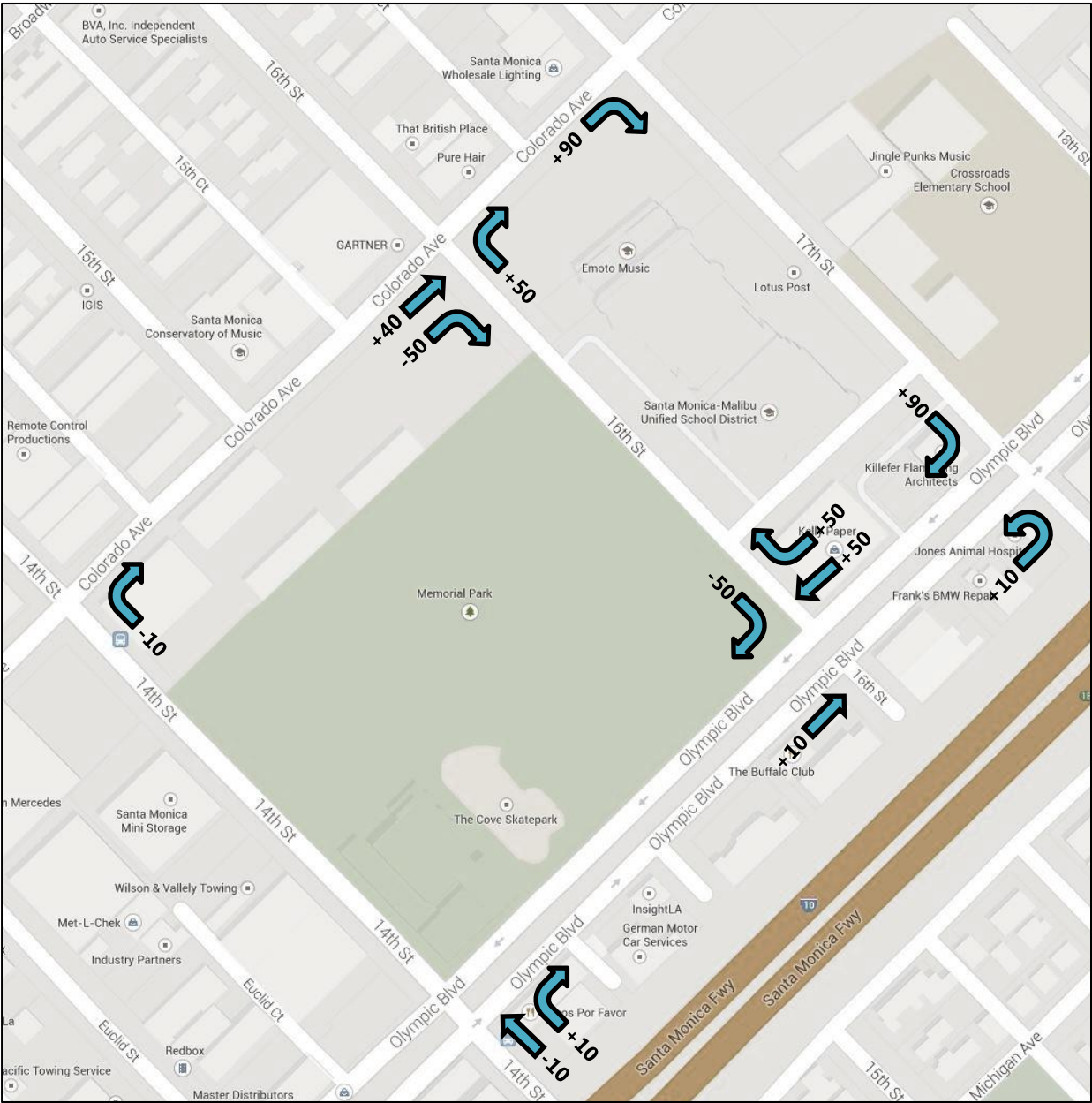


Figure 1. Estimated AM and PM peak hour traffic redistribution with one-way northbound 16th Street

ATTACHMENT Q – 16TH STREET TRAFFIC ANALYSIS

Table 2. Turning Movement Volumes

| ID | Intersection | Hour | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|--------------------|---------------------------------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Existing | | | | | | | | | | | | | | |
| 1 | 14th Street & Colorado Avenue | AM | 0 | 486 | 96 | 0 | 506 | 12 | 0 | 148 | 45 | 0 | 141 | 27 |
| | | PM | 0 | 467 | 51 | 0 | 533 | 13 | 0 | 160 | 70 | 0 | 223 | 58 |
| 2 | 14th Street & Olympic Boulevard | AM | 41 | 457 | 119 | 185 | 290 | 63 | 62 | 363 | 9 | 139 | 437 | 133 |
| | | PM | 22 | 357 | 107 | 116 | 463 | 48 | 53 | 333 | 58 | 170 | 496 | 115 |
| 3 | 17th Street & Colorado Avenue | AM | 0 | 306 | 112 | 82 | 274 | 28 | 0 | 269 | 24 | 41 | 225 | 79 |
| | | PM | 0 | 304 | 63 | 57 | 429 | 31 | 0 | 294 | 44 | 67 | 327 | 86 |
| 4 | 17th Street & Olympic Boulevard | AM | 47 | 246 | 70 | 161 | 151 | 62 | 53 | 509 | 14 | 102 | 560 | 98 |
| | | PM | 19 | 182 | 78 | 154 | 321 | 49 | 39 | 445 | 23 | 170 | 777 | 125 |
| Existing + Project | | | | | | | | | | | | | | |
| 1 | 14th Street & Colorado Avenue | AM | 0 | 486 | 86 | 0 | 506 | 12 | 0 | 148 | 45 | 0 | 141 | 27 |
| | | PM | 0 | 467 | 41 | 0 | 533 | 13 | 0 | 160 | 70 | 0 | 223 | 58 |
| 2 | 14th Street & Olympic Boulevard | AM | 41 | 447 | 129 | 185 | 290 | 63 | 62 | 363 | 9 | 139 | 437 | 133 |
| | | PM | 22 | 347 | 117 | 116 | 463 | 48 | 53 | 333 | 58 | 170 | 496 | 115 |
| 3 | 17th Street & Colorado Avenue | AM | 0 | 306 | 112 | 82 | 274 | 28 | 0 | 269 | 114 | 41 | 225 | 79 |
| | | PM | 0 | 304 | 63 | 57 | 429 | 31 | 0 | 294 | 134 | 67 | 327 | 86 |
| 4 | 17th Street & Olympic Boulevard | AM | 47 | 246 | 70 | 161 | 151 | 152 | 63 | 509 | 14 | 102 | 560 | 98 |
| | | PM | 19 | 182 | 78 | 154 | 321 | 139 | 49 | 445 | 23 | 170 | 777 | 125 |
| Future | | | | | | | | | | | | | | |
| 1 | 14th Street & Colorado Avenue | AM | 30 | 490 | 120 | 20 | 510 | 20 | 0 | 150 | 80 | 0 | 150 | 140 |
| | | PM | 40 | 470 | 60 | 10 | 540 | 20 | 0 | 160 | 140 | 0 | 230 | 130 |
| 2 | 14th Street & Olympic Boulevard | AM | 50 | 460 | 160 | 190 | 290 | 70 | 70 | 420 | 10 | 140 | 440 | 140 |
| | | PM | 30 | 360 | 110 | 120 | 470 | 50 | 100 | 340 | 60 | 170 | 670 | 120 |
| 3 | 17th Street & Colorado Avenue | AM | 60 | 310 | 120 | 90 | 280 | 30 | 40 | 270 | 30 | 90 | 270 | 140 |
| | | PM | 70 | 310 | 70 | 60 | 430 | 40 | 30 | 300 | 50 | 160 | 350 | 140 |
| 4 | 17th Street & Olympic Boulevard | AM | 90 | 250 | 90 | 170 | 220 | 70 | 60 | 550 | 20 | 110 | 570 | 100 |
| | | PM | 20 | 190 | 110 | 160 | 360 | 100 | 40 | 470 | 30 | 170 | 780 | 130 |
| Future + Project | | | | | | | | | | | | | | |
| 1 | 14th Street & Colorado Avenue | AM | 30 | 490 | 110 | 20 | 510 | 20 | 0 | 150 | 80 | 0 | 150 | 140 |
| | | PM | 40 | 470 | 50 | 10 | 540 | 20 | 0 | 160 | 140 | 0 | 230 | 130 |
| 2 | 14th Street & Olympic Boulevard | AM | 50 | 450 | 170 | 190 | 290 | 70 | 70 | 420 | 10 | 140 | 440 | 140 |
| | | PM | 30 | 350 | 120 | 120 | 470 | 50 | 100 | 340 | 60 | 170 | 670 | 120 |
| 3 | 17th Street & Colorado Avenue | AM | 60 | 310 | 120 | 90 | 280 | 30 | 40 | 270 | 120 | 90 | 270 | 140 |
| | | PM | 70 | 310 | 70 | 60 | 430 | 40 | 30 | 300 | 140 | 160 | 350 | 140 |
| 4 | 17th Street & Olympic Boulevard | AM | 90 | 250 | 90 | 170 | 220 | 160 | 70 | 550 | 20 | 110 | 570 | 100 |
| | | PM | 20 | 190 | 110 | 160 | 360 | 190 | 50 | 470 | 30 | 170 | 780 | 130 |

ATTACHMENT Q – 16TH STREET TRAFFIC ANALYSIS

Table 3. Existing Scenarios: Intersection LOS Analysis

| ID | Intersection | Peak Hour | Existing | | Existing + Project | | Change | | |
|----|---------------------------------|-----------|----------|-------------|--------------------|-------------|--------|-------|--------|
| | | | V/C | Delay / LOS | V/C | Delay / LOS | V/C | Delay | Impact |
| 1 | 14th Street & Colorado Avenue | AM | 0.421 | 28 / C | 0.421 | 28 / C | 0.000 | 0 | No |
| | | PM | 0.512 | 27 / C | 0.512 | 27 / C | 0.000 | 0 | No |
| 2 | 14th Street & Olympic Boulevard | AM | 0.454 | 17 / B | 0.448 | 17 / B | -0.006 | 0 | No |
| | | PM | 0.465 | 21 / C | 0.465 | 21 / C | 0.000 | 0 | No |
| 3 | 17th Street & Colorado Avenue | AM | 0.457 | 19 / B | 0.457 | 19 / B | 0.000 | 0 | No |
| | | PM | 0.478 | 20 / B | 0.478 | 20 / B | 0.000 | 0 | No |
| 4 | 17th Street & Olympic Boulevard | AM | 0.381 | 15 / B | 0.415 | 15 / B | 0.034 | 0 | No |
| | | PM | 0.454 | 17 / B | 0.518 | 20 / B | 0.064 | 3 | No |

Table 4. Future Scenarios: Intersection LOS Analysis



| ID | Intersection | Peak Hour | Future | | Future + Project | | Change | | |
|----|---------------------------------|-----------|--------|-------------|------------------|-------------|--------|-------|--------|
| | | | V/C | Delay / LOS | V/C | Delay / LOS | V/C | Delay | Impact |
| 1 | 14th Street & Colorado Avenue | AM | 0.509 | 23 / C | 0.509 | 23 / C | 0.000 | 0 | No |
| | | PM | 0.583 | 22 / C | 0.583 | 22 / C | 0.000 | 0 | No |
| 2 | 14th Street & Olympic Boulevard | AM | 0.460 | 17 / B | 0.454 | 17 / B | -0.006 | 0 | No |
| | | PM | 0.520 | 21 / C | 0.520 | 21 / C | 0.000 | 0 | No |
| 3 | 17th Street & Colorado Avenue | AM | 0.473 | 20 / B | 0.473 | 19 / B | 0.000 | -1 | No |
| | | PM | 0.502 | 19 / B | 0.502 | 19 / B | 0.000 | 0 | No |
| 4 | 17th Street & Olympic Boulevard | AM | 0.442 | 16 / B | 0.503 | 17 / B | 0.061 | 1 | No |
| | | PM | 0.514 | 20 / B | 0.583 | 29 / C | 0.069 | 9 | No |

Intersection Level Of Service Report

#85: FOURTEENTH STREET/COLORADO AVENUE

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 28.2 |
| Analysis Method: | HCM2010 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.421 |

Intersection Setup

| Name | Colorado Ave | | | Colorado Ave | | | 14th St | | | 14th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Colorado Ave | | | Colorado Ave | | | 14th St | | | 14th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 17 | 148 | 45 | 8 | 141 | 27 | 0 | 486 | 96 | 0 | 506 | 12 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 17 | 148 | 45 | 8 | 141 | 27 | 0 | 486 | 96 | 0 | 506 | 12 |
| Peak Hour Factor | 0.8898 | 0.8898 | 0.8898 | 0.8148 | 0.8148 | 0.8148 | 0.8488 | 0.8488 | 0.8488 | 0.9701 | 0.9701 | 0.9701 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 5 | 42 | 13 | 2 | 43 | 8 | 0 | 143 | 28 | 0 | 130 | 3 |
| Total Analysis Volume [veh/h] | 19 | 166 | 51 | 10 | 173 | 33 | 0 | 573 | 113 | 0 | 522 | 12 |
| Presence of On-Street Parking | | | no | | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 10 | | | 15 | | | 9 | | | 12 | | |
| Bicycle Volume [bicycles/h] | 5 | | | 8 | | | 5 | | | 5 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 80 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 72.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 4 | 0 |
| Maximum Green [s] | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 44 | 0 | 0 | 44 | 0 | 0 | 36 | 0 | 0 | 36 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 |
| Minimum Recall | | no | | | no | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | yes | | | yes | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 0.00 | 9.05 | 9.05 | 0.00 | 8.93 | 8.93 | 0.00 | 39.81 | 19.88 | 0.00 | 32.66 | 32.66 |
| Movement LOS | | A | A | | A | A | A | D | B | A | C | C |
| d_A, Approach Delay [s/veh] | 9.05 | | | 8.93 | | | 36.53 | | | 32.66 | | |
| Approach LOS | A | | | A | | | D | | | C | | |
| d_I, Intersection Delay [s/veh] | 28.18 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.421 | | | | | | | | | | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

SG: 2 44s

SG: 102 17s

SG: 6 44s

SG: 106 17s

SG: 4 36s

SG: 104 17s

SG: 8 36s

SG: 108 17s

Intersection Level Of Service Report

#86: FOURTEENTH STREET/OLYMPIC BOULEVARD

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 16.6 |
| Analysis Method: | HCM2010 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.454 |

Intersection Setup

| Name | Olympic Blvd | | | Olympic Blvd | | | 14th St | | | 14th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 0.00 | | | 45.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Olympic Blvd | | | Olympic Blvd | | | 14th St | | | 14th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 62 | 363 | 9 | 139 | 437 | 133 | 41 | 457 | 119 | 185 | 290 | 63 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 62 | 363 | 9 | 139 | 437 | 133 | 41 | 457 | 119 | 185 | 290 | 63 |
| Peak Hour Factor | 0.8893 | 0.8893 | 0.8893 | 0.8206 | 0.8206 | 0.8206 | 0.9292 | 0.9292 | 0.9292 | 0.9539 | 0.9539 | 0.9539 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 17 | 102 | 3 | 42 | 133 | 41 | 11 | 123 | 32 | 48 | 76 | 17 |
| Total Analysis Volume [veh/h] | 70 | 408 | 10 | 169 | 533 | 162 | 44 | 492 | 128 | 194 | 304 | 66 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 16 | | | 12 | | | 33 | | | 33 | | |
| Bicycle Volume [bicycles/h] | 13 | | | 14 | | | 1 | | | 5 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 70 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 44.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 3.6 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 40 | 0 | 0 | 40 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 17 | 0 | 0 | 14 | 0 | 0 | 28 | 0 | 0 | 28 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 2.6 | 0.0 |
| Minimum Recall | | yes | | | yes | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | no | | | no | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 25.04 | 15.01 | 13.00 | 24.21 | 18.28 | 18.59 | 16.47 | 13.50 | 10.77 | 26.17 | 11.82 | 10.31 |
| Movement LOS | C | B | B | C | B | B | B | B | B | C | B | B |
| d_A, Approach Delay [s/veh] | 16.41 | | | 19.50 | | | 13.17 | | | 16.58 | | |
| Approach LOS | B | | | B | | | B | | | B | | |
| d_I, Intersection Delay [s/veh] | 16.65 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.454 | | | | | | | | | | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

SG: 2 30s

SG: 102 22s

SG: 6 30s

SG: 106 21s

SG: 4 40s

SG: 104 35s

SG: 8 40s


SG: 108 35s

Intersection Level Of Service Report

#97: SEVENTEENTH STREET/COLORADO AVENUE

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 18.9 |
| Analysis Method: | HCM2010 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.457 |

Intersection Setup

| Name | Colorado Ave | | | Colorado Ave | | | 17th St | | | 17th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Colorado Ave | | | Colorado Ave | | | 17th St | | | 17th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 0 | 269 | 24 | 41 | 225 | 79 | 0 | 306 | 112 | 82 | 274 | 28 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 269 | 24 | 41 | 225 | 79 | 0 | 306 | 112 | 82 | 274 | 28 |
| Peak Hour Factor | 0.8399 | 0.8399 | 0.8399 | 0.8892 | 0.8892 | 0.8892 | 0.8015 | 0.8015 | 0.8015 | 0.7619 | 0.7619 | 0.7619 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 80 | 7 | 12 | 63 | 22 | 0 | 95 | 35 | 27 | 90 | 9 |
| Total Analysis Volume [veh/h] | 0 | 320 | 29 | 46 | 253 | 89 | 0 | 382 | 140 | 108 | 360 | 37 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 18 | | | 14 | | | 6 | | | 17 | | |
| Bicycle Volume [bicycles/h] | 6 | | | 11 | | | 0 | | | 3 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 80 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 15.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 4 | 0 |
| Maximum Green [s] | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 44 | 0 | 0 | 44 | 0 | 0 | 36 | 0 | 0 | 36 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 |
| Minimum Recall | | no | | | no | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | yes | | | yes | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 0.00 | 13.19 | 10.43 | 16.72 | 12.42 | 11.06 | 0.00 | 23.67 | 23.67 | 36.88 | 19.07 | 19.07 |
| Movement LOS | A | B | B | B | B | B | A | C | C | D | B | B |
| d_A, Approach Delay [s/veh] | 12.96 | | | 12.61 | | | 23.67 | | | 22.88 | | |
| Approach LOS | B | | | B | | | C | | | C | | |
| d_I, Intersection Delay [s/veh] | 18.90 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.457 | | | | | | | | | | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

SG: 2 44s

SG: 4 36s

SG: 102 17s

SG: 104 17s

SG: 6 44s

SG: 8 36s

SG: 106 17s

SG: 108 17s

Intersection Level Of Service Report

#98: SEVENTEENTH STREET/OLYMPIC BOULEVARD

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 14.8 |
| Analysis Method: | HCM2010 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.381 |

Intersection Setup

| Name | Olympic Blvd | | | Olympic Blvd | | | 17th St | | | 17th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 0.00 | | | 25.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Olympic Blvd | | | Olympic Blvd | | | 17th St | | | 17th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 53 | 509 | 14 | 102 | 560 | 98 | 47 | 246 | 70 | 161 | 151 | 62 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 53 | 509 | 14 | 102 | 560 | 98 | 47 | 246 | 70 | 161 | 151 | 62 |
| Peak Hour Factor | 0.8521 | 0.8521 | 0.8521 | 0.9135 | 0.9135 | 0.9135 | 0.8897 | 0.8897 | 0.8897 | 0.7248 | 0.7248 | 0.7248 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 16 | 149 | 4 | 28 | 153 | 27 | 13 | 69 | 20 | 56 | 52 | 21 |
| Total Analysis Volume [veh/h] | 62 | 597 | 16 | 112 | 613 | 107 | 53 | 276 | 79 | 222 | 208 | 86 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 41 | | | 149 | | | 34 | | | 264 | | |
| Bicycle Volume [bicycles/h] | 9 | | | 17 | | | 5 | | | 9 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 70 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 12.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 3.6 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 35 | 0 | 0 | 35 | 0 | 0 | 35 | 0 | 0 | 35 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 17 | 0 | 0 | 14 | 0 | 0 | 23 | 0 | 0 | 23 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 2.6 | 0.0 |
| Minimum Recall | | yes | | | yes | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | no | | | no | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 17.43 | 12.09 | 9.79 | 19.24 | 12.18 | 11.07 | 21.57 | 15.48 | 13.96 | 25.39 | 15.89 | 15.89 |
| Movement LOS | B | B | A | B | B | B | C | B | B | C | B | B |
| d_A, Approach Delay [s/veh] | 12.53 | | | 12.98 | | | 15.98 | | | 19.98 | | |
| Approach LOS | B | | | B | | | B | | | B | | |
| d_I, Intersection Delay [s/veh] | 14.84 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.381 | | | | | | | | | | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

SG: 2 35s

SG: 102 24s

SG: 6 35s

SG: 106 21s

SG: 4 35s

SG: 104 30s




SG: 8 35s

SG: 108 30s

Intersection Level Of Service Report #85: FOURTEENTH STREET/COLORADO AVENUE

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 26.8 |
| Analysis Method: | HCM2010 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.512 |

Intersection Setup

| Name | Colorado Ave | | | Colorado Ave | | | 14th St | | | 14th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Colorado Ave | | | Colorado Ave | | | 14th St | | | 14th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 13 | 160 | 70 | 17 | 223 | 58 | 0 | 467 | 51 | 0 | 533 | 13 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 13 | 160 | 70 | 17 | 223 | 58 | 0 | 467 | 51 | 0 | 533 | 13 |
| Peak Hour Factor | 0.9346 | 0.9346 | 0.9346 | 0.7926 | 0.7926 | 0.7926 | 0.8742 | 0.8742 | 0.8742 | 0.9100 | 0.9100 | 0.9100 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 3 | 43 | 19 | 5 | 70 | 18 | 0 | 134 | 15 | 0 | 146 | 4 |
| Total Analysis Volume [veh/h] | 14 | 171 | 75 | 21 | 281 | 73 | 0 | 534 | 58 | 0 | 586 | 14 |
| Presence of On-Street Parking | | | no | | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 17 | | | 25 | | | 6 | | | 13 | | |
| Bicycle Volume [bicycles/h] | 16 | | | 11 | | | 3 | | | 6 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 80 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 72.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 4 | 0 |
| Maximum Green [s] | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 44 | 0 | 0 | 44 | 0 | 0 | 36 | 0 | 0 | 36 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 |
| Minimum Recall | | no | | | no | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | yes | | | yes | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 0.00 | 9.94 | 9.94 | 0.00 | 10.96 | 10.96 | 0.00 | 29.49 | 18.32 | 0.00 | 41.49 | 41.49 |
| Movement LOS | | A | A | | B | B | A | C | B | A | D | D |
| d_A, Approach Delay [s/veh] | 9.94 | | | 10.96 | | | 28.40 | | | 41.49 | | |
| Approach LOS | A | | | B | | | C | | | D | | |
| d_I, Intersection Delay [s/veh] | 26.80 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.512 | | | | | | | | | | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

SG: 2 44s

SG: 4 36s

SG: 102 17s

SG: 104 17s

SG: 6 44s

SG: 8 36s

SG: 106 17s

SG: 108 17s

Intersection Level Of Service Report

#86: FOURTEENTH STREET/OLYMPIC BOULEVARD

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 20.8 |
| Analysis Method: | HCM2010 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.465 |

Intersection Setup

| Name | Olympic Blvd | | | Olympic Blvd | | | 14th St | | | 14th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 0.00 | | | 45.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Olympic Blvd | | | Olympic Blvd | | | 14th St | | | 14th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 53 | 333 | 58 | 170 | 496 | 115 | 22 | 357 | 107 | 116 | 463 | 48 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 53 | 333 | 58 | 170 | 496 | 115 | 22 | 357 | 107 | 116 | 463 | 48 |
| Peak Hour Factor | 0.8409 | 0.8409 | 0.8409 | 0.8956 | 0.8956 | 0.8956 | 0.8934 | 0.8934 | 0.8934 | 0.8856 | 0.8856 | 0.8856 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 16 | 99 | 17 | 47 | 138 | 32 | 6 | 100 | 30 | 33 | 131 | 14 |
| Total Analysis Volume [veh/h] | 63 | 396 | 69 | 190 | 554 | 128 | 25 | 400 | 120 | 131 | 523 | 54 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 22 | | | 23 | | | 15 | | | 24 | | |
| Bicycle Volume [bicycles/h] | 15 | | | 10 | | | 3 | | | 5 | | |

Intersection Settings

| | |
|---------------------------|----------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 90 |
| Coordination Type | Free Running |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

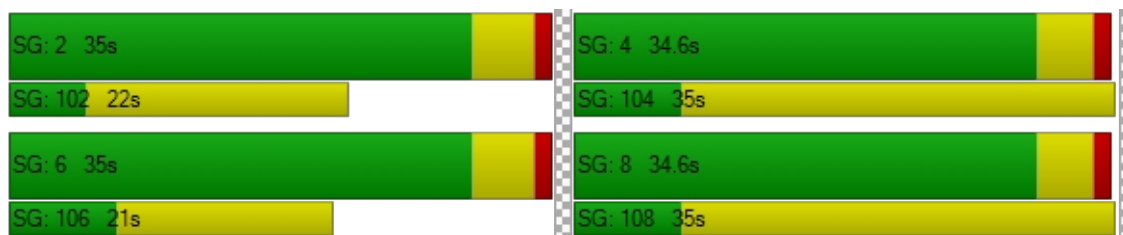
| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 5 | 0 | 0 | 7 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 3.6 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 17 | 0 | 0 | 14 | 0 | 0 | 28 | 0 | 0 | 28 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 2.6 | 0.0 |
| Minimum Recall | | no | | | no | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | no | | | no | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 16.80 | 10.02 | 9.30 | 16.88 | 11.59 | 11.67 | 40.91 | 26.34 | 21.67 | 39.63 | 34.31 | 20.68 |
| Movement LOS | B | B | A | B | B | B | D | C | C | D | C | C |
| d_A, Approach Delay [s/veh] | 10.73 | | | 12.76 | | | 25.98 | | | 34.26 | | |
| Approach LOS | B | | | B | | | C | | | C | | |
| d_I, Intersection Delay [s/veh] | 20.81 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.465 | | | | | | | | | | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |






Intersection Level Of Service Report

#97: SEVENTEENTH STREET/COLORADO AVENUE

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 20.4 |
| Analysis Method: | HCM2010 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.478 |

Intersection Setup

| Name | Colorado Ave | | | Colorado Ave | | | 17th St | | | 17th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Colorado Ave | | | Colorado Ave | | | 17th St | | | 17th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 0 | 294 | 44 | 67 | 327 | 86 | 0 | 304 | 63 | 57 | 429 | 31 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 294 | 44 | 67 | 327 | 86 | 0 | 304 | 63 | 57 | 429 | 31 |
| Peak Hour Factor | 0.8918 | 0.8918 | 0.8918 | 0.8889 | 0.8889 | 0.8889 | 0.8495 | 0.8495 | 0.8495 | 0.8674 | 0.8674 | 0.8674 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 82 | 12 | 19 | 92 | 24 | 0 | 89 | 19 | 16 | 124 | 9 |
| Total Analysis Volume [veh/h] | 0 | 330 | 49 | 75 | 368 | 97 | 0 | 358 | 74 | 66 | 495 | 36 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 14 | | | 20 | | | 3 | | | 24 | | |
| Bicycle Volume [bicycles/h] | 10 | | | 8 | | | 3 | | | 10 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 80 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 15.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 4 | 0 |
| Maximum Green [s] | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 44 | 0 | 0 | 44 | 0 | 0 | 36 | 0 | 0 | 36 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 |
| Minimum Recall | | no | | | no | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | yes | | | yes | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|------|-------|-------|------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 0.00 | 10.11 | 8.10 | 14.04 | 10.48 | 8.49 | 0.00 | 25.08 | 25.08 | 35.27 | 32.08 | 32.08 |
| Movement LOS | A | B | A | B | B | A | A | C | C | D | C | C |
| d_A, Approach Delay [s/veh] | 9.85 | | | 10.62 | | | 25.08 | | | 32.43 | | |
| Approach LOS | A | | | B | | | C | | | C | | |
| d_I, Intersection Delay [s/veh] | 20.36 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.478 | | | | | | | | | | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

SG: 2 44s

SG: 4 36s

SG: 102 17s

SG: 104 17s

SG: 6 44s

SG: 8 36s

SG: 106 17s

SG: 108 17s

Intersection Level Of Service Report

#98: SEVENTEENTH STREET/OLYMPIC BOULEVARD

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 17.3 |
| Analysis Method: | HCM2010 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.454 |

Intersection Setup

| Name | Olympic Blvd | | | Olympic Blvd | | | 17th St | | | 17th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 0.00 | | | 25.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Olympic Blvd | | | Olympic Blvd | | | 17th St | | | 17th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 39 | 445 | 23 | 170 | 777 | 125 | 19 | 182 | 78 | 154 | 321 | 49 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 39 | 445 | 23 | 170 | 777 | 125 | 19 | 182 | 78 | 154 | 321 | 49 |
| Peak Hour Factor | 0.8802 | 0.8802 | 0.8802 | 0.9241 | 0.9241 | 0.9241 | 0.7665 | 0.7665 | 0.7665 | 0.9034 | 0.9034 | 0.9034 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 11 | 126 | 7 | 46 | 210 | 34 | 6 | 59 | 25 | 43 | 89 | 14 |
| Total Analysis Volume [veh/h] | 44 | 506 | 26 | 184 | 841 | 135 | 25 | 237 | 102 | 170 | 355 | 54 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 20 | | | 16 | | | 10 | | | 7 | | |
| Bicycle Volume [bicycles/h] | 13 | | | 6 | | | 4 | | | 4 | | |

Intersection Settings

| | |
|---------------------------|----------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 90 |
| Coordination Type | Free Running |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

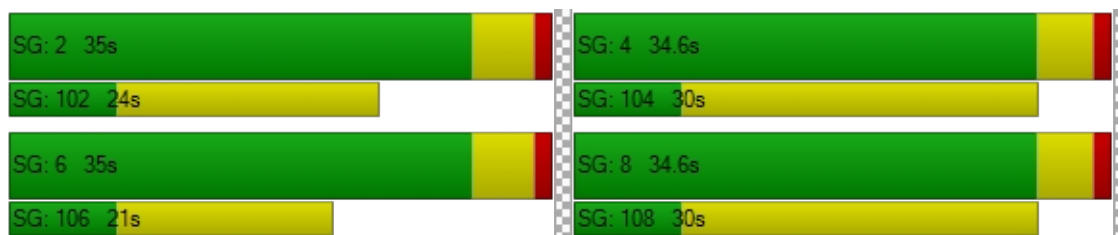
| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 3.6 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 17 | 0 | 0 | 14 | 0 | 0 | 23 | 0 | 0 | 23 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 2.6 | 0.0 |
| Minimum Recall | | no | | | no | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | no | | | no | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|------|------|-------|-------|------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 15.39 | 9.01 | 7.71 | 15.68 | 10.35 | 8.55 | 39.35 | 25.19 | 23.50 | 36.41 | 30.58 | 30.58 |
| Movement LOS | B | A | A | B | B | A | D | C | C | D | C | C |
| d_A, Approach Delay [s/veh] | 9.44 | | | 10.99 | | | 25.69 | | | 32.29 | | |
| Approach LOS | A | | | B | | | C | | | C | | |
| d_I, Intersection Delay [s/veh] | 17.26 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.454 | | | | | | | | | | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |







Intersection Level Of Service Report

#85: FOURTEENTH STREET/COLORADO AVENUE

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 28.3 |
| Analysis Method: | HCM2010 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.421 |

Intersection Setup

| Name | Colorado Ave | | | Colorado Ave | | | 14th St | | | 14th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Colorado Ave | | | Colorado Ave | | | 14th St | | | 14th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 17 | 148 | 45 | 8 | 141 | 27 | 0 | 486 | 86 | 0 | 506 | 12 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 17 | 148 | 45 | 8 | 141 | 27 | 0 | 486 | 86 | 0 | 506 | 12 |
| Peak Hour Factor | 0.8898 | 0.8898 | 0.8898 | 0.8148 | 0.8148 | 0.8148 | 0.8488 | 0.8488 | 0.8488 | 0.9701 | 0.9701 | 0.9701 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 5 | 42 | 13 | 2 | 43 | 8 | 0 | 143 | 25 | 0 | 130 | 3 |
| Total Analysis Volume [veh/h] | 19 | 166 | 51 | 10 | 173 | 33 | 0 | 573 | 101 | 0 | 522 | 12 |
| Presence of On-Street Parking | | | no | | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 10 | | | 15 | | | 9 | | | 12 | | |
| Bicycle Volume [bicycles/h] | 5 | | | 8 | | | 5 | | | 5 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 80 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 72.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 4 | 0 |
| Maximum Green [s] | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 44 | 0 | 0 | 44 | 0 | 0 | 36 | 0 | 0 | 36 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 |
| Minimum Recall | | no | | | no | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | yes | | | yes | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 0.00 | 9.04 | 9.04 | 0.00 | 8.93 | 8.93 | 0.00 | 39.87 | 19.72 | 0.00 | 32.69 | 32.69 |
| Movement LOS | | A | A | | A | A | A | D | B | A | C | C |
| d_A, Approach Delay [s/veh] | 9.04 | | | 8.93 | | | 36.85 | | | 32.69 | | |
| Approach LOS | A | | | A | | | D | | | C | | |
| d_I, Intersection Delay [s/veh] | 28.26 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.421 | | | | | | | | | | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

SG: 2 44s

SG: 102 17s

SG: 6 44s

SG: 106 17s

SG: 4 36s

SG: 104 17s

SG: 8 36s

SG: 108 17s

Intersection Level Of Service Report**#86: FOURTEENTH STREET/OLYMPIC BOULEVARD**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 16.5 |
| Analysis Method: | HCM2010 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.448 |

Intersection Setup

| Name | Olympic Blvd | | | Olympic Blvd | | | 14th St | | | 14th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 0.00 | | | 45.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Olympic Blvd | | | Olympic Blvd | | | 14th St | | | 14th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 62 | 363 | 9 | 139 | 437 | 133 | 41 | 447 | 129 | 185 | 290 | 63 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 62 | 363 | 9 | 139 | 437 | 133 | 41 | 447 | 129 | 185 | 290 | 63 |
| Peak Hour Factor | 0.8893 | 0.8893 | 0.8893 | 0.8206 | 0.8206 | 0.8206 | 0.9292 | 0.9292 | 0.9292 | 0.9539 | 0.9539 | 0.9539 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 17 | 102 | 3 | 42 | 133 | 41 | 11 | 120 | 35 | 48 | 76 | 17 |
| Total Analysis Volume [veh/h] | 70 | 408 | 10 | 169 | 533 | 162 | 44 | 481 | 139 | 194 | 304 | 66 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 16 | | | 12 | | | 33 | | | 33 | | |
| Bicycle Volume [bicycles/h] | 13 | | | 14 | | | 1 | | | 5 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 70 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 44.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 3.6 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 40 | 0 | 0 | 40 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 17 | 0 | 0 | 14 | 0 | 0 | 28 | 0 | 0 | 28 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 2.6 | 0.0 |
| Minimum Recall | | yes | | | yes | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | no | | | no | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 24.52 | 14.75 | 12.78 | 23.68 | 17.91 | 18.22 | 16.81 | 13.66 | 11.07 | 26.24 | 12.05 | 10.51 |
| Movement LOS | C | B | B | C | B | B | B | B | B | C | B | B |
| d_A, Approach Delay [s/veh] | 16.11 | | | 19.10 | | | 13.32 | | | 16.75 | | |
| Approach LOS | B | | | B | | | B | | | B | | |
| d_I, Intersection Delay [s/veh] | 16.53 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.448 | | | | | | | | | | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

SG: 2 30s

SG: 102 22s

SG: 6 30s

SG: 106 21s

SG: 4 40s

SG: 104 35s

SG: 8 40s



SG: 108 35s

Intersection Level Of Service Report

#97: SEVENTEENTH STREET/COLORADO AVENUE

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 18.5 |
| Analysis Method: | HCM2010 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.457 |

Intersection Setup

| Name | Colorado Ave | | | Colorado Ave | | | 17th St | | | 17th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Colorado Ave | | | Colorado Ave | | | 17th St | | | 17th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 0 | 269 | 114 | 41 | 225 | 79 | 0 | 306 | 112 | 82 | 274 | 28 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 269 | 114 | 41 | 225 | 79 | 0 | 306 | 112 | 82 | 274 | 28 |
| Peak Hour Factor | 0.8399 | 0.8399 | 0.8399 | 0.8892 | 0.8892 | 0.8892 | 0.8015 | 0.8015 | 0.8015 | 0.7619 | 0.7619 | 0.7619 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 80 | 34 | 12 | 63 | 22 | 0 | 95 | 35 | 27 | 90 | 9 |
| Total Analysis Volume [veh/h] | 0 | 320 | 136 | 46 | 253 | 89 | 0 | 382 | 140 | 108 | 360 | 37 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 18 | | | 14 | | | 6 | | | 17 | | |
| Bicycle Volume [bicycles/h] | 6 | | | 11 | | | 0 | | | 3 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 80 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 15.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

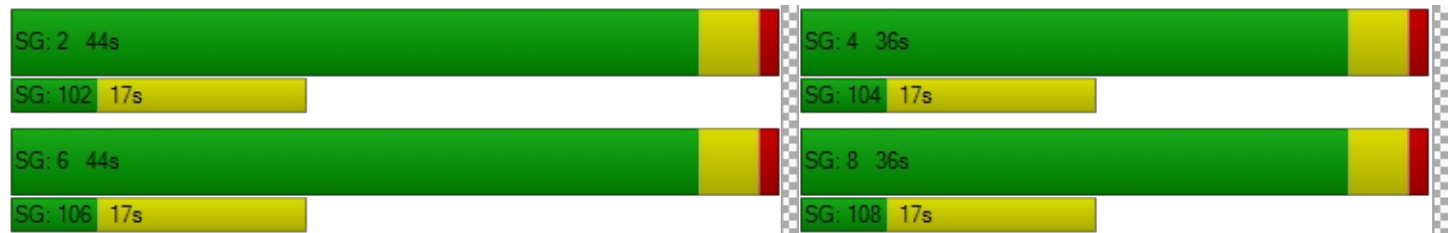
| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 4 | 0 |
| Maximum Green [s] | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 44 | 0 | 0 | 44 | 0 | 0 | 36 | 0 | 0 | 36 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 |
| Minimum Recall | | no | | | no | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | yes | | | yes | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 0.00 | 13.19 | 11.59 | 16.72 | 12.42 | 11.06 | 0.00 | 23.67 | 23.67 | 36.88 | 19.07 | 19.07 |
| Movement LOS | A | B | B | B | B | B | A | C | C | D | B | B |
| d_A, Approach Delay [s/veh] | 12.71 | | | 12.61 | | | 23.67 | | | 22.88 | | |
| Approach LOS | B | | | B | | | C | | | C | | |
| d_I, Intersection Delay [s/veh] | 18.50 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.457 | | | | | | | | | | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



Intersection Level Of Service Report

#98: SEVENTEENTH STREET/OLYMPIC BOULEVARD

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 15.3 |
| Analysis Method: | HCM2010 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.415 |

Intersection Setup

| Name | Olympic Blvd | | | Olympic Blvd | | | 17th St | | | 17th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 0.00 | | | 25.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Olympic Blvd | | | Olympic Blvd | | | 17th St | | | 17th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 63 | 509 | 14 | 102 | 560 | 98 | 47 | 246 | 70 | 161 | 151 | 152 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 63 | 509 | 14 | 102 | 560 | 98 | 47 | 246 | 70 | 161 | 151 | 152 |
| Peak Hour Factor | 0.8521 | 0.8521 | 0.8521 | 0.9135 | 0.9135 | 0.9135 | 0.8897 | 0.8897 | 0.8897 | 0.7248 | 0.7248 | 0.7248 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 18 | 149 | 4 | 28 | 153 | 27 | 13 | 69 | 20 | 56 | 52 | 52 |
| Total Analysis Volume [veh/h] | 74 | 597 | 16 | 112 | 613 | 107 | 53 | 276 | 79 | 222 | 208 | 210 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 41 | | | 149 | | | 34 | | | 264 | | |
| Bicycle Volume [bicycles/h] | 9 | | | 17 | | | 5 | | | 9 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 70 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 12.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 3.6 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 35 | 0 | 0 | 35 | 0 | 0 | 35 | 0 | 0 | 35 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 17 | 0 | 0 | 14 | 0 | 0 | 23 | 0 | 0 | 23 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 2.6 | 0.0 |
| Minimum Recall | | yes | | | yes | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | no | | | no | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 19.08 | 12.42 | 10.05 | 20.52 | 12.50 | 11.37 | 24.50 | 15.12 | 13.63 | 24.00 | 17.54 | 17.54 |
| Movement LOS | B | B | B | C | B | B | C | B | B | C | B | B |
| d_A, Approach Delay [s/veh] | 13.08 | | | 13.44 | | | 16.05 | | | 19.78 | | |
| Approach LOS | B | | | B | | | B | | | B | | |
| d_I, Intersection Delay [s/veh] | 15.34 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.415 | | | | | | | | | | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

SG: 2 35s

SG: 102 24s

SG: 6 35s

SG: 106 21s

SG: 4 35s

SG: 104 30s





SG: 8 35s

SG: 108 30s

Intersection Level Of Service Report #85: FOURTEENTH STREET/COLORADO AVENUE

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 26.9 |
| Analysis Method: | HCM2010 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.512 |

Intersection Setup

| Name | Colorado Ave | | | Colorado Ave | | | 14th St | | | 14th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Colorado Ave | | | Colorado Ave | | | 14th St | | | 14th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 13 | 160 | 70 | 17 | 223 | 58 | 0 | 467 | 41 | 0 | 533 | 13 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 13 | 160 | 70 | 17 | 223 | 58 | 0 | 467 | 41 | 0 | 533 | 13 |
| Peak Hour Factor | 0.9346 | 0.9346 | 0.9346 | 0.7926 | 0.7926 | 0.7926 | 0.8742 | 0.8742 | 0.8742 | 0.9100 | 0.9100 | 0.9100 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 3 | 43 | 19 | 5 | 70 | 18 | 0 | 134 | 12 | 0 | 146 | 4 |
| Total Analysis Volume [veh/h] | 14 | 171 | 75 | 21 | 281 | 73 | 0 | 534 | 47 | 0 | 586 | 14 |
| Presence of On-Street Parking | | | no | | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 17 | | | 25 | | | 6 | | | 13 | | |
| Bicycle Volume [bicycles/h] | 16 | | | 11 | | | 3 | | | 6 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 80 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 72.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 4 | 0 |
| Maximum Green [s] | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 44 | 0 | 0 | 44 | 0 | 0 | 36 | 0 | 0 | 36 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 |
| Minimum Recall | | no | | | no | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | yes | | | yes | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 0.00 | 9.94 | 9.94 | 0.00 | 10.96 | 10.96 | 0.00 | 29.49 | 18.18 | 0.00 | 41.49 | 41.49 |
| Movement LOS | | A | A | | B | B | A | C | B | A | D | D |
| d_A, Approach Delay [s/veh] | 9.94 | | | 10.96 | | | 28.58 | | | 41.49 | | |
| Approach LOS | A | | | B | | | C | | | D | | |
| d_I, Intersection Delay [s/veh] | 26.85 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.512 | | | | | | | | | | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

SG: 2 44s

SG: 4 36s

SG: 102 17s

SG: 104 17s

SG: 6 44s

SG: 8 36s





SG: 106 17s

SG: 108 17s

Intersection Level Of Service Report**#86: FOURTEENTH STREET/OLYMPIC BOULEVARD**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 20.7 |
| Analysis Method: | HCM2010 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.465 |

Intersection Setup

| Name | Olympic Blvd | | | Olympic Blvd | | | 14th St | | | 14th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 0.00 | | | 45.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Olympic Blvd | | | Olympic Blvd | | | 14th St | | | 14th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 53 | 333 | 58 | 170 | 496 | 115 | 22 | 347 | 117 | 116 | 463 | 48 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 53 | 333 | 58 | 170 | 496 | 115 | 22 | 347 | 117 | 116 | 463 | 48 |
| Peak Hour Factor | 0.8409 | 0.8409 | 0.8409 | 0.8956 | 0.8956 | 0.8956 | 0.8934 | 0.8934 | 0.8934 | 0.8856 | 0.8856 | 0.8856 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 16 | 99 | 17 | 47 | 138 | 32 | 6 | 97 | 33 | 33 | 131 | 14 |
| Total Analysis Volume [veh/h] | 63 | 396 | 69 | 190 | 554 | 128 | 25 | 388 | 131 | 131 | 523 | 54 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 22 | | | 23 | | | 15 | | | 24 | | |
| Bicycle Volume [bicycles/h] | 15 | | | 10 | | | 3 | | | 5 | | |

Intersection Settings

| | |
|---------------------------|----------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 90 |
| Coordination Type | Free Running |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 5 | 0 | 0 | 7 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 3.6 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 17 | 0 | 0 | 14 | 0 | 0 | 28 | 0 | 0 | 28 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 2.6 | 0.0 |
| Minimum Recall | | no | | | no | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | no | | | no | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 16.80 | 10.02 | 9.30 | 16.88 | 11.59 | 11.67 | 40.91 | 25.91 | 21.85 | 38.86 | 34.31 | 20.68 |
| Movement LOS | B | B | A | B | B | B | D | C | C | D | C | C |
| d_A, Approach Delay [s/veh] | 10.73 | | | 12.76 | | | 25.62 | | | 34.11 | | |
| Approach LOS | B | | | B | | | C | | | C | | |
| d_I, Intersection Delay [s/veh] | 20.69 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.465 | | | | | | | | | | | |

Sequence





| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



Intersection Level Of Service Report**#97: SEVENTEENTH STREET/COLORADO AVENUE**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 19.8 |
| Analysis Method: | HCM2010 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.478 |

Intersection Setup

| Name | Colorado Ave | | | Colorado Ave | | | 17th St | | | 17th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Colorado Ave | | | Colorado Ave | | | 17th St | | | 17th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 0 | 294 | 134 | 67 | 327 | 86 | 0 | 304 | 63 | 57 | 429 | 31 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 294 | 134 | 67 | 327 | 86 | 0 | 304 | 63 | 57 | 429 | 31 |
| Peak Hour Factor | 0.8918 | 0.8918 | 0.8918 | 0.8889 | 0.8889 | 0.8889 | 0.8495 | 0.8495 | 0.8495 | 0.8674 | 0.8674 | 0.8674 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 82 | 38 | 19 | 92 | 24 | 0 | 89 | 19 | 16 | 124 | 9 |
| Total Analysis Volume [veh/h] | 0 | 330 | 150 | 75 | 368 | 97 | 0 | 358 | 74 | 66 | 495 | 36 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 14 | | | 20 | | | 3 | | | 24 | | |
| Bicycle Volume [bicycles/h] | 10 | | | 8 | | | 3 | | | 10 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 80 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 15.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 4 | 0 |
| Maximum Green [s] | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 44 | 0 | 0 | 44 | 0 | 0 | 36 | 0 | 0 | 36 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 |
| Minimum Recall | | no | | | no | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | yes | | | yes | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|------|-------|-------|------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 0.00 | 10.11 | 8.95 | 14.04 | 10.48 | 8.49 | 0.00 | 25.08 | 25.08 | 35.27 | 32.08 | 32.08 |
| Movement LOS | A | B | A | B | B | A | A | C | C | D | C | C |
| d_A, Approach Delay [s/veh] | 9.75 | | | 10.62 | | | 25.08 | | | 32.43 | | |
| Approach LOS | A | | | B | | | C | | | C | | |
| d_I, Intersection Delay [s/veh] | 19.82 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.478 | | | | | | | | | | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

SG: 2 44s

SG: 4 36s

SG: 102 17s

SG: 104 17s

SG: 6 44s

SG: 8 36s

SG: 106 17s

SG: 108 17s

Intersection Level Of Service Report

#98: SEVENTEENTH STREET/OLYMPIC BOULEVARD

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 19.7 |
| Analysis Method: | HCM2010 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.518 |

Intersection Setup

| Name | Olympic Blvd | | | Olympic Blvd | | | 17th St | | | 17th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 0.00 | | | 25.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Olympic Blvd | | | Olympic Blvd | | | 17th St | | | 17th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 49 | 445 | 23 | 170 | 777 | 125 | 19 | 182 | 78 | 154 | 321 | 139 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 49 | 445 | 23 | 170 | 777 | 125 | 19 | 182 | 78 | 154 | 321 | 139 |
| Peak Hour Factor | 0.8802 | 0.8802 | 0.8802 | 0.9241 | 0.9241 | 0.9241 | 0.7665 | 0.7665 | 0.7665 | 0.9034 | 0.9034 | 0.9034 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 14 | 126 | 7 | 46 | 210 | 34 | 6 | 59 | 25 | 43 | 89 | 38 |
| Total Analysis Volume [veh/h] | 56 | 506 | 26 | 184 | 841 | 135 | 25 | 237 | 102 | 170 | 355 | 154 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 20 | | | 16 | | | 10 | | | 7 | | |
| Bicycle Volume [bicycles/h] | 13 | | | 6 | | | 4 | | | 4 | | |

Intersection Settings

| | |
|---------------------------|----------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 90 |
| Coordination Type | Free Running |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

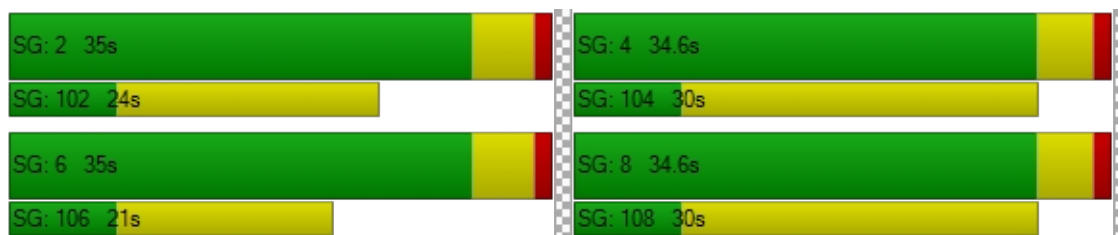
| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 3.6 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 17 | 0 | 0 | 14 | 0 | 0 | 23 | 0 | 0 | 23 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 2.6 | 0.0 |
| Minimum Recall | | no | | | no | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | no | | | no | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|------|-------|-------|------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 18.20 | 10.34 | 8.85 | 17.98 | 11.89 | 9.81 | 43.06 | 23.08 | 21.54 | 33.36 | 37.95 | 37.95 |
| Movement LOS | B | B | A | B | B | A | D | C | C | C | D | D |
| d_A, Approach Delay [s/veh] | 11.03 | | | 12.61 | | | 24.02 | | | 36.80 | | |
| Approach LOS | B | | | B | | | C | | | D | | |
| d_I, Intersection Delay [s/veh] | 19.65 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.518 | | | | | | | | | | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



Intersection Level Of Service Report #85: FOURTEENTH STREET/COLORADO AVENUE

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 23.2 |
| Analysis Method: | HCM2010 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.509 |

Intersection Setup

| Name | Colorado Ave | | | Colorado Ave | | | 14th St | | | 14th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Colorado Ave | | | Colorado Ave | | | 14th St | | | 14th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 17 | 150 | 80 | 8 | 150 | 140 | 30 | 490 | 120 | 20 | 510 | 20 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 17 | 150 | 80 | 8 | 150 | 140 | 30 | 490 | 120 | 20 | 510 | 20 |
| Peak Hour Factor | 0.8898 | 0.8898 | 0.8898 | 0.8148 | 0.8148 | 0.8148 | 0.8488 | 0.8488 | 0.8488 | 0.9701 | 0.9701 | 0.9701 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 5 | 42 | 22 | 2 | 46 | 43 | 9 | 144 | 35 | 5 | 131 | 5 |
| Total Analysis Volume [veh/h] | 19 | 169 | 90 | 10 | 184 | 172 | 35 | 577 | 141 | 21 | 526 | 21 |
| Presence of On-Street Parking | | | no | | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 10 | | | 15 | | | 9 | | | 12 | | |
| Bicycle Volume [bicycles/h] | 5 | | | 8 | | | 5 | | | 5 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 80 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 72.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

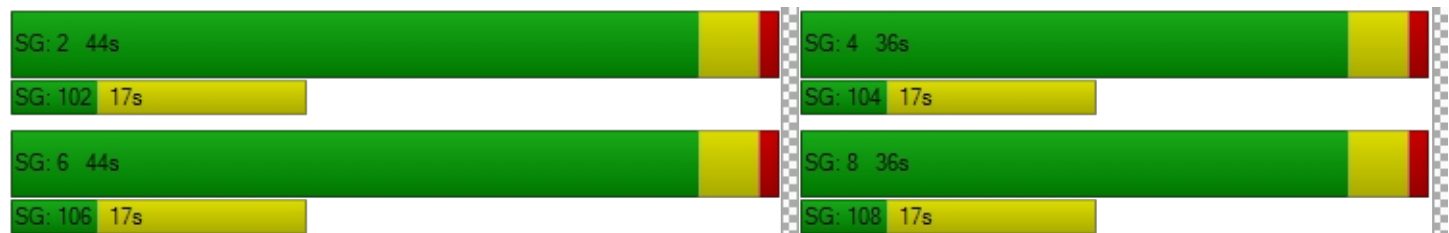
| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 4 | 0 |
| Maximum Green [s] | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 44 | 0 | 0 | 44 | 0 | 0 | 36 | 0 | 0 | 36 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 |
| Minimum Recall | | no | | | no | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | yes | | | yes | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 0.00 | 10.98 | 10.98 | 0.00 | 12.27 | 12.27 | 36.16 | 30.54 | 18.37 | 36.82 | 28.11 | 28.11 |
| Movement LOS | | B | B | | B | B | D | C | B | D | C | C |
| d_A, Approach Delay [s/veh] | 10.98 | | | 12.27 | | | 28.52 | | | 28.43 | | |
| Approach LOS | B | | | B | | | C | | | C | | |
| d_I, Intersection Delay [s/veh] | 23.16 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.509 | | | | | | | | | | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



Intersection Level Of Service Report**#86: FOURTEENTH STREET/OLYMPIC BOULEVARD**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 16.6 |
| Analysis Method: | HCM2010 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.460 |

Intersection Setup

| Name | Olympic Blvd | | | Olympic Blvd | | | 14th St | | | 14th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 0.00 | | | 45.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Olympic Blvd | | | Olympic Blvd | | | 14th St | | | 14th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 70 | 42 | 10 | 140 | 440 | 140 | 50 | 460 | 160 | 190 | 290 | 30 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 70 | 42 | 10 | 140 | 440 | 140 | 50 | 460 | 160 | 190 | 290 | 30 |
| Peak Hour Factor | 0.8893 | 0.8893 | 0.8893 | 0.8206 | 0.8206 | 0.8206 | 0.9292 | 0.9292 | 0.9292 | 0.9539 | 0.9539 | 0.9539 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 20 | 12 | 3 | 43 | 134 | 43 | 13 | 124 | 43 | 50 | 76 | 8 |
| Total Analysis Volume [veh/h] | 79 | 47 | 11 | 171 | 536 | 171 | 54 | 495 | 172 | 199 | 304 | 31 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 16 | | | 12 | | | 33 | | | 33 | | |
| Bicycle Volume [bicycles/h] | 13 | | | 14 | | | 1 | | | 5 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 70 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 44.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 3.6 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 40 | 0 | 0 | 40 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 17 | 0 | 0 | 14 | 0 | 0 | 28 | 0 | 0 | 28 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 2.6 | 0.0 |
| Minimum Recall | | yes | | | yes | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | no | | | no | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| d_M, Delay for Movement [s/veh] | 26.60 | 13.29 | 13.22 | 17.68 | 18.77 | 19.13 | 16.33 | 13.29 | 10.92 | 26.00 | 11.61 | 9.89 |
| Movement LOS | C | B | B | B | B | B | B | B | B | C | B | A |
| d_A, Approach Delay [s/veh] | 20.96 | | | 18.63 | | | 12.95 | | | 16.87 | | |
| Approach LOS | C | | | B | | | B | | | B | | |
| d_I, Intersection Delay [s/veh] | 16.55 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.460 | | | | | | | | | | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

SG: 2 30s

SG: 102 22s

SG: 6 30s

SG: 106 21s

SG: 4 40s

SG: 104 35s





SG: 8 40s

SG: 108 35s

Intersection Level Of Service Report**#97: SEVENTEENTH STREET/COLORADO AVENUE**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 19.7 |
| Analysis Method: | HCM2010 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.473 |

Intersection Setup

| Name | Colorado Ave | | | Colorado Ave | | | 17th St | | | 17th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Colorado Ave | | | Colorado Ave | | | 17th St | | | 17th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 40 | 270 | 30 | 90 | 270 | 140 | 60 | 310 | 120 | 90 | 280 | 30 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 40 | 270 | 30 | 90 | 270 | 140 | 60 | 310 | 120 | 90 | 280 | 30 |
| Peak Hour Factor | 0.8399 | 0.8399 | 0.8399 | 0.8892 | 0.8892 | 0.8892 | 0.8015 | 0.8015 | 0.8015 | 0.7619 | 0.7619 | 0.7619 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 12 | 80 | 9 | 25 | 76 | 39 | 19 | 97 | 37 | 30 | 92 | 10 |
| Total Analysis Volume [veh/h] | 48 | 321 | 36 | 101 | 304 | 157 | 75 | 387 | 150 | 118 | 368 | 39 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 100 | | | 75 | | | 30 | | | 75 | | |
| Bicycle Volume [bicycles/h] | 30 | | | 50 | | | 10 | | | 15 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 80 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 15.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

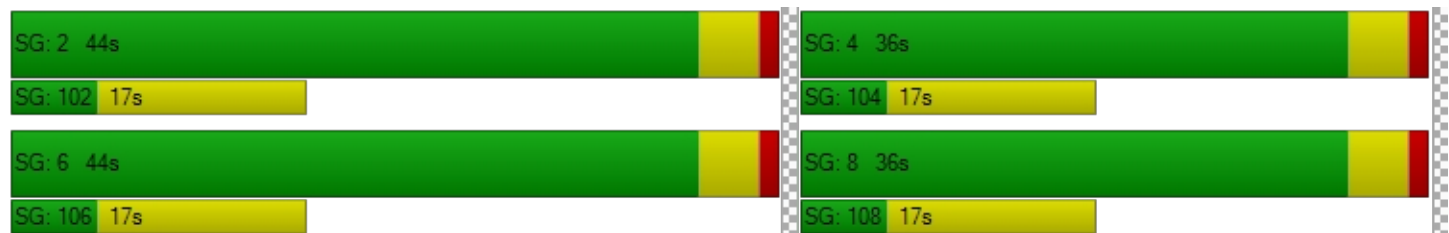
| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 4 | 0 |
| Maximum Green [s] | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 44 | 0 | 0 | 44 | 0 | 0 | 36 | 0 | 0 | 36 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 |
| Minimum Recall | | no | | | no | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | yes | | | yes | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 16.64 | 13.26 | 10.56 | 18.46 | 13.05 | 12.06 | 28.63 | 25.27 | 25.27 | 38.83 | 19.37 | 19.37 |
| Movement LOS | B | B | B | B | B | B | C | C | C | D | B | B |
| d_A, Approach Delay [s/veh] | 13.42 | | | 13.75 | | | 25.68 | | | 23.75 | | |
| Approach LOS | B | | | B | | | C | | | C | | |
| d_I, Intersection Delay [s/veh] | 19.65 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.473 | | | | | | | | | | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |






Intersection Level Of Service Report

#98: SEVENTEENTH STREET/OLYMPIC BOULEVARD

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 16.1 |
| Analysis Method: | HCM2010 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.442 |

Intersection Setup

| Name | Olympic Blvd | | | Olympic Blvd | | | 17th St | | | 17th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 0.00 | | | 25.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Olympic Blvd | | | Olympic Blvd | | | 17th St | | | 17th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 60 | 550 | 20 | 110 | 570 | 100 | 90 | 250 | 90 | 170 | 220 | 70 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 60 | 550 | 20 | 110 | 570 | 100 | 90 | 250 | 90 | 170 | 220 | 70 |
| Peak Hour Factor | 0.8521 | 0.8521 | 0.8521 | 0.9135 | 0.9135 | 0.9135 | 0.8897 | 0.8897 | 0.8897 | 0.7248 | 0.7248 | 0.7248 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 18 | 161 | 6 | 30 | 156 | 27 | 25 | 70 | 25 | 59 | 76 | 24 |
| Total Analysis Volume [veh/h] | 70 | 645 | 23 | 120 | 624 | 109 | 101 | 281 | 101 | 235 | 304 | 97 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 200 | | | 750 | | | 150 | | | 1000 | | |
| Bicycle Volume [bicycles/h] | 50 | | | 75 | | | 25 | | | 50 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 70 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 12.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

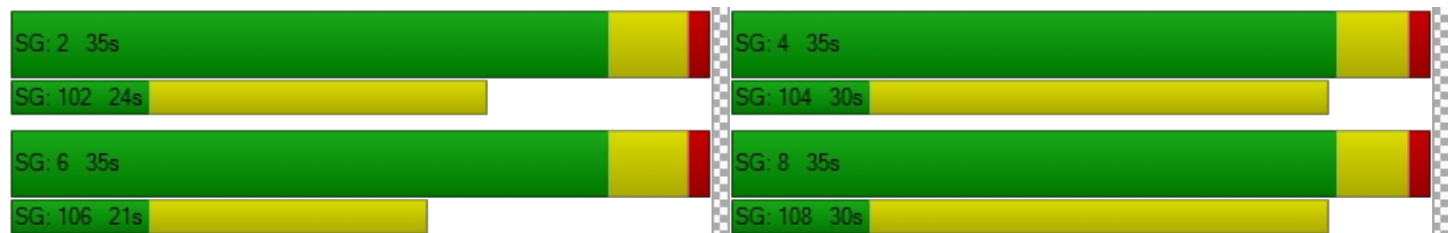
| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 3.6 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 35 | 0 | 0 | 35 | 0 | 0 | 35 | 0 | 0 | 35 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 17 | 0 | 0 | 14 | 0 | 0 | 23 | 0 | 0 | 23 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 2.6 | 0.0 |
| Minimum Recall | | yes | | | yes | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | no | | | no | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 21.25 | 14.45 | 11.57 | 24.90 | 14.31 | 13.63 | 22.71 | 13.46 | 12.71 | 24.52 | 15.07 | 15.07 |
| Movement LOS | C | B | B | C | B | B | C | B | B | C | B | B |
| d_A, Approach Delay [s/veh] | 15.00 | | | 15.71 | | | 15.24 | | | 18.56 | | |
| Approach LOS | B | | | B | | | B | | | B | | |
| d_I, Intersection Delay [s/veh] | 16.10 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.442 | | | | | | | | | | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



Intersection Level Of Service Report #85: FOURTEENTH STREET/COLORADO AVENUE

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 21.7 |
| Analysis Method: | HCM2010 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.583 |

Intersection Setup

| Name | Colorado Ave | | | Colorado Ave | | | 14th St | | | 14th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Colorado Ave | | | Colorado Ave | | | 14th St | | | 14th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 13 | 160 | 140 | 17 | 230 | 130 | 40 | 470 | 60 | 10 | 540 | 20 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 13 | 160 | 140 | 17 | 230 | 130 | 40 | 470 | 60 | 10 | 540 | 20 |
| Peak Hour Factor | 0.9346 | 0.9346 | 0.9346 | 0.7926 | 0.7926 | 0.7926 | 0.8742 | 0.8742 | 0.8742 | 0.9100 | 0.9100 | 0.9100 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 3 | 43 | 37 | 5 | 73 | 41 | 11 | 134 | 17 | 3 | 148 | 5 |
| Total Analysis Volume [veh/h] | 14 | 171 | 150 | 21 | 290 | 164 | 46 | 538 | 69 | 11 | 593 | 22 |
| Presence of On-Street Parking | | | no | | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 17 | | | 25 | | | 6 | | | 13 | | |
| Bicycle Volume [bicycles/h] | 16 | | | 11 | | | 3 | | | 6 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 80 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 72.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

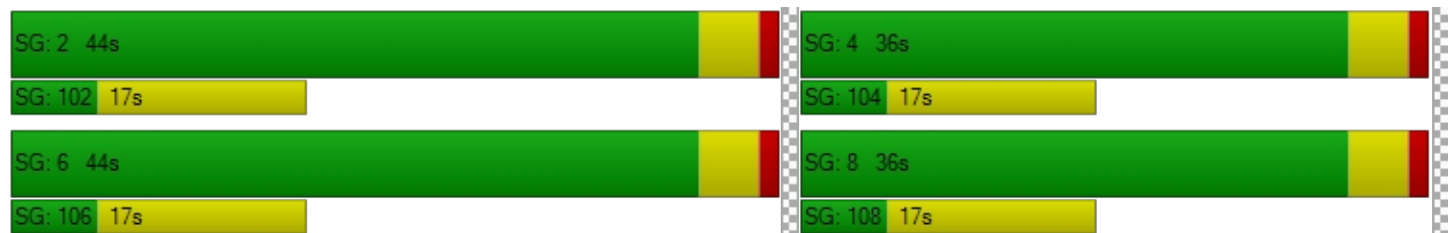
| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 4 | 0 |
| Maximum Green [s] | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 44 | 0 | 0 | 44 | 0 | 0 | 36 | 0 | 0 | 36 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 |
| Minimum Recall | | no | | | no | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | yes | | | yes | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 0.00 | 13.76 | 13.76 | 0.00 | 15.92 | 15.92 | 37.24 | 22.94 | 15.48 | 31.20 | 28.25 | 28.25 |
| Movement LOS | | B | B | | B | B | D | C | B | C | C | C |
| d_A, Approach Delay [s/veh] | 13.76 | | | 15.92 | | | 23.16 | | | 28.30 | | |
| Approach LOS | B | | | B | | | C | | | C | | |
| d_I, Intersection Delay [s/veh] | 21.66 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.583 | | | | | | | | | | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



Intersection Level Of Service Report**#86: FOURTEENTH STREET/OLYMPIC BOULEVARD**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 21.1 |
| Analysis Method: | HCM2010 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.520 |

Intersection Setup

| Name | Olympic Blvd | | | Olympic Blvd | | | 14th St | | | 14th St | | |
|------------------------|----------------|--------|--------|----------------|--------|--------|----------------|--------|--------|----------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 0.00 | | | 45.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Olympic Blvd | | | Olympic Blvd | | | 14th St | | | 14th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 100 | 340 | 60 | 170 | 670 | 120 | 30 | 360 | 110 | 120 | 470 | 50 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 100 | 340 | 60 | 170 | 670 | 120 | 30 | 360 | 110 | 120 | 470 | 50 |
| Peak Hour Factor | 0.8409 | 0.8409 | 0.8409 | 0.8956 | 0.8956 | 0.8956 | 0.8934 | 0.8934 | 0.8934 | 0.8856 | 0.8856 | 0.8856 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 30 | 101 | 18 | 47 | 187 | 33 | 8 | 101 | 31 | 34 | 133 | 14 |
| Total Analysis Volume [veh/h] | 119 | 404 | 71 | 190 | 748 | 134 | 34 | 403 | 123 | 136 | 531 | 56 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 22 | | | 23 | | | 15 | | | 24 | | |
| Bicycle Volume [bicycles/h] | 15 | | | 10 | | | 3 | | | 5 | | |

Intersection Settings

| | |
|---------------------------|----------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 90 |
| Coordination Type | Free Running |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 5 | 0 | 0 | 7 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 3.6 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 17 | 0 | 0 | 14 | 0 | 0 | 28 | 0 | 0 | 28 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 2.6 | 0.0 |
| Minimum Recall | | no | | | no | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | no | | | no | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 23.61 | 10.05 | 9.32 | 17.01 | 12.77 | 12.85 | 41.96 | 26.45 | 21.72 | 40.17 | 35.27 | 20.71 |
| Movement LOS | C | B | A | B | B | B | D | C | C | D | D | C |
| d_A, Approach Delay [s/veh] | 12.68 | | | 13.53 | | | 26.35 | | | 35.07 | | |
| Approach LOS | B | | | B | | | C | | | D | | |
| d_I, Intersection Delay [s/veh] | 21.07 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.520 | | | | | | | | | | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |






Intersection Level Of Service Report

#97: SEVENTEENTH STREET/COLORADO AVENUE

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 19.4 |
| Analysis Method: | HCM2010 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.502 |

Intersection Setup

| Name | Colorado Ave | | | Colorado Ave | | | 17th St | | | 17th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Colorado Ave | | | Colorado Ave | | | 17th St | | | 17th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 30 | 300 | 50 | 160 | 350 | 140 | 70 | 310 | 70 | 60 | 430 | 40 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 30 | 300 | 50 | 160 | 350 | 140 | 70 | 310 | 70 | 60 | 430 | 40 |
| Peak Hour Factor | 0.8918 | 0.8918 | 0.8918 | 0.8889 | 0.8889 | 0.8889 | 0.8495 | 0.8495 | 0.8495 | 0.8674 | 0.8674 | 0.8674 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 8 | 84 | 14 | 45 | 98 | 39 | 21 | 91 | 21 | 17 | 124 | 12 |
| Total Analysis Volume [veh/h] | 34 | 336 | 56 | 180 | 394 | 157 | 82 | 365 | 82 | 69 | 496 | 46 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 75 | | | 100 | | | 15 | | | 125 | | |
| Bicycle Volume [bicycles/h] | 50 | | | 35 | | | 15 | | | 50 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 80 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 15.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

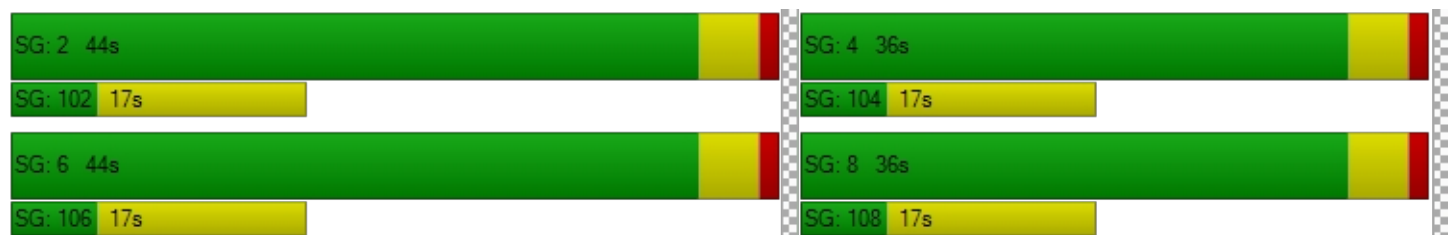
| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 4 | 0 |
| Maximum Green [s] | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 44 | 0 | 0 | 44 | 0 | 0 | 36 | 0 | 0 | 36 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 |
| Minimum Recall | | no | | | no | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | yes | | | yes | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 18.12 | 13.40 | 10.73 | 21.48 | 14.19 | 12.09 | 36.04 | 20.71 | 20.71 | 30.75 | 24.22 | 24.22 |
| Movement LOS | B | B | B | C | B | B | D | C | C | C | C | C |
| d_A, Approach Delay [s/veh] | 13.43 | | | 15.53 | | | 23.09 | | | 24.95 | | |
| Approach LOS | B | | | B | | | C | | | C | | |
| d_I, Intersection Delay [s/veh] | 19.39 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.502 | | | | | | | | | | | |

Sequence





| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



Intersection Level Of Service Report**#98: SEVENTEENTH STREET/OLYMPIC BOULEVARD**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 19.5 |
| Analysis Method: | HCM2010 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.514 |

Intersection Setup

| Name | Olympic Blvd | | | Olympic Blvd | | | 17th St | | | 17th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 0.00 | | | 25.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Olympic Blvd | | | Olympic Blvd | | | 17th St | | | 17th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 40 | 470 | 30 | 170 | 780 | 130 | 20 | 190 | 110 | 160 | 350 | 100 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 40 | 470 | 30 | 170 | 780 | 130 | 20 | 190 | 110 | 160 | 350 | 100 |
| Peak Hour Factor | 0.8802 | 0.8802 | 0.8802 | 0.9241 | 0.9241 | 0.9241 | 0.7665 | 0.7665 | 0.7665 | 0.9034 | 0.9034 | 0.9034 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 11 | 133 | 9 | 46 | 211 | 35 | 7 | 62 | 36 | 44 | 97 | 28 |
| Total Analysis Volume [veh/h] | 45 | 534 | 34 | 184 | 844 | 141 | 26 | 248 | 144 | 177 | 387 | 111 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 100 | | | 75 | | | 50 | | | 35 | | |
| Bicycle Volume [bicycles/h] | 75 | | | 30 | | | 20 | | | 20 | | |

Intersection Settings

| | |
|---------------------------|----------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 90 |
| Coordination Type | Free Running |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

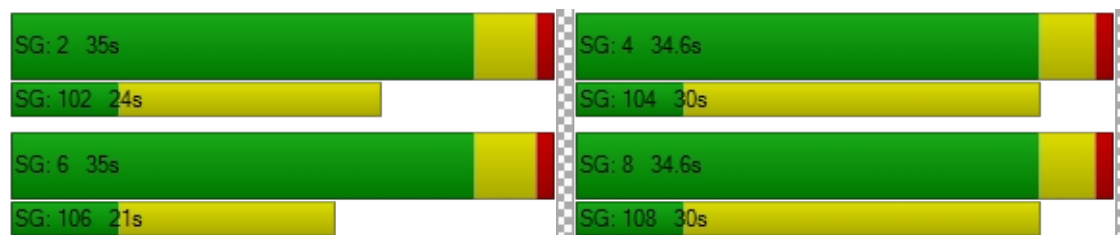
| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 3.6 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 17 | 0 | 0 | 14 | 0 | 0 | 23 | 0 | 0 | 23 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 2.6 | 0.0 |
| Minimum Recall | | no | | | no | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | no | | | no | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|------|-------|-------|------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 17.86 | 10.47 | 8.96 | 18.77 | 11.92 | 9.92 | 42.37 | 23.22 | 22.37 | 34.24 | 36.69 | 36.69 |
| Movement LOS | B | B | A | B | B | A | D | C | C | C | D | D |
| d_A, Approach Delay [s/veh] | 10.93 | | | 12.76 | | | 24.12 | | | 36.05 | | |
| Approach LOS | B | | | B | | | C | | | D | | |
| d_I, Intersection Delay [s/veh] | 19.49 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.514 | | | | | | | | | | | |

Sequence





| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



Intersection Level Of Service Report #85: FOURTEENTH STREET/COLORADO AVENUE

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 23.2 |
| Analysis Method: | HCM2010 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.509 |

Intersection Setup

| Name | Colorado Ave | | | Colorado Ave | | | 14th St | | | 14th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Colorado Ave | | | Colorado Ave | | | 14th St | | | 14th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 17 | 150 | 80 | 8 | 150 | 140 | 30 | 490 | 110 | 20 | 510 | 20 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 17 | 150 | 80 | 8 | 150 | 140 | 30 | 490 | 110 | 20 | 510 | 20 |
| Peak Hour Factor | 0.8898 | 0.8898 | 0.8898 | 0.8148 | 0.8148 | 0.8148 | 0.8488 | 0.8488 | 0.8488 | 0.9701 | 0.9701 | 0.9701 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 5 | 42 | 22 | 2 | 46 | 43 | 9 | 144 | 32 | 5 | 131 | 5 |
| Total Analysis Volume [veh/h] | 19 | 169 | 90 | 10 | 184 | 172 | 35 | 577 | 130 | 21 | 526 | 21 |
| Presence of On-Street Parking | | | no | | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 10 | | | 15 | | | 9 | | | 12 | | |
| Bicycle Volume [bicycles/h] | 5 | | | 8 | | | 5 | | | 5 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 80 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 72.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

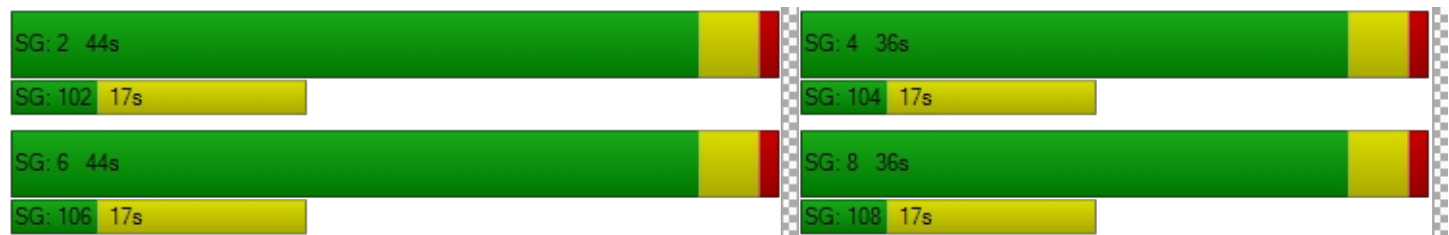
| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 4 | 0 |
| Maximum Green [s] | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 44 | 0 | 0 | 44 | 0 | 0 | 36 | 0 | 0 | 36 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 |
| Minimum Recall | | no | | | no | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | yes | | | yes | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 0.00 | 10.98 | 10.98 | 0.00 | 12.27 | 12.27 | 36.15 | 30.53 | 18.21 | 36.82 | 28.10 | 28.10 |
| Movement LOS | | B | B | | B | B | D | C | B | D | C | C |
| d_A, Approach Delay [s/veh] | 10.98 | | | 12.27 | | | 28.64 | | | 28.42 | | |
| Approach LOS | B | | | B | | | C | | | C | | |
| d_I, Intersection Delay [s/veh] | 23.17 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.509 | | | | | | | | | | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



Intersection Level Of Service Report**#86: FOURTEENTH STREET/OLYMPIC BOULEVARD**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 16.5 |
| Analysis Method: | HCM2010 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.454 |

Intersection Setup

| Name | Olympic Blvd | | | Olympic Blvd | | | 14th St | | | 14th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 0.00 | | | 45.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Olympic Blvd | | | Olympic Blvd | | | 14th St | | | 14th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 70 | 42 | 10 | 140 | 440 | 140 | 50 | 450 | 170 | 190 | 290 | 30 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 70 | 42 | 10 | 140 | 440 | 140 | 50 | 450 | 170 | 190 | 290 | 30 |
| Peak Hour Factor | 0.8893 | 0.8893 | 0.8893 | 0.8206 | 0.8206 | 0.8206 | 0.9292 | 0.9292 | 0.9292 | 0.9539 | 0.9539 | 0.9539 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 20 | 12 | 3 | 43 | 134 | 43 | 13 | 121 | 46 | 50 | 76 | 8 |
| Total Analysis Volume [veh/h] | 79 | 47 | 11 | 171 | 536 | 171 | 54 | 484 | 183 | 199 | 304 | 31 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 16 | | | 12 | | | 33 | | | 33 | | |
| Bicycle Volume [bicycles/h] | 13 | | | 14 | | | 1 | | | 5 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 70 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 44.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

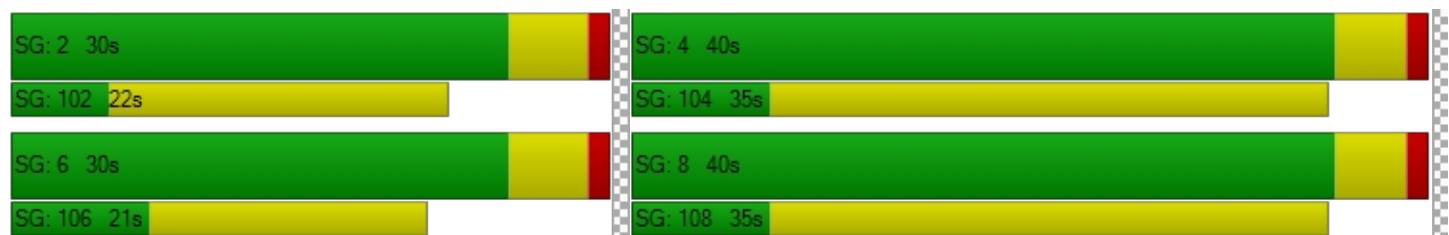
| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 3.6 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 40 | 0 | 0 | 40 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 17 | 0 | 0 | 14 | 0 | 0 | 28 | 0 | 0 | 28 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 2.6 | 0.0 |
| Minimum Recall | | yes | | | yes | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | no | | | no | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 26.03 | 13.06 | 13.00 | 17.34 | 18.40 | 18.75 | 16.66 | 13.44 | 11.23 | 26.07 | 11.84 | 10.08 |
| Movement LOS | C | B | B | B | B | B | B | B | B | C | B | B |
| d_A, Approach Delay [s/veh] | 20.53 | | | 18.26 | | | 13.12 | | | 17.04 | | |
| Approach LOS | C | | | B | | | B | | | B | | |
| d_I, Intersection Delay [s/veh] | 16.48 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.454 | | | | | | | | | | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |




Intersection Level Of Service Report

#97: SEVENTEENTH STREET/COLORADO AVENUE

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 19.3 |
| Analysis Method: | HCM2010 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.473 |

Intersection Setup

| Name | Colorado Ave | | | Colorado Ave | | | 17th St | | | 17th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Colorado Ave | | | Colorado Ave | | | 17th St | | | 17th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 40 | 270 | 120 | 90 | 270 | 140 | 60 | 310 | 120 | 90 | 280 | 30 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 40 | 270 | 120 | 90 | 270 | 140 | 60 | 310 | 120 | 90 | 280 | 30 |
| Peak Hour Factor | 0.8399 | 0.8399 | 0.8399 | 0.8892 | 0.8892 | 0.8892 | 0.8015 | 0.8015 | 0.8015 | 0.7619 | 0.7619 | 0.7619 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 12 | 80 | 36 | 25 | 76 | 39 | 19 | 97 | 37 | 30 | 92 | 10 |
| Total Analysis Volume [veh/h] | 48 | 321 | 143 | 101 | 304 | 157 | 75 | 387 | 150 | 118 | 368 | 39 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 100 | | | 75 | | | 30 | | | 75 | | |
| Bicycle Volume [bicycles/h] | 30 | | | 50 | | | 10 | | | 15 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 80 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 15.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

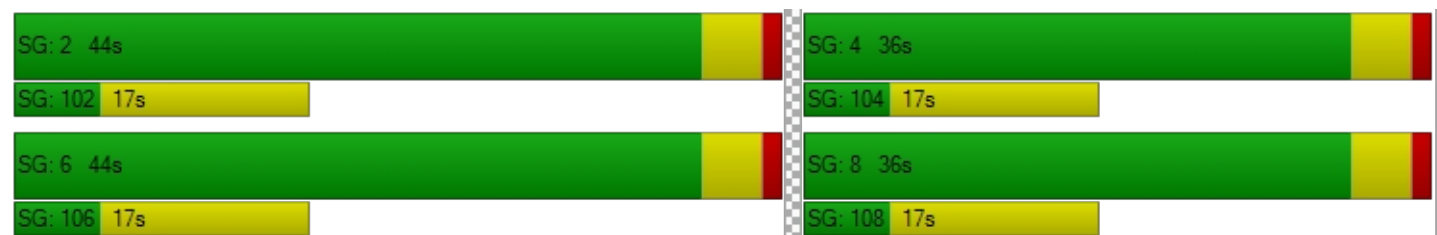
| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 4 | 0 |
| Maximum Green [s] | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 44 | 0 | 0 | 44 | 0 | 0 | 36 | 0 | 0 | 36 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 |
| Minimum Recall | | no | | | no | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | yes | | | yes | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 16.64 | 13.26 | 11.78 | 18.46 | 13.05 | 12.06 | 28.63 | 25.27 | 25.27 | 38.83 | 19.37 | 19.37 |
| Movement LOS | B | B | B | B | B | B | C | C | C | D | B | B |
| d_A, Approach Delay [s/veh] | 13.16 | | | 13.75 | | | 25.68 | | | 23.75 | | |
| Approach LOS | B | | | B | | | C | | | C | | |
| d_I, Intersection Delay [s/veh] | 19.29 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.473 | | | | | | | | | | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |





Intersection Level Of Service Report

#98: SEVENTEENTH STREET/OLYMPIC BOULEVARD

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 17.2 |
| Analysis Method: | HCM2010 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.503 |

Intersection Setup

| Name | Olympic Blvd | | | Olympic Blvd | | | 17th St | | | 17th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 0.00 | | | 25.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Olympic Blvd | | | Olympic Blvd | | | 17th St | | | 17th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 70 | 550 | 20 | 110 | 570 | 100 | 90 | 250 | 90 | 170 | 220 | 160 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 70 | 550 | 20 | 110 | 570 | 100 | 90 | 250 | 90 | 170 | 220 | 160 |
| Peak Hour Factor | 0.8521 | 0.8521 | 0.8521 | 0.9135 | 0.9135 | 0.9135 | 0.8897 | 0.8897 | 0.8897 | 0.7248 | 0.7248 | 0.7248 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 21 | 161 | 6 | 30 | 156 | 27 | 25 | 70 | 25 | 59 | 76 | 55 |
| Total Analysis Volume [veh/h] | 82 | 645 | 23 | 120 | 624 | 109 | 101 | 281 | 101 | 235 | 304 | 221 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 200 | | | 750 | | | 150 | | | 1000 | | |
| Bicycle Volume [bicycles/h] | 50 | | | 75 | | | 25 | | | 50 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 70 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 12.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 3.6 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 35 | 0 | 0 | 35 | 0 | 0 | 35 | 0 | 0 | 35 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 17 | 0 | 0 | 14 | 0 | 0 | 23 | 0 | 0 | 23 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 2.6 | 0.0 |
| Minimum Recall | | yes | | | yes | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | no | | | no | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 21.97 | 14.45 | 11.57 | 24.90 | 14.31 | 13.63 | 28.41 | 13.46 | 12.71 | 24.52 | 20.19 | 20.19 |
| Movement LOS | C | B | B | C | B | B | C | B | B | C | C | C |
| d_A, Approach Delay [s/veh] | 15.18 | | | 15.71 | | | 16.43 | | | 21.53 | | |
| Approach LOS | B | | | B | | | B | | | C | | |
| d_I, Intersection Delay [s/veh] | 17.25 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.503 | | | | | | | | | | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

SG: 2 35s

SG: 102 24s

SG: 6 35s

SG: 106 21s

SG: 4 35s

SG: 104 30s

SG: 8 35s





SG: 108 30s

Intersection Level Of Service Report

#85: FOURTEENTH STREET/COLORADO AVENUE

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 21.7 |
| Analysis Method: | HCM2010 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.583 |

Intersection Setup

| Name | Colorado Ave | | | Colorado Ave | | | 14th St | | | 14th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Colorado Ave | | | Colorado Ave | | | 14th St | | | 14th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 13 | 160 | 140 | 17 | 230 | 130 | 40 | 470 | 50 | 10 | 540 | 20 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 13 | 160 | 140 | 17 | 230 | 130 | 40 | 470 | 50 | 10 | 540 | 20 |
| Peak Hour Factor | 0.9346 | 0.9346 | 0.9346 | 0.7926 | 0.7926 | 0.7926 | 0.8742 | 0.8742 | 0.8742 | 0.9100 | 0.9100 | 0.9100 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 3 | 43 | 37 | 5 | 73 | 41 | 11 | 134 | 14 | 3 | 148 | 5 |
| Total Analysis Volume [veh/h] | 14 | 171 | 150 | 21 | 290 | 164 | 46 | 538 | 57 | 11 | 593 | 22 |
| Presence of On-Street Parking | | | no | | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 17 | | | 25 | | | 6 | | | 13 | | |
| Bicycle Volume [bicycles/h] | 16 | | | 11 | | | 3 | | | 6 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 80 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 72.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 4 | 0 |
| Maximum Green [s] | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 44 | 0 | 0 | 44 | 0 | 0 | 36 | 0 | 0 | 36 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 |
| Minimum Recall | | no | | | no | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | yes | | | yes | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 0.00 | 13.76 | 13.76 | 0.00 | 15.92 | 15.92 | 37.25 | 22.95 | 15.35 | 31.20 | 28.25 | 28.25 |
| Movement LOS | | B | B | | B | B | D | C | B | C | C | C |
| d_A, Approach Delay [s/veh] | 13.76 | | | 15.92 | | | 23.30 | | | 28.30 | | |
| Approach LOS | B | | | B | | | C | | | C | | |
| d_I, Intersection Delay [s/veh] | 21.69 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.583 | | | | | | | | | | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

SG: 2 44s

SG: 4 36s

SG: 102 17s

SG: 104 17s

SG: 6 44s

SG: 8 36s





SG: 106 17s

SG: 108 17s

Intersection Level Of Service Report**#86: FOURTEENTH STREET/OLYMPIC BOULEVARD**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 21.0 |
| Analysis Method: | HCM2010 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.520 |

Intersection Setup

| Name | Olympic Blvd | | | Olympic Blvd | | | 14th St | | | 14th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 0.00 | | | 45.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Olympic Blvd | | | Olympic Blvd | | | 14th St | | | 14th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 100 | 340 | 60 | 170 | 670 | 120 | 30 | 350 | 120 | 120 | 470 | 50 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 100 | 340 | 60 | 170 | 670 | 120 | 30 | 350 | 120 | 120 | 470 | 50 |
| Peak Hour Factor | 0.8409 | 0.8409 | 0.8409 | 0.8956 | 0.8956 | 0.8956 | 0.8934 | 0.8934 | 0.8934 | 0.8856 | 0.8856 | 0.8856 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 30 | 101 | 18 | 47 | 187 | 33 | 8 | 98 | 34 | 34 | 133 | 14 |
| Total Analysis Volume [veh/h] | 119 | 404 | 71 | 190 | 748 | 134 | 34 | 392 | 134 | 136 | 531 | 56 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 22 | | | 23 | | | 15 | | | 24 | | |
| Bicycle Volume [bicycles/h] | 15 | | | 10 | | | 3 | | | 5 | | |

Intersection Settings

| | |
|---------------------------|----------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 90 |
| Coordination Type | Free Running |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 5 | 0 | 0 | 7 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 3.6 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 17 | 0 | 0 | 14 | 0 | 0 | 28 | 0 | 0 | 28 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 2.6 | 0.0 |
| Minimum Recall | | no | | | no | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | no | | | no | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 23.61 | 10.05 | 9.32 | 17.01 | 12.77 | 12.85 | 41.96 | 26.05 | 21.90 | 39.43 | 35.27 | 20.71 |
| Movement LOS | C | B | A | B | B | B | D | C | C | D | D | C |
| d_A, Approach Delay [s/veh] | 12.68 | | | 13.53 | | | 26.02 | | | 34.93 | | |
| Approach LOS | B | | | B | | | C | | | C | | |
| d_I, Intersection Delay [s/veh] | 20.98 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.520 | | | | | | | | | | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |






Intersection Level Of Service Report

#97: SEVENTEENTH STREET/COLORADO AVENUE

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 19.1 |
| Analysis Method: | HCM2010 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.502 |

Intersection Setup

| Name | Colorado Ave | | | Colorado Ave | | | 17th St | | | 17th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Colorado Ave | | | Colorado Ave | | | 17th St | | | 17th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 30 | 300 | 140 | 160 | 350 | 140 | 70 | 310 | 70 | 60 | 430 | 40 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 30 | 300 | 140 | 160 | 350 | 140 | 70 | 310 | 70 | 60 | 430 | 40 |
| Peak Hour Factor | 0.8918 | 0.8918 | 0.8918 | 0.8889 | 0.8889 | 0.8889 | 0.8495 | 0.8495 | 0.8495 | 0.8674 | 0.8674 | 0.8674 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 8 | 84 | 39 | 45 | 98 | 39 | 21 | 91 | 21 | 17 | 124 | 12 |
| Total Analysis Volume [veh/h] | 34 | 336 | 157 | 180 | 394 | 157 | 82 | 365 | 82 | 69 | 496 | 46 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 75 | | | 100 | | | 15 | | | 125 | | |
| Bicycle Volume [bicycles/h] | 50 | | | 35 | | | 15 | | | 50 | | |

Intersection Settings

| | |
|---------------------------|---------------------------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 80 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 15.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 4 | 0 |
| Maximum Green [s] | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 17 | 0 |
| Amber [s] | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.5 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 44 | 0 | 0 | 44 | 0 | 0 | 36 | 0 | 0 | 36 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 12 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 |
| Minimum Recall | | no | | | no | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | yes | | | yes | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 18.12 | 13.40 | 11.91 | 21.48 | 14.19 | 12.09 | 36.04 | 20.71 | 20.71 | 30.75 | 24.22 | 24.22 |
| Movement LOS | B | B | B | C | B | B | D | C | C | C | C | C |
| d_A, Approach Delay [s/veh] | 13.26 | | | 15.53 | | | 23.09 | | | 24.95 | | |
| Approach LOS | B | | | B | | | C | | | C | | |
| d_I, Intersection Delay [s/veh] | 19.10 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.502 | | | | | | | | | | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

SG: 2 44s

SG: 4 36s

SG: 102 17s

SG: 104 17s

SG: 6 44s

SG: 8 36s





SG: 106 17s

SG: 108 17s

Intersection Level Of Service Report**#98: SEVENTEENTH STREET/OLYMPIC BOULEVARD**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | 28.7 |
| Analysis Method: | HCM2010 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.583 |

Intersection Setup

| Name | Olympic Blvd | | | Olympic Blvd | | | 17th St | | | 17th St | | |
|------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 0.00 | | | 25.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | yes | | | yes | | | yes | | | yes | | |

Volumes

| Name | Olympic Blvd | | | Olympic Blvd | | | 17th St | | | 17th St | | |
|-----------------------------------------|--------------|--------|--------|--------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 50 | 470 | 30 | 170 | 780 | 130 | 20 | 190 | 110 | 160 | 350 | 190 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 50 | 470 | 30 | 170 | 780 | 130 | 20 | 190 | 110 | 160 | 350 | 190 |
| Peak Hour Factor | 0.8802 | 0.8802 | 0.8802 | 0.9241 | 0.9241 | 0.9241 | 0.7665 | 0.7665 | 0.7665 | 0.9034 | 0.9034 | 0.9034 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 14 | 133 | 9 | 46 | 211 | 35 | 7 | 62 | 36 | 44 | 97 | 53 |
| Total Analysis Volume [veh/h] | 57 | 534 | 34 | 184 | 844 | 141 | 26 | 248 | 144 | 177 | 387 | 210 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 100 | | | 75 | | | 50 | | | 35 | | |
| Bicycle Volume [bicycles/h] | 75 | | | 30 | | | 20 | | | 20 | | |

Intersection Settings

| | |
|---------------------------|----------------|
| Located in CBD | no |
| Signal Coordination Group | - |
| Cycle Length [s] | 90 |
| Coordination Type | Free Running |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

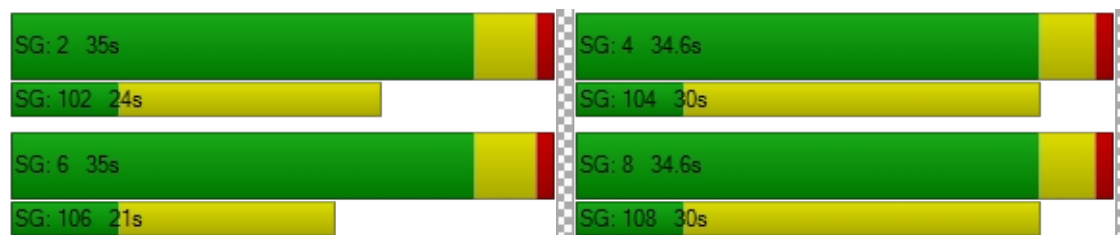
| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 3.6 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Extension [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 17 | 0 | 0 | 14 | 0 | 0 | 23 | 0 | 0 | 23 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 2.6 | 0.0 |
| Minimum Recall | | no | | | no | | | no | | | no | |
| Maximum Recall | | no | | | no | | | no | | | no | |
| Pedestrian Recall | | no | | | no | | | no | | | no | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 19.01 | 10.56 | 9.04 | 19.34 | 12.02 | 10.01 | 45.77 | 23.07 | 22.22 | 33.71 | 79.63 | 79.63 |
| Movement LOS | B | B | A | B | B | B | D | C | C | C | E | E |
| d_A, Approach Delay [s/veh] | 11.25 | | | 12.93 | | | 24.19 | | | 69.13 | | |
| Approach LOS | B | | | B | | | C | | | E | | |
| d_I, Intersection Delay [s/veh] | 28.72 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.583 | | | | | | | | | | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



City Council Report

City Council Meeting: February 24, 2015

Agenda Item: 9-A

To: Mayor and City Council
From: Susan Cline, Interim Director of Public Works
Subject: Public Hearing to Adopt Water Rates

Recommended Action

Staff recommends that the City Council:

1. Hold a public hearing.
2. Receive public comment pursuant to Proposition 218 requirements.
3. Consider all protests against the proposed water rate increases that have been submitted in accordance with Proposition 218.
4. Adopt the attached resolution establishing a five year schedule of water rate adjustments comprising a 9% maximum increase in the first year and 13% maximum rate increases in the following four years.
5. Authorize budget changes as outlined in the Financial Impacts & Budget Actions section of this report.

Executive Summary

Due to projected declining water sales, the City's self-sufficiency plan program costs, and increased capital funding needs, the City's cost to provide water service is projected to exceed the City's water revenues without additional water rate increases. Details of the rate analysis and the rate report were presented at the October 28, 2014 and December 16, 2014 Council meetings. Water rates were last adjusted in a five year schedule on July 8, 2008. At that time, a commodity-only rate structure was approved which eliminated the fixed service charge and provided a strong conservation signal. On December 16, 2014, Council directed staff to commence the Proposition 218 public notice process for this five-year plan to increase water rates:

| Calendar Year | 2015 | 2016 | 2017 | 2018 | 2019 |
|----------------------------|------|------|------|------|------|
| Maximum Projected Increase | 9% | 13% | 13% | 13% | 13% |

The proposed five-year plan maintains the same conservation rate structure adopted in 2008 and represents the maximum increase in the indicated years. If Council adopts the proposed rate plan as indicated above, annual rate increases could be lower if

future revenues are greater or if future costs are lower than anticipated and the Council then decided to suspend part or all of that year's full rate increase, but would not exceed the approved maximums. Prior to annual rate adjustments in January, staff would provide a State of the Water Fund report to Council to determine the rate adjustment amount up to the maximum percentage adopted.

Background

California continues to experience severe drought conditions. The State is entering its fourth year of drought, with water year 2014 (October 1, 2013 – September 30, 2014) resulting in the third driest year on record. On January 17, 2014, the Governor declared a Drought State of Emergency and issued a proclamation asking all Californians to reduce water use by 20%. As of late January 2015, the U.S. Drought Monitor classified 98% of California in "severe" drought condition or greater (including 38% classified as "extreme" and 40% as "exceptional", including Santa Monica). After its second snow measurement of the winter in January, the California Department of Water Resources called the snowpack "dismally meager," with the Sierra snowpack at about one-third of normal.

The City has taken action to address the drought. Council declared a Stage 2 Water Supply Shortage requiring mandatory water conservation to achieve a 20% reduction in water use compared to 2013 at the August 12, 2014 Council meeting. Given these drought conditions the Council has directed staff to expedite conservation programs outlined in the Sustainable Water Master Plan (SWMP) that Council adopted on October 28, 2014. Additionally, staff is recommending the continuance of the rate structure adopted in 2008 that eliminated the bi-monthly fixed service charge so that the water bill became entirely based on actual water usage, thereby improving the water conservation incentive at all levels.

The current water rate structure was adopted on July 8, 2008 to provide equity between customer types and among customers within a classification. The City provides water service to three customer classifications. These classifications are single-family, multi-family and non-residential. For residential customers, the previously existing three tier structure was replaced with a four tier structure.

For non-residential customers, a uniform commodity rate was established, applicable to nearly all water use. A second tier for non-residential customers is applied at the high end of consumption. In 1999, a resolution to annually raise rates by the actual Consumer Price Index (CPI) increase was adopted and has been implemented with each annual budget. Rates were adjusted by CPI annually between 1999 and 2008 with the exception of a 6% increase in 2005. The last five year schedule of rate increases was from FY 2008-09 to FY 2012-13 consisting of 11%, 10.5%, 10.5%, 10%, and 10% in respective years. After the 2008 schedule of rate adjustments ended as of June 30, 2013, rates were adjusted by CPI on July 1, 2013, and July 1, 2014.

2014 Water Rate Analysis

A rate study was completed by Kennedy Jenks Consultants as part of its contract with the City to prepare the Sustainable Water Master Plan (SWMP). The rate study report was included as an attachment to the staff report for the December 16, 2014 Council meeting and is available on the Water Resources Division web page. The objectives of the rate study included development of a strategy for meeting the utility's ongoing financial obligations for the five year planning period (FY 2014-15 through FY 2018-19) and assessment of changes to the rate structure in keeping with the City's self-sufficiency goals to encourage water conservation and sustainability

Previous Council Actions

At the May 14, 2013 Council meeting, staff presented the status of the Sustainable Water Master Plan (SWMP), which included the City's water self-sufficiency goals. Council directed staff to complete the development of the SWMP and to proceed with the water rate study. At the August 12, 2014 Council meeting Council declared a Stage 2 Water Supply Shortage requiring mandatory water conservation to achieve a 20% reduction in water use compared to 2013. At the October 28, 2014 Council meeting staff presented an updated SWMP and the findings of the rate study. Elements of the SWMP include enhanced conservation programs, rain harvesting and storm water capture projects, increased groundwater production and recycled water system improvements.

At the October meeting, staff provided rate adjustment information addressing SWMP program requirements that addressed the 20% reduction requirement, projected capital project needs and associated revenue reductions. Council approved the SWMP and directed staff to return upon completion of the rate study report. At the December 16, 2014 Council meeting, staff presented the rate study findings and Council took the following actions:

1. Approved public noticing of a five-year plan to increase water rates:

| Calendar Year | 2015 | 2016 | 2017 | 2018 | 2019 |
|----------------------------|------|------|------|------|------|
| Maximum Projected Increase | 9% | 13% | 13% | 13% | 13% |

2. Adopted a resolution setting the public hearing to increase water rates on February 24, 2015, in accordance with Proposition 218.
3. Authorized the City Clerk to issue notices of the proposed water rate increases and public hearing on February 24, 2015, in accordance with Proposition 218.
4. Directed staff to report annually on the State of the Water Fund, to include a financial analysis recommending the magnitude of the following year's rate increase up to the maximum approved.
5. Directed staff to provide allowances for low income customers, explore a cap in water billing for low income customers, and investigate low income allowances for 100% affordable housing projects.
6. Directed staff to explore the Task Force on the Environment's recommendation to revisit the rate structure at such time as the August 12, 2014 Water Shortage Declaration is lifted.

Subsequently, on January 13, 2015, Council approved implementation of the Water Shortage Response Plan (WSRP) and directed staff to expedite conservation programs that would be funded from the Water Fund in FY 2014-15 and FY 2015-16.

Discussion

As a basis for the 2014 rate study and in accordance with governmental accounting standards for municipal enterprises, the Water Fund's revenues, generated from user charges and fees related to the City's provision of water service, should cover the cost of providing the service. Accordingly, the financial revenue plans presented in the 2014 rate study are based on the requirement that the Water Fund will be self-supporting.

The proposed 5-year plan to increase water rates addresses the City's intent to achieve its stated goals of achieving water self-sufficiency by the year 2020, invest in capital programs necessary for system reliability, meet conservation goals, and account for decreased revenues resulting from mandatory conservation measures. This last notion of paying more, but using less may be counterintuitive to some. Yet, it derives from a few interconnected facts.

First, the City must provide water to all of its residents and visitors every hour of every day year in and year out. The City's water service is truly a 24/7 operation. Hence, unlike some businesses, which are able to reduce production or certain operational costs in the face of declining product sales, the City has far fewer options.

Second, most of the City's water revenues come from the sale of water. As water sales decline due to conservation efforts made necessary by the ongoing drought emergency, water revenues decline. Although some might debate the exact percent increase, water rates do need to increase in order to make up for this decline in revenue.

Third, the basic water supply infrastructure and its ongoing operational and maintenance needs are largely fixed costs. These remain the same whether there is a drought or not and they remain virtually the same almost regardless of the volume of water sales. The operational and maintenance needs of the City's water delivery system do not decline in tandem with the decline in water sales. The number of City staff who operate and maintain the City's water system has remained remarkably consistent over the years. Today the water systems' basic operations and maintenance staff totals 46 full time employees, the same number that were employed in 1997.

The following section of this report provides additional details on the costs for programs, capital expenditures and operations and the revenues needed to maintain and to improve the water system given the likelihood of reduced water sales. Further detail regarding the areas that significantly impact the proposed rate plan is provided under

these subsequent sections: Water Shortage Response Plan (WSRP) Implementation; Capital Requirements; and Revenue Loss from Reduced Water Consumption.

Water Shortage Response Plan (WSRP) Implementation

As discussed in the January 13, 2015 WSRP staff report, the SWMP includes new water conservation programs and enhancements to existing programs totaling \$7.2 million (this figure includes \$1.2 million in financial assistance from MWD) that will help the City reach its goal to be water self-sufficient by 2020. In order to immediately reduce water use to lessen the effects of the drought and meet the City's 20% reduction goal, Council approved accelerating the implementation of conservation programs in the SWMP. The drought response will be implemented by the new Water Conservation Unit in the Office of Sustainability and the Environment (OSE). Water conservation programs will be funded by water rates in addition to grant funding from the Metropolitan Water District of Southern California (MWD). Staff will continue to actively pursue other funding sources as they become available, such as Proposition 1 funds (the Water Quality, Supply, and Infrastructure Improvement Act of 2014).

Capital Requirements

In addition to funding ongoing operations and maintenance expenses, revenues should be sufficient to address capital needs. By nature, water systems are capital-intensive operations. The SWMP addresses system capacity, long-range water supply reliability, and conservation programs necessary to meet the City's stated water self-sufficiency goals. Details of the five-year \$33 million General Water System CIP are provided in Table 4 of the Rate Study, which include these selected projects and cost projections:

- General Water System Capital Improvement Program:
 - Infrastructure improvements associated with replacing aging existing facilities comprised of water mainlines and appurtenant distribution system facilities that are approaching the end of their useful lives over five years, \$20M
 - Commencement of an Advanced Meter Infrastructure (AMI) program to provide more frequent and accurate metering of water use, \$5M Water Fund contribution and \$5M Wastewater Fund contribution. Benefits provided to both the City and its customers include:

- Frequent, even daily, transmission of more precise water consumption data allowing for quicker and more precise identification of high usage and suspected leaks. With the ability to detect large leaks in a more timely manner, field customer service personnel can be dispatched to investigate and shut off water service to mitigate water loss and property damage.
 - A customer web interface would be developed for customers to monitor their daily water usage online and improve customers' ability to monitor usage and adjust water use patterns to realize more water savings.
 - Customer service representatives would have access to more frequent and accurate water consumption data resulting in improved responses to customers.
 - Not having to manually read meters or physically investigate a high water bill complaint means less water wasted and cost savings for the operation.
- Plans for reliability and water transmission improvements for the City's highest pressure zone (zone 500) with a new booster pump station, \$2.5M
 - Funding for ongoing rehabilitation and facility specific improvements and studies. These include fleet replacement, software upgrades, Urban Water Management Plan reporting, and Sustainable Groundwater Management Plan development, \$5.5M
- Sustainable Water Master Plan capital expenditures related to decreased reliance on imported water and achieving the City's year 2020 self-sufficiency goal, include:
 - Brine concentrator evaluation at Arcadia Treatment Plant to increase finished water recovery, \$0.3M
 - Charnock Granular Activated Carbon (GAC) improvements to improve carbon performance and potentially reduce carbon change-out frequency, \$0.3M
 - Infrastructure Capacity Improvements (water main connections to new supply sources), \$2.0M

Revenue Loss from Reduced Water Consumption

The City's Water Fund is projected to experience a decrease in water sales and related revenue associated with the City's adoption of a Stage II Water Shortage Plan, which

calls for a mandatory 20% reduction citywide, and the implementation of additional self-sufficiency related water conservation programs. Since most of the water utility's costs are fixed, the Water Fund is projected to be affected by a reduction in water sales-based revenues while fixed costs of service remain fairly constant.

The proposed rate plan, as outlined in the 2014 rate study, addresses this and sets the City on a path to achieve water self-sufficiency, address drought conditions, support operations, and maintain water system infrastructure while continuing with a balanced Water Fund.

Water Rate Options

Three projected revenue plan scenarios with various rate adjustments were developed to compare the water utility's revenues and revenue requirements through FY 2019-20. At present, on a per gallon basis the City's water customers are pay \$.0033 for each gallon of water used. Three rate increase options are presented in Table 1 and further discussed below. Under each, on a per gallon basis, water customers will continue to pay less than \$0.01 for each gallon of water they use. These are among the lowest rates anywhere.

Table 1 – Rate Adjustment Options

| | 2015 | 2016 | 2017 | 2018 | 2019 |
|------------------------------------------|------|------|------|------|------|
| Option 1 ^(1.) (CPI only) | 2.5% | 2.5% | 2.5% | 2.5% | 2.5% |
| Option 2 ^(2.) (9% plan) | 9% | 9% | 9% | 9% | 9% |
| Option 3 ^(2.) (9/13% plan) | 9% | 13% | 13% | 13% | 13% |

1. CPI-only increases would be implemented on a fiscal year basis assumed at 2.5% (July 1st).
2. Options 2 and 3 would be implemented on a calendar year basis (March 1st in the first year and January 1st each year thereafter).
3. All of these plans are inclusive of CPI and would impact the Utility Users Tax.

Option 1: Projected Revenue Plan – Consumer Price Index (CPI) Based Annual Water Rate Increase (Baseline Option)

Under this option, projected revenues do not support ongoing operations and capital programs. Water conservation efforts continue to reduce revenue from water sales and Council adopted reserve requirements are not met. Based on the Council adopted SWMP and other water conservation efforts, water rate increases limited only to the general rate of inflation are insufficient to support the activities of the Water Fund. The Water Fund would be in deficit as of FY 2016-17 after it uses its reserves.

Option 2: 9% Projected Revenue Plan – 9% Annual Water Rate Increase (inclusive of CPI)

Under this scenario, projected revenues would support ongoing costs of operations, but as noted in the Rate Study the capital program would need to be reduced. Similar to the prior plan, following actual CPI increases in FY 2013-14 and FY 2014-15, a projected increase of 9% is included in each calendar year from 2015 through calendar year 2019. The 2014 increase would be implemented March 1, 2015, with each successive year's increase taking effect January 1. While this rate plan provides a stronger financial performance than the CPI only (baseline) alternative and achieves a positive net operating performance in the later years of the forecast it does so by reducing needed capital programs and by failing to maintain adequate reserves. These impacts (relative to Option 3 below) are as follows:

- Approximately \$5 million in capital projects would have to be eliminated or deferred, which is a reduction in general system planned capital improvements of 15%. The likely projects to be reduced or deferred would be some combination of water main replacements and the AMI system. This could potentially affect the long term reliability of the water distribution system and potentially defer enhanced conservation efforts made possible with AMI.
- One time capital projects would be deferred to a later part of the planning period and funded by debt.
- Preserves conservation as a priority.

Option 3: 9%/13% Projected Revenue Plan

Under this scenario, there is a much stronger financial performance over the previous rate plans. This rate structure provides financial stability for the Water Fund to meet projected capital improvements, potential emergency system responses, implement conservation programs, and absorb projected declines in water sale revenues. This proposed rate plan retains the capital projects over the plan period that would have been deferred or eliminated in Option 2.

Bonding

To further evaluate how rate increases could be mitigated and still meet all needs, staff was asked to look at the potential of bond financing. Furthermore, staff was asked about the possibility of using bond financing to amortize Water Fund costs over a longer period of time and therefore reduce the required rate increase in the short term.

For many years the City has followed prudent and fiscally conservative financial practices in using bond financing to pay for one-time capital projects whose cost may be amortized over the life of the facility being funded. As a potential bond issuer, the City has to be mindful of the bond market and how it might react to any potential bond issuance. The Water Fund cannot issue a bond to cover its projected deficit, which is primarily due to the ongoing reduction of operating revenues associated with lower water consumption. To attempt to do so would fly in the face of the City's consistent practices over the years. But even more than this, the bond market would not recognize such an issuance, at least not with anything approaching reasonable rates. The bond market requires the Water Fund to generate a consistent operating revenue stream that exceeds operating expenditures during the length of the bond term; this is not the case without a rate increase. In other words, without an adequate rate base and rate increase there can be no bond issuance as there will be no viable market for the bonds.

Members of the community and the Council have asked whether, despite these challenges, any bond financing could still occur. The following is a description of the

various methods of debt issuance that the City has access to, and the ability of these methods to assist the Water Fund.

General Obligation (GO) Bonds are backed by the full faith and credit of the issuer, which has the power to levy taxes on property owners to pay bondholders. The bond must be approved by 2/3 of the voters. The City most recently used GO bonds to finance the Main Library.

If the City were to issue GO bonds, the bonds would effectively tax only property owners for water infrastructure based on their property's valuation, instead of charging water users based on their consumption levels. An individual's or property's actual water use would have almost nothing to do with how much any person would be charged to pay back the bond. Currently, the maintenance, operation and investment in water infrastructure is paid for by water users based on their consumption patterns and amounts. This is the basic premise of governmental enterprise fund accounting, which seeks to segregate the use of general tax funds to uses serving the general community.

General governmental accounting standards and best practices dictate that rate-based funds, called enterprise funds, should cover their own costs and should not be subsidized by the general taxpayers of the City. On this basis, credit rating agencies frown upon such structures and would potentially give the bond a low rating. This would impact the City's AAA rating. For these reasons, GO bonds are not an option for the Water Fund.

Lease Revenue Bonds (LRBs)/Certificates of Participation (COPs) are secured by annual lease payments on a City property, which is in turn used as collateral. Lease payments are made from general revenues available to be appropriated for debt service payments. In Santa Monica, bonds are issued by the Santa Monica Public Financing Authority, a joint powers authority. The decision to issue LRBs/COPs rests with the City Council. The City recently used such bonds to finance Parking Structure 6. LRBs are generally rated two notches below the City's GO bond rating (and are therefore more

expensive than GO bonds), as the use of general revenues is not considered as strong as the full faith and credit of the City.

The General Fund is limited in the amount of financing that it can carry out, primarily because of the availability of revenues to pay for the debt, but also due to the perceived weakening of the City's financial position as it issues greater amounts of debt. During the next 3 years, the City is anticipating issuing LRBs for two general fund projects – Fire Station I and the City Services Building. Additionally, using General Fund revenues to pay for an enterprise does not conform to the requirements of governmental accounting standards and would likely be greeted with great concern by rating agencies. For these reasons, General Fund LRBs/COPs are not an option for the Water Fund.

Revenue Bonds are backed by a specific revenue stream generated by an enterprise as defined in Section 54300 et seq of the California Government Code. City issuance of revenue bonds is specifically authorized by Chapter 2.36 of the City's Municipal Code. The City's utility revenue bonds are payable solely from the appropriate City enterprise fund and are not secured by any pledge of ad valorem taxes or general fund revenues of the City. In accordance with standard bond covenants, the revenues generated by the issuing enterprise fund must be sufficient to maintain required coverage levels, or the customer rates of the enterprise must be raised to maintain the coverages. The issuance of revenue bonds does not require voter approval. The City has used revenue bonds to finance Wastewater infrastructure; these particular bonds were awarded an AAA bond rating.

Revenue bonds would be the only appropriate financing mechanism for the Water Fund to pay for capital projects, and are contemplated in the later years of the forecast once rate increases are in effect. As noted above, it is not possible at this time, with the current projected revenue stream of the Water Fund, to issue revenue bonds without a rate increase. Bond covenants require a minimum ratio of net operating income to debt service payments. The City's minimum debt coverage ratio has been 1.20x, although the industry target debt coverage ratio for revenue bonds is approximately 2.00x for programs with

large ongoing capital needs and 1.50x for programs without such needs. In 2013, the City's AAA rated Wastewater Bonds had coverage of 5.32x.

At this time, staff has determined that both operating and capital needs of the Water Fund will require a rate increase, as a bond issuance cannot be supported by the Water Fund or the General Fund.

Rate Criteria and Assumptions

The financial projection for each scenario is based on the City's projected customer account characteristics, the projected operation and maintenance expenses, and the inclusion of the City's comprehensive Capital Improvement Program. Additionally, several ratemaking criteria were also integrated in the revenue plan. These key criteria include:

- Water usage is projected to reduce by approximately 10% during FY 2014-15, and an additional 10% during FY 2015-16 due to conservation efforts. Water usage is projected to essentially remain at these reduced levels during the balance of the planning period. Reduced water consumption would result in reduced revenues to the water fund while operations and maintenance costs would be expected to increase at inflationary levels.
- The option of additional \$10 million in debt financing is programmed for FY 2018-19. This may be available through a new debt issuance, potential short-term inter-fund borrowing, or other strategies as determined appropriate by the Finance Director at that time to fund one time capital expenditures.
- With potential rate increases commencing in March of FY 2014-15, no change in rates is proposed beyond FY 2018-19. Five years is the maximum planning horizon for water rate adjustments allowed by state law.
- Rate increases corresponding to Options 2 and 3 would be implemented in January of each year. Implementation of new rates in this time frame would minimize the immediate impact of any rate increase as customer water use is at its lowest during the winter.
- Short term population growth is based on the projections indicated in the City's 2010 Urban Water Management Plan and estimated annualized LUCE projections of 0.5% per year. This is expected to be approximately 0.5% per year and yield a modest increase in new accounts through 2020. New development is required to comply with all water efficiency requirements, including the use of the most stringent water efficiency standards to date.

To further elaborate on the above bullet, between 2003 and 2013 the number of total water accounts in Santa Monica increased from 14,979 to 17,709 but total water use decreased by about 1%. Even though the number of water customers increased over the past ten years, overall water use declined slightly. The biggest increases in water use during that period were from dedicated landscape water meters (mostly for public parks and open spaces). Another area where water use has increased significantly is in the single family residential sector where use has gone up over 7% during the past four years. Much of the single-family usage is from additional landscape irrigation due to much lower than normal precipitation during that time.

All new or major remodel projects in the City, including residential and commercial, are required to meet very strict state and local water efficiency requirements. In order to meet the requirements of the new State CalGreen building standards, all new developments must be at least 20% to 40% (depending upon building type) more water efficient than buildings that met the previous code. For example, the most recent low income housing development uses 43% less water than similar size existing low income housing developments. The newest hotel uses 23% less water than existing similar size hotels.

All new developments and remodels are required to pay a Water Demand Mitigation Fee based on the estimated first year of water demand. This Fee is calculated using water fixture flow rates listed in the State Plumbing Code. The Fee is used to fund city-related water efficiency projects such as pipe replacement to fix or prevent leaks, cisterns, irrigation, toilets, urinals, etc. This investment in the City's infrastructure helps to meet the immediate goal to reduce use in response to the drought and the long-term goal for water self-sufficiency.

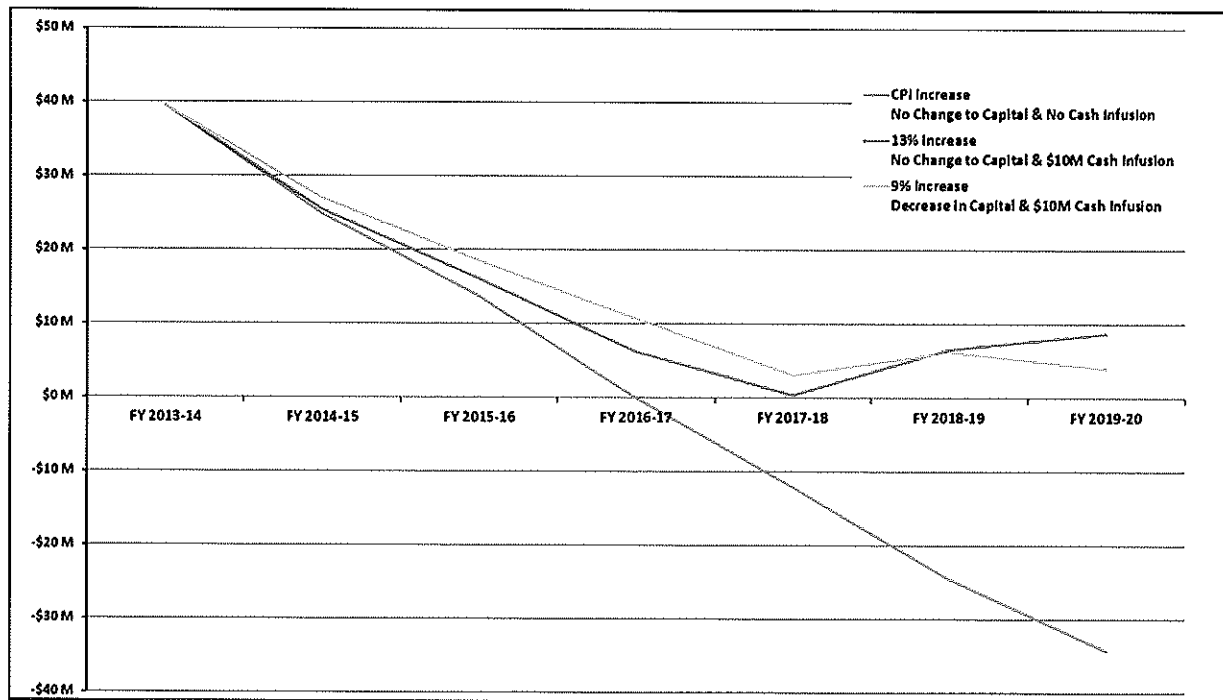
New connections to the water system are required to pay a Water Capital Facility Fee. Additionally, if a water distribution main is not available adjacent to the property, then the utility may require the installation of a water main at the applicant's expense. In short, development – either actual or anticipated - is not a reason why water rates need

to increase. If there was no new commercial or residential development, water rates would still need to increase to meet anticipated future costs and declining water sales.

Water Fund Balance and Rates

To further articulate impacts of the rate scenarios on the Water Fund, fund balance trends corresponding to the three options are presented in Figure 2 below. The fund balance trend in the 13% option (red line) dips below the trend of the 9% option (green line) due to reductions in capital improvements and conservation programs in the 9% option. Future performance of the 13% option (redline) improves over that of the 9% option (green line) after FY 18/19.

Figure 2 – Water Fund Revenue Requirements, Fund balance trends



Should Council adopt staff's proposed five-year rate schedule, a 9% rate increase in the first year would take effect on March 1, 2015. Subsequent annual rate increases of up to 13% would become effective January 1st of each successive year. It is important to note that, should Council approve staff's proposed rate schedule, in each successive year, the Council retains the option to suspend part or all of the 13% rate increase depending on revenue and costs. For the next five year period, each year, staff would

provide a State of the Water Fund report before calendar year's end. At such time, based on the fiscal conditions of the water fund and other information presented, the Council could opt to continue with a 13% rate increase or suspend part of the increase in light of, for instance, better than expected water fund fiscal health.

In reviewing FY 2014-15 financial performance to date, the 9% increase for the period from March 1, 2015 to December 31, 2015 remains appropriate. Although FY 2014-15 capital program expenditures for the Water Fund will be lower, the costs incurred by the Water Fund for conservation programs and administration of the Water Shortage Response Plan (WSRP) offsets this savings. As approved by Council at its January 13, 2015 meeting, the WSRP implementation strategy included an acceleration of the outreach, education, and conservation programs included in the SWMP in order to assist customers in achieving water savings as soon as possible with a first year cost of \$1.2 million.

As directed by Council, staff will return to Council before the end of each calendar year to report on the status of the water utility, which will include a review of the financial condition of the Water Fund and a recommendation whether a suspension (and the amount of such suspension) of the following year's rate increase is appropriate. Conditions to be evaluated in formulating a recommendation to Council for the following year's rate adjustment would include:

- Climate conditions; state-wide hydrologic status and forecasts
- State drought declaration status
- Progress in achieving 20% reduction in water use
- Revenue collection forecast and revenue collected to date;
- Funds received from outside sources, i.e., Federal and State funding opportunities and the possibility of offsetting budgeted capital expenses or conservation programs
- Expenditures for capital and operations
- Evaluation of expenditures for water conservation programs

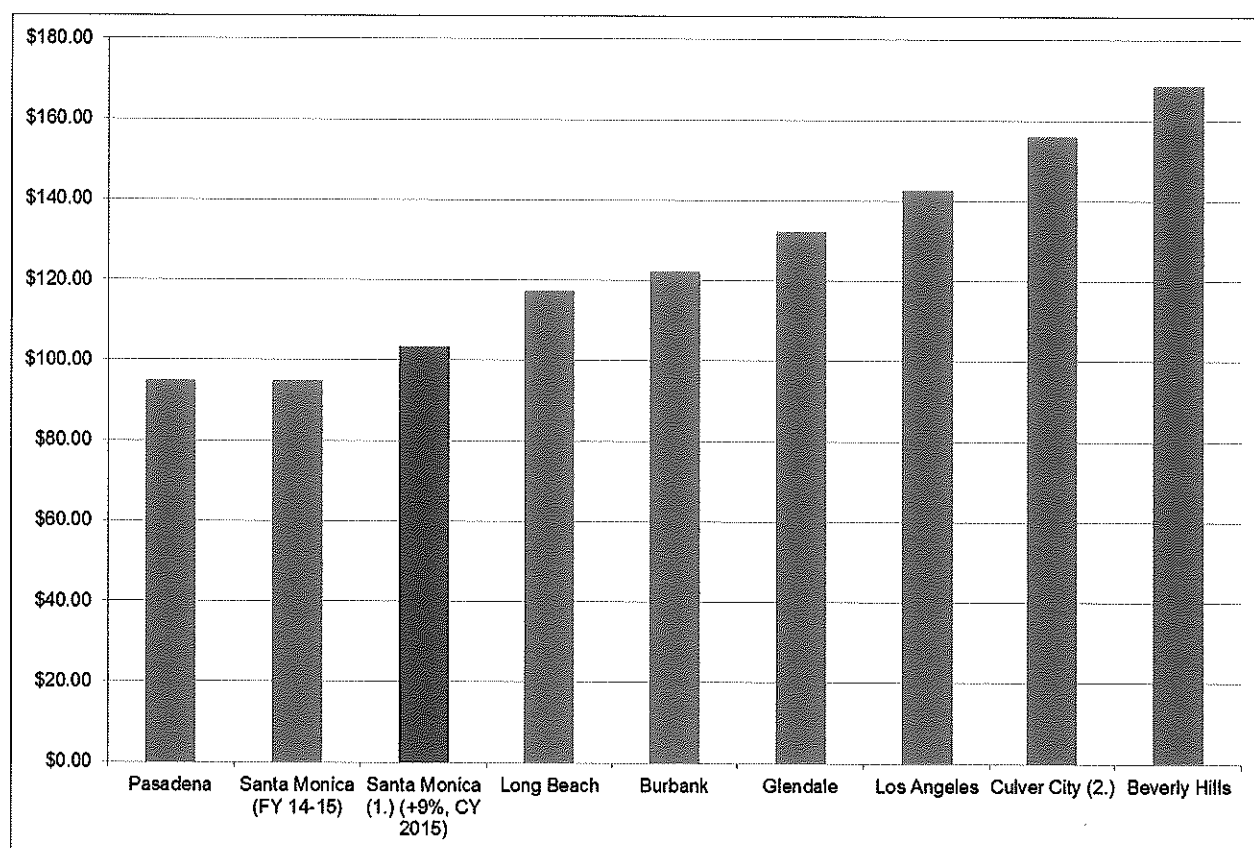
Furthermore, the rate resolution recommended for approval in this staff report includes provisions for “suspension” of the maximum approved rate increase on an annual basis for reasons including, but not limited to:

- Greater than anticipated revenues
- Decreased operating costs
- Decreased capital expenditures

Water Rates in Comparison with Other Cities

It is worth noting that Santa Monica has experienced the same pressure for increased water efficiency and conservation over recent years due to drought and climate effects as other statewide and regional water agencies. In comparison to other regional water agencies, Santa Monica single-family residential rates are in the lower quarter of neighboring comparison agencies (Figure 3). For instance, Santa Monica charges \$0.0033 per gallon of water used, at the current Tier 1 rate and the City of Los Angeles charges \$0.0066 per gallon of water used. Santa Monica’s water rates would remain well below \$0.01 per gallon even under Option 3, when in 2019 the price per gallon would be \$0.0059. The average charge for all comparison cities (excluding Santa Monica) in FY 2014-15 is \$133.37 for 30 HCF of water usage over a two month period. The Santa Monica average charge for the same period and the same usage is \$95.00.

Figure 3 – Proposed Water Rate Comparison with Neighboring Agencies



(1.) Proposed 9% increase effective March 1, 2015

(2.) Culver City serviced by Golden State Water Company, a CPUC regulated utility

Low Income Provision

On May 13 2008, Council approved a change in the discount for low income customers. Because the rate structure changed in 2008 to eliminate the fixed charge and moved to a commodity-only rate structure, the first tier water rate for qualified single-family low income customers was discounted. Prior to 2008, the low income discount waived the fixed fee component of the water charge. Staff recommends continuing the discount rate approved in 2008 of \$1 per HCF for the first tier only. This remains consistent with the rate structure established in 2008.

For single-family customers the maximum bi-monthly discount would be \$14. Second, third, and fourth tier rates would not be discounted since these apply to more discretionary uses of water, rather than basic water needs. Low income customers

qualify for the water discount by providing evidence of enrollment in the low income program offered by Southern California Edison or the Southern California Gas Company. There are currently 213 customers qualified as low income and receiving the discounted first tier water rate.

A survey of low income discounts among neighboring agencies is provided below:

| <i>Agency</i> | <i>Discount Provided</i> |
|---------------|-----------------------------------------------|
| Burbank | No low income water discount |
| Glendale | No low income water discount |
| Los Angeles | \$10 flat discount for qualified participants |
| Long Beach | No low income water discounts |
| Pasadena | \$15/ two month billing cycle flat discount |
| Santa Monica | \$14/ billing cycle maximum |

Cost of service requirements in proposition 218 require that the discount provided to qualified low income customers be covered by the City's general fund in order to avoid it becoming subsidized by other rate payers. The maximum projected General Fund transfer to the Water Fund is estimated at approximately \$20,000 per year.

Although not currently in place, staff is reviewing the potential eligibility and administrative issues involved in extending the low-income discount to multi-family accounts which are 100% low income. Staff would return to Council with information and a recommendation with the biennial budget in May 2015.

Public Notice Requirements

Proposition 218 requires a public notice of proposed changes to rates be made to all property owners in the affected area. A 45 day notice/response period is required prior to the hearing date of February 24, 2015. Notices of the proposed increase were mailed to all owners of record of each parcel in the City, as well as to all Santa Monica water account holders, on January 5, 2015. Owners of record can submit written, signed protests up to the close of the public comment period at the hearing date of February 24, 2015. Absent a majority protest (which would be approximately 11,000

protests), City Council may approve the final adoption of the rates at the public hearing. As of February 18, 2015, there have been almost 950 protests received by the City Clerk. Additionally, written notices of the rate increases were published in the Santa Monica Daily Press at least once each week prior to the February 24 hearing. The dates of publication were January 30, 2015 and February 6, 2015.

Community Outreach

Outreach efforts continue in an effort to engage the community in discussions about proposed rate adjustments, the Sustainable Water Master Plan (SWMP), and the Water Shortage Response Plan (WSRP). Staff from Public Works and the Office of Sustainability and the Environment (OSE) conducted a community forum for the business community and residents, "Let's Talk Water", on November 24, 2014 at Ken Edwards Center, and have presented drought and rate information at neighborhood and business groups including North of Montana Association, Northeast Neighbors, Ocean Park Association, Chamber of Commerce Government Affairs Committee, and the Convention and Visitors Bureau Hotel Managers Group. City staff has also been present at all of the recent Santa Monica Talks community forums.

Water Division staff continues to meet with the Water Advisory Committee to discuss rate issues, conservation programs, and general water issues. Staff anticipates continuing to meet with the Advisory Committee as future issues arise including groundwater management planning and the development of the 2015 Urban Water Management Plan.

Financial Impacts & Budget Actions

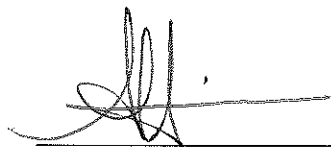
The proposed water rates would increase annual water sales revenue by \$577,983 in FY 2014-15. Adopting the attached resolution would require increasing the revenue budget by \$577,983 in account number 25671.402310.

The maximum projected discount to qualifying low income customers is approximately \$20,000 per year. The following budget action is required to reimburse the Water Fund:

1. Appropriation of budgets in the amount of \$20,000 for transfers from the General Fund (01695.570081) to the Water Fund (25695.570081).

Prepared by: Gil Borboa, P.E., Water Resources Manager

Approved:



Susan Cline
Interim Director of Public Works

Forwarded to Council:



Elaine M. Polachek
Interim City Manager

Attachment:

A – Resolution

RESOLUTION NUMBER _____ (CCS)

(CITY COUNCIL SERIES)

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF SANTA MONICA REVISING WATER RATES
AND WATER SERVICE CHARGES

WHEREAS, the City Council may establish, amend or revise from time to time by resolution the rates and service charges to be charged for supplying water service to any customer pursuant to Government Code section 54344 and Section 7.12.010 of the Santa Monica Municipal Code; and

WHEREAS, the City is implementing a comprehensive long range water system improvement program with the goal of having reliable infrastructure and a sustainable water supply by eliminating dependence on imported water sources to meet potable water needs by 2020; and

WHEREAS, in order to achieve these goals, the City has implemented self-sufficiency water conservation programs and mandatory water reductions pursuant to its Water Shortage Response Plan, resulting in an immediate 20% reduction in water sales; and

WHEREAS, most of the City's water production costs are fixed, the City's Water Fund is projected to be adversely impacted by the reduction in water sales and

increases in conservation program costs and, as a result, water rate increases are needed to finance the cost of providing water service; and

WHEREAS, the City of Santa Monica is proposing water rate increases ("Water Rate Increases") to the City's existing tiered water rate structure over a five-year period beginning March 1, 2015 and the proposed maximum percentage increases are:

| March 1, 2015 | January 1, 2016 | January 1, 2017 | January 1, 2018 | January 1, 2019 |
|------------------|--------------------|--------------------|--------------------|--------------------|
| 9.0% | 13.0% | 13.0% | 13.0% | 13.0% |

; and

WHEREAS, in accordance with Government Code section 54354, delinquent charges and penalties for water services when recorded in accordance with Government Code section 54355 shall constitute a lien upon the real property served; and

WHEREAS, the City Council held a public hearing ("Hearing") to consider the proposed Water Rate Increases on February 24, 2015; and

WHEREAS, the City Clerk gave notice of the proposed Water Rate Increases ("Notice"), which Notice contained a copy of the proposed resolution to adopt the Water Rate Increases and a declaration that delinquent charges and penalties when recorded as provided in Government Code section 54355 shall constitute a lien upon the real property served; and

WHEREAS, the Notice stated the time and place of the Hearing on said proposed resolution, and that at said time and place any person interested, including all

persons owning property within the water service area of the City, may appear and be heard as to whether the proposed Water Rate Increases are discriminatory or excessive, or will not be sufficient under Government Code section 54515, or will not comply with the provisions of Chapter 6 of Division 2, Title 5 of the Government Code, or will not be sufficient under the provisions or covenants of any outstanding revenue bonds of the City, if any, payable from the water rate revenues, or on any other matter relating to said proposed resolution or the proposed Water Rates proposed therein; and

WHEREAS, the Notice was published at least once each week for two weeks prior to the Hearing in the Santa Monica Daily Press, in accordance with Government Code section 54354.5; and

WHEREAS, a separate notice of the proposed Water Rate Increases was also given in accordance with Article XIII D Section 6 of the California Constitution, by mailing such notice to the owner of record of each parcel in Santa Monica's service area and parcels in the City of Los Angeles who receive water service from the City of Santa Monica; and.

WHEREAS, the City Council desires to maintain flexibility to suspend, in whole or in part, each future yearly rate increase ("Suspension"), beginning with the January 1, 2016 scheduled rate increase, before such rate increase takes effect, depending upon circumstances which demonstrate that such increase is unnecessary, including, without limitation, greater than anticipated revenues, decreased operating expenses, or decreased capital projects expenditures; and

WHEREAS, the Suspension may be approved by a majority vote of all of the Councilmembers prior to the effective date of the next scheduled rate increase; and

WHEREAS, if approved, the Suspension would mean that the next scheduled rate increase would not go into effect; and

WHEREAS, the City Council has considered all written and oral testimony presented at the Hearing and considered whether the proposed Water Rate Increases are discriminatory or excessive, or will be sufficient under Government Code section 54515, or will comply with the provisions of Chapter 6 of Division 2, Title 5 of the Government Code, or will be sufficient under the provisions or covenants of any outstanding revenue bonds of the City, if any, payable from the water rate revenues and will be in compliance with law;

NOW, THEREFORE, THE CITY OF SANTA MONICA DOES RESOLVE AS FOLLOWS:

SECTION 1. The City Council hereby determines that the proposed Water Rate Increases are not discriminatory or excessive, and will be sufficient under Government Code section 54515, and will comply with the provisions of Chapter 6 of Division 2, Title 5 of the Government Code, and will be sufficient under the provisions or covenants of any outstanding revenue bonds of the City, if any, payable from the water rate revenues and will be in compliance with law.

SECTION 2. As of March 1, 2015, or as soon thereafter practical, the four-tier water commodity rate structure for single-family customers for all meter sizes shall be as follows:

| <u>Tier</u> | <u>Rate</u> | <u>Single Family Range of Use/HCF*</u> |
|-------------|-------------|--------------------------------------------|
| 1 | \$2.73 | 0-14 |
| 2 | \$ 4.09 | 15-40 |
| 3 | \$ 6.13 | 41-148 |
| 4 | \$ 9.59 | 149+ |

* HCF = 100 cubic feet

SECTION 3. As of March, 1, 2015, or as soon thereafter practical, the four-tier water commodity rate structure for multi-family customers for all meters sizes shall be as follows:

| <u>Tier</u> | <u>Rate</u> | <u>Multi Family Range of Use Per Dwelling Unit/HCF*</u> |
|-------------|-------------|-------------------------------------------------------------|
| 1 | \$ 2.73 | 0-4 |
| 2 | \$ 4.09 | 5-9 |
| 3 | \$ 6.13 | 10-20 |
| 4 | \$ 9.59 | 21+ |

* HCF = 100 cubic feet

SECTION 4. As of March 1, 2015, or as soon thereafter practical, the two-tier water commodity rate structure based on meter size for non-residential customers shall be as follows:

| <u>Meter Size</u> | <u>Tier Rate</u> | <u>Range of Use/HCF</u> |
|----------------------|------------------|-------------------------|
| $\frac{3}{4}$ " & 1" | Tier 1 \$ 3.88 | 0-210 |
| | Tier 2 \$ 9.55 | 211+ |
| 1-1/2" | Tier 1 \$ 3.88 | 0-465 |
| | Tier 2 \$ 9.55 | 466+ |

| | | |
|--------------|----------------|---------|
| 2" | Tier 1 \$ 3.88 | 0-870 |
| | Tier 2 \$ 9.55 | 871+ |
| 3" | Tier 1 \$ 3.88 | 0-1,700 |
| | Tier 2 \$ 9.55 | 1,701+ |
| 4" | Tier 1 \$ 3.88 | 0-2,550 |
| | Tier 2 \$ 9.55 | 2,551+ |
| 6" and above | Tier 1 \$ 3.88 | 0-5,280 |
| | Tier 2 \$ 9.55 | 5,281+ |

SECTION 5. As of March 1, 2015, or as soon thereafter practical, the one-tier recycled water rate shall be as follows:

\$3.49 per HCF

SECTION 6. As of March 1, 2015, or as soon thereafter practical, the fixed bi-monthly service charge for fireline meters shall be as follows:

| <u>Meter Size</u> | <u>Service Charge</u> |
|-------------------|-----------------------|
| 1 ½" | \$39.05 |
| 2" | \$62.65 |
| 3" | \$107.82 |
| 4" | \$172.32 |
| 6" | \$333.52 |
| 8" | \$526.97 |
| 10" + | \$752.66 |

Any unauthorized metered water usage for fireline meters shall result in doubling of the service charge.

SECTION 7. A low-income allowance will be offered to residential water customers with individual water meters who qualify for the City's Utilities User Tax Exemption Program, the Southern California Gas Co. or the Southern California Edison

low-income assistance programs. As of March 1, 2015, or as soon thereafter practical, the residential low-income water commodity charge shall be as follows:

| | |
|--------|---------|
| Tier 1 | \$ 1.73 |
| Tier 2 | \$ 4.09 |
| Tier 3 | \$ 6.13 |
| Tier 4 | \$ 9.59 |

SECTION 8. Maximum rate increases from March 1, 2015 through December 31, 2019 are hereby established as follows, unless Council approves a Suspension of the rate in whole or in part prior to the effective date of the next scheduled rate increase, beginning with the January 1, 2016 scheduled rate increase:

| | |
|-----------------|-----------------------------------------------------------|
| March 1, 2015 | 9% (this increase is already reflected in Sections 2 – 7) |
| January 1, 2016 | 13% |
| January 1, 2017 | 13% |
| January 1, 2018 | 13% |
| January 1, 2019 | 13% |


SECTION 9. Commencing upon January 1, 2016 and on January 1 of each fiscal year thereafter, fees established by this resolution shall be administratively revised annually by a factor no greater than the percentages outlined in Section 8.

SECTION 10. In accordance with Government Code section 54354, delinquent charges and penalties for water services when recorded in accordance with Government Code section 54355 shall constitute a lien upon the real property served.

SECTION 11. Resolution Number 10321 (CCS) is hereby repealed in its entirety.

SECTION 12. The City Clerk shall certify to the adoption of this Resolution, and thenceforth and thereafter the same shall be in full force and effect.

APPROVED AS TO FORM:


MARSHA JONES MOUTRIE
City Attorney

Council Meeting: February 24, 2015

Santa Monica, California

CITY CLERK'S OFFICE – MEMORANDUM

To: City Council

From: Mayor McKeown, Mayor Pro Tem Vazquez and Councilmember Winterer

Date: February 24, 2015

13-B: Request of Mayor McKeown, Mayor Pro Tem Vazquez, and Councilmember Winterer that the Council allocate from its contingency fund \$10,000 to the Santa Monica Arts Parents Association/Vocal Music, a 501(c)(3) non-profit, to support scholarships enabling all members of the Samohi Madrigal Ensemble and Chamber Singers, including those from lower-income families, to participate in this April's ten-day tour of cathedrals and historic venues in Brussels, Amsterdam, and Paris.

Dear Mayor Mckeown, Mayor Pro Tempore Vazquez and esteemed City Council Members,

I am writing today on behalf of the Santa Monica High School Choral Music Program. I am sure you know that Samohi's five choirs are among the most accomplished in the region, winning awards and participating in state and national competitions.

You may have heard them sing recently, perhaps at Senator Ben Allen's Oath of Office Ceremony, or Main Street's Annual Tree-Lighting Ceremony, or the Montana Walk, or at the recent Festival of Carols at the Pico Branch Library. Our choirs, representing Santa Monica, have performed in major cities around the world. Closer to home, we share the gift of music with our city by performing at community events, and caroling for holiday shoppers.

Every two years, as you probably know, our two advanced choirs the Madrigal Ensemble and Chamber Singers have remarkable opportunities for educational travel. This year, in April, these two groups and our Bravo award-winning Director, Jeffe Huls, will tour Europe for ten days, singing in cathedrals and in historic venues in Brussels, Amsterdam and Paris. Students learn the history of these remarkable old-world places, engage with locals in the arts communities, visit museums and historical sites, including the Anne Frank House in Amsterdam, and recently one more exciting concert was added--in Notre Dame!

Our Madrigals and Chamber Ensemble are a diverse

group of highly accomplished students, and you would be very proud of the way they represent our city and our high school; indeed, they act as good will ambassadors for Santa Monica. We believe that every one of our 60 students reaching this level of proficiency should have the opportunity to take this once-in-a-lifetime trip, regardless of his or her ability to pay.

Our Choral Steering booster club (SMAPA-Vocal Music) executes fundraising activities including showcase concerts, candy sales, a silent auction event and performance events the students themselves plan, in order to fund scholarships. The students themselves have been working hard to raise money for they want each of their fellow choir members to have the same opportunities that they have.

The Santa Monica City Council has been very generous with our traveling choirs, bands and orchestras. We are greatly appreciative of the support of our City officials have provided over the years, making this type of educational travel possible for so many who could not otherwise afford the opportunity!

I am writing today to ask if the City would once again provide ten thousand dollars of scholarship funding from the Council's unallocated funds, for our April trip to Belgium, Holland and France. Your contribution would be used specifically to provide partial scholarships to financially challenged students, allowing an equal opportunity for participation available to

all Santa Monica students regardless of income.

The funds would not go to SMMUSD, but through Santa Monica Arts Parents Association-Vocal Music, a 501 (c) (3) non-profit. SMAPA-Vocal Music raises funds throughout the year to make opportunities available to all our students regardless of ability to pay.

This expenditure of public city funds will benefit all of Santa Monica (not merely Samohi or the choir program) as these students will have opportunities to share their insights into the cultures of Belgium, Holland and France, and their experiences, *and* the rigorous Belgian, Dutch and French repertoire they learn for the tour with our community at large. Our students in their Santa Monica, California sweatshirts will be fantastic ambassadors as they travel through Europe.

Would you be willing to put this request on the City Council Meeting Agenda February 24th? We would love to have our students come make the request in person, and of course, we are happy to have them sing before the meeting if that is your desire.

Many thanks for your continued support of our Santa Monica students and our excellent choral music program.

Warmly,

Patti Braun
President, Santa Monica High School Choral Steering
Committee
310 621-7119

Council Meeting: February 24, 2015

Santa Monica, California

CITY CLERK'S OFFICE – MEMORANDUM

To: City Council

From: Mayor McKeown, Mayor Pro Tem Vazquez and Councilmember Winterer

Date: February 24, 2015

13-C: Request of Mayor McKeown, Mayor pro tem Vazquez, and Councilmember Winterer that the Council allocate from its contingency fund \$20,000 to the Santa Monica Arts Parents Association/Samohi Band Parents Association, a 501(c)(3) non-profit, to support scholarships enabling all members of the Santa Monica High School Wind Ensemble, including those from lower-income families, to participate in this April's Sounds of Spring International Music Festival and perform at Carnegie Hall in New York City.

The Santa Monica High School Wind Ensemble is performing in a music festival in Carnegie Hall in New York City on April 2. The trip is a wonderful opportunity for our children to play in one of the country's premier concert halls, to perform with Michael Sachs of the Cleveland Orchestra (and a Santa Monica High School graduate), and to see New York. In addition to performing in the Sounds of Spring International Music Festival, they will visit Ellis and Liberty Islands, the Metropolitan Museum of Art, and play in an outdoor concert in Central Park.

The per-student cost is \$2,000; we expect 65 students to attend, for a cost of \$130,000. We expect additional charges of \$5,000 to cover the cost of the guest performer. In past trips, approximately 15 percent of the students could not afford to participate. Our goal is to raise \$20,000 to pay for the 10 students that cannot afford the cost of the trip. We also seek an additional \$20,000 to help lower the average cost of the trip for the remaining students to approximately \$1,500. Some families will choose to pay more than \$1,500, while others will be able to pay less. If we can lower the average cost to \$1,500, this will help families who are struggling to pay for the trip. We also hope to raise the \$5,000 needed to cover the cost of the guest performer.

On behalf of the Band Parent Association, I ask that you put a 13 item on the agenda for the upcoming city council meeting to consider our request for financial support. The Band Parent Association, which is part of the Santa Monica Arts Parents Association, a 501(c)(3) not-for-profit organization, is seeking \$20,000 from the City Council to help pay for the students that cannot afford to attend. The money goes to the Band Parent Association and not the school district and would pay the full cost for 10 students. The Band Parents Association is working to raise the additional \$30,000 needed to help pay for the other students who cannot afford the full cost of the trip and for other expenses. (The table below summarizes the sources of funds for the trip.) Our 3rd annual Bands at the Broad on February 3, which featured performances by the Santa Monica High School Wind Ensemble, the UCLA Wind Ensemble, and Michael Sachs, has brought us a long way towards this goal. With the money raised at the Broad, our other fund raising, and with the City Council's support, we can ensure that all students can take advantage of this opportunity.

The band program includes a true cross section of the Santa Monica community. While only the Wind Ensemble students will make the trip to New York, more than 260 students participate in the concert band, jazz band, and marching band programs. The Band Parent Association raises funds to support the entire program. For example, we raised and spent \$50,000 to purchase new uniforms for the marching band last year. We also raise funds to hire coaches to help students in all of our band programs, to pay for music, and to provide instruments for students in need.

The band, in turn, is active in the community. It participates in the annual 4th of July parade and the 2014 3rd Street Promenade 25th anniversary celebration. Members of the band program regularly give back to the community by helping students in the elementary and middle schools, volunteering for the Pacific Blue and other music programs. The band director, Mr. McKeown, is planning ways to document the trip and share the experience with elementary and middle school students. Plans include a student made film that presents the history of Carnegie Hall, Central Park, Broadway, and Ellis Island, incorporating

pictures of the students throughout. He plans on inviting elementary and middle school students—especially the incoming freshman—to the spring Wind Ensemble pops concert, as well. We hope to show the film it at the concert.

The music program has been one of the highlights of my children's experience in Santa Monica Schools. I am constantly in awe of what the students accomplish. And their accomplishments are recognized by others. The program at Carnegie Hall is built around the Santa Monica High School Wind Ensemble, who, in recognition of the well-deserved reputation of our city's schools and their music programs, will be the featured performers in the festival.

Thanks for your support and assistance with this matter. Please let me know if you have any questions.

Richard Krop
President
Band Parent Association

Sources of Funds for the Samohi Wind Ensemble Trip to Carnegie Hall

Cost of trip

| | |
|--------------------|-----------|
| Number of students | 65 |
| Cost per student | \$2,000 |
| Other fees | \$5,000 |
| Total | \$135,000 |

Funds

Scholarships

| | |
|------------------------------------------------------|----------|
| City council (full cost of 10 students) | \$20,000 |
| Other BPA fund raising (partial cost of 55 students) | \$30,000 |

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|----------------------|----------|
| Parent contributions | \$85,000 |
|----------------------|----------|

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|-------------|-----------|
| Total funds | \$135,000 |
|-------------|-----------|