



City of Montague Regular City Council
230 S. 13th Street, Montague, CA 96064 Ph. (530) 459-3030 Fax: (530) 459-3523

In compliance with the requirements of the Brown Act, notice of this meeting has been posted in a public accessible place, 72 hours in advance of the meeting.

CITY OF MONTAGUE CITY COUNCIL MEETING

REVISED AGENDA NOVEMBER 7, 2024

6:30 P.M.

Council Chambers, 230 S. 13th Street, Montague, CA 96064

PARTICIPATION: Participants can attend in person, online, and/or by telephone, as follows:

- In-person at: **Montague City Council Chambers, 230 S. 13th St.**
- Online via WebEx at: <https://cityofmontague-454.my.webex.com/meet/clerk>
- Meeting number (access code): 2630 874 0065
- Telephone at: 1-650-479-3208 When prompted, enter **Meeting ID:** 26308740065 **Passcode:** *89335983

AGENDA PACKET: Copies of all staff reports and documents subject to disclosure that relate to any item of business referred to on the agenda are available for public inspection 72 hours before each regularly scheduled meeting at the City Clerk's office at City Hall, located at 230 S. 13th Street, Montague, California, during normal business hours. Any writing that is subject to disclosure that relates to an agenda item for open session distributed less than 72 hours prior to the meeting will be available for public inspection at the City Clerk's office during normal business hours. Materials distributed to a majority of councilmembers less than 72 hours before a meeting will be available for public inspection on the City's website at www.cityofmontagueca.com.

SPEAKERS: Speakers, please stand at the podium and speak loudly so the entire room can hear you. The chairman will recognize you and ask that you state your name and mailing address so that the City Staff can follow up on any issues requiring City action, or provide you with information, if appropriate.

Please silence your cell phones. Thank you!

CITY COUNCIL AGENDA:

- I. CALL TO ORDER:**
- II. ROLL CALL:**
- III. PLEDGE OF ALLEGIANCE:**
- IV. PUBLIC COMMENTS:** This time is set aside for the public to address the City Council on matters listed on the Consent Agenda, items not included on the Regular Agenda within the authority of the City Council, and Closed Session. If your comments concern an item noted under New Business or Old Business on the Regular Agenda, please address the City Council when that item is open for public comment. There is no other opportunity for public comment on items on the Consent Agenda or Closed Session. The City Council has the right to reasonably limit the duration of each speaker. Speakers may not cede their time. The City Council may ask questions but may take no action during the Public Comments portion of the meeting, except to direct staff to prepare a report, or to place an item on a future agenda.
- V. AGENDA APPROVAL:**
- VI. CONSENT CALENDAR:** Discussion/possible action - All matters listed under the consent calendar are considered routine and will be enacted by one motion unless any member of the Council wishes to remove an item for discussion. The City Clerk recommends approval of the following consent calendar items:
 - 1. Approval of City Council Meeting minutes
 - a) July 8, 2024
 - b) August 1, 2024
 - c) September 23, 2024



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~~d) —October 3, 2024~~

VII. DEPARTMENT REPORTS:

1. Sheriff's update for October 2024
2. City Engineer's update for October 2024
3. Planning Commission's update for October 2024

VIII. NEW BUSINESS:

1. Consideration of adoption of Proclamation for the Importance of Early Literacy & Annual Read Across Siskiyou
2. Consideration of approval of Resolution 24-07: A Resolution of the City Council of the City of Montague Pertaining to the Authorization and Certification of the 2024-2025 Maintenance-of-Effort (MOE) Form
3. Consideration of Resolution Updating the Circulation, Noise, and Open Space and Conservation Elements of the General Plan
4. Discussion of Issues (Non-personnel) Regarding Montague Fire Department

IX. OLD BUSINESS:

1. ~~Consideration of approval for Event Coordinator and Social Media Coordinator job description~~ [Continued to a future agenda].
2. Consideration of approval of the Final Budget for Fiscal Year 2024/2025

X. CLOSED SESSION:

1. (Gov. Code 54957(b)(1) (EMPLOYMENT, PERFORMANCE EVALUATION) Montague Fire Assistant Fire Chief:

XI. COUNCIL AND STAFF REPORTS

1. Fire Department
2. Public Works/City Administrator
3. Animal Control/ Code Enforcement
4. City Clerk
5. Treasurer
6. Library
7. Commissioner/ Council Statements and Requests: Members of the council may now make brief announcements, reports, or request staff to report to the council on any matter at a subsequent meeting.

XII. ADJOURN:

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Public Hearings: If you wish to challenge in court any of the matters on an agenda for which a public hearing is to be conducted, you may be limited to raising only those issues which you (or someone else) raised orally at the public hearing or in written correspondence received by the City at or before the hearing. Any person seeking to challenge a Planning Commission decision made as a result of a proceeding in which by law a hearing is required to be given, evidence is required to be taken, and the discretion in the determination of facts is vested in the Planning Commission, shall be required to commence that action 90 days following the date on which the decision becomes final as provided in Code of Civil Procedure Section 1094.6. Please refer to Code of Civil Procedure 1094.6 to determine how to calculate when a decision becomes “final.”

CHALLENGING DECISIONS OF CITY ENTITIES The time limit within which to commence any lawsuit or legal challenge to any quasi-adjudicative decision made by the City of Montague is governed by Section 1094.6 of the Code of Civil Procedure, unless a shorter limitation period is specified by any other provision, including without limitation Government Code section 65009 applicable to many land use and zoning decisions, Government Code section 66499.37 applicable to the Subdivision Map Act, and Public Resources Code section 21167 applicable to the California Environmental Quality Act (CEQA). Under Section 1094.6, any lawsuit or legal challenge to any quasi-adjudicative decision made by the City must be filed no later than the 90th day following the date on which such decision becomes final. Any lawsuit or legal challenge, which is not filed within that 90-day period, will be barred. Government Code section 65009 and 66499.37, and Public Resources Code section 21167, impose shorter limitations periods and requirements, including timely service in addition to filing. If a person wishes to challenge the above actions in court, they may be limited to raising only those issues they or someone else raised at the meeting described in this notice, or in written correspondence delivered to the City of Montague, at or prior to the meeting. In addition, judicial challenge may be limited or barred where the interested party has not sought and exhausted all available administrative remedies.

The City of Montague does not discriminate on the basis of race, color, national origin, religion, age, gender, sexual orientation, disability, or any other legally protected classes in employment or provision of services. In compliance with the Americans with Disabilities Act, those requiring accommodations for this meeting should notify the City Clerk 48 hours prior to the meeting at (530) 459-3030 or by notifying the Clerk at clerk@cityofmontagueca.com



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AFFIDAVIT OF NOTIFICATION AND POSTING
STATE OF CALIFORNIA
COUNTY OF SISKIYOU
CITY OF MONTAGUE

I, Jessie Monday, City Clerk for the City of Montague, hereby declare under penalty of perjury that a copy of the above Agenda of the Regular Meeting of the Regular City Council of the City of Montague, California, was delivered and/or notice by email not less than 72 hours, before the hour of 4:30 PM on November 4, 2024 to the members of the City Council, caused the agenda to be posted at the bulletin board found at City Hall, 230 S. 13th Street, Montague CA, and a copy to be place for review at the Office of the City Clerk.

POSTED: November 1, 2024 @ 10:00 AM
[Amended] November 7, 2024 @ 9:00 AM

CITY OF MONTAGUE CITY COUNCIL MEETING MINUTES

JULY 8, 2024

6:30 P.M.

Council Chambers, 230 S. 13th Street, Montague, CA 96064

PARTICIPATION: Participants can attend in person, online, and/or by telephone, as follows:

- In-person at: **Montague City Council Chambers, 230 S. 13th St.**
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SPEAKERS: Speakers, please stand at the podium and speak loudly so the entire room can hear you. The chairman will recognize you and ask that you state your name and mailing address so that the City Staff can follow up on any issues requiring City action, or provide you with information, if appropriate.

Please silence your cell phones. Thank you!

CITY COUNCIL AGENDA:

- I. **CALL TO ORDER:**
- II. **ROLL CALL:**
- III. **PLEDGE OF ALLIGIANCE:**
- IV. **PUBLIC COMMENTS:** "This time is set aside for the public to address the City Council on matters listed on the Consent Agenda as well as other items not included on the Regular Agenda within the authority of the City Council. If your comments concern an item noted on the Regular Agenda, please address the City Council when that item is open for public comment." (The Brown Act requires the public be given the opportunity to address the City Council before action is taken. If there is a Consent Agenda, there is no other opportunity for public comment on items on the Consent Agenda.) The City Council has the right to reasonably limit the duration of each speaker to three minutes. Speakers may not cede their time. The City Council may ask questions but may take no action during the Public Comments portion of the meeting, except to direct staff to prepare a report, or to place an item on a future agenda. **Kris Taylor talked about three events she wants to hold in the city. Mayor Murakami asks if these events are going to be on city property. Taylor explains when and where each event will be held. Mayor Murakami says to stay in touch with Administrator Dunn and put it on next month's agenda to get council approval.**
- V. **AGENDA APPROVAL:** **Approved. Motion made by Vela, Second by Dooley. All Ayes.**

VI. CONSENT CALENDAR: Discussion/possible action - All matters listed under the consent calendar are considered routine and will be enacted by one motion unless any member of the Council wishes to remove an item for discussion, or a member of the audience wishes to comment on an item. The City Clerk recommends approval of the following consent calendar items:

1. Approval of City Council Meeting minutes for: None

VII. DEPARTMENT REPORTS:

1. Sheriff's update for June 2024: No presenter. No report.
2. City Engineer's update for June 2024: No report.
3. Planning Commission's update for June 2024: No meeting was held in June.

VIII. NEW BUSINESS:

1. Consideration of the approval of contract with Locality Media Inc. for Fire Dept.: Councilmember Vela reporting. Locality Media is a reporting software company for the Fire Department. Administrator Dunn says that the money to purchase this software is allocated in the budget. Approved. Motion made by Jackson, seconded by Dooley. All Ayes.
2. Consideration of the approval of Julie Henderson as Library volunteer: Mayor Murakami asks for her to tell a little bit about herself. She says she lives on 9th Street here in Montague. She has two daughters who love to read. Councilmember Vela asks about Julie's schedule as a volunteer. Julie says she still needs to talk to Mindy to get the specifics on exactly what days she will be volunteering. Approved. Motion made by Jackson, seconded by Vela. All Ayes.
3. Consideration of the approval of Siskiyou County Local Transportation Commission Local Transportation Fund (SCTC): Administrator Dunn presenting. \$55,643 allocated to the City of Montague for Fiscal Year 2024/2025 for streets and roads. Approved. Motion made by Vela, seconded by Jackson. All Ayes.
4. Consideration of the approval of new firefighter Trenton Leckness: Captain Deegan presenting. Trenton has been an explorer for the Fire Department for about 6 months, he has just turned 18, and he has always had a good attitude and jumps in to help any chance he gets. Approved. Motion made by Dooley, seconded by Jackson. All Ayes. Mayor Murakami swears him in.
5. Consideration of the approval for Water Plant to purchase a remote weed cutter: Administrator Dunn presenting. The City no longer has anyone that has the licensing to spray the weeds at the water or sewer plant. Public Works does have a boat that they could go out on to try and cut and remove the weeds, but it is dangerous. Because the weeds are not getting removed they block the sonar that kills the algae in the water and that is contributing to the bad taste and smell. This apparatus is electronic so it will not put any type of contamination in the water. It can be used in both water and sewer ponds. They just need to sanitize which the City already owns the equipment to do so. Would like to pay for this with $\frac{3}{4}$ water CAAP account funds and $\frac{1}{4}$ sewer CAAP account funds. Councilmember Vela asks how often it will be used. Dunn answers at least once a year. Approved. Motion made by Vela, seconded by Dooley. All Ayes.
6. Consideration of the approval of the updated pool manual: Attorney Jared is still working on the manual. Tabled. Motion made by Dooley, seconded by Jackson. All Ayes.
7. Consideration of the approval of the city to pay \$5,500 for 2025 Freedom Festival entertainment: Eric Erickson presenting. Eric has Jessie Lee and Jeremy Ryan on retainer for the City to perform at the Freedom Festival next year. Mayor Murakami says we do not have the funds to spend on a retainer at this moment. He also explains that this agenda item did not

go through the right channels. This item should have come to the Department Head and he did not know anything about it until it was presented on the agenda. Eric says that these singers will book out if we do not jump on this opportunity soon. Tabled. Motion made by Jackson, seconded by Vela. All Ayes.

8. Consideration of the approval for Harley Harrington to come back to the pool: No one was there to present. Administrator Dunn suggests we take it off the agenda because this is the second time they have not shown. General Consensus. Removed from the agenda.

IX. COUNCIL AND STAFF REPORTS for June 2024

1. Fire Department: Captain Deegan presenting. Report attached.
2. Public Works: Administrator Dunn presenting. Verbally gives report. Worked on Freedom Festival.
3. City Administrator: Administrator Dunn presenting. Verbally gives report. Worked on Freedom Festival.
4. Animal Control/ Code Enforcement: City Administrator asked what we are supposed to do while AC/CE is gone on fires. Mayor Murakami says we cannot legally tell him not to go on a fire as a emergency responder. Administrator Dunn asks if we can substitute while he is gone to take the load off of the other departments in the City. Council suggested to see if other candidate would be interested in working while he is gone. General Consensus.
5. City Clerk: Received an email from Laura Bynum, County Election Clerk, saying the council ballot paperwork is available July 15th and need to be turned in by August 9th. All 5 seats will be on this ballot. Murakami and Jackson are 4 year terms, and the empty seat, Dooley, and Vela are 2 year terms.
6. Treasurer: No presenter. No report.
7. Library: No Report.
8. Event Coordinator: Administrator Dunn reports. Reads report provided to him from Coordinator Mindy York. It reads the social media for the City is booming. All of Council agrees that Mindy is doing a wonderful job. Mayor Murakami states that Mindy is not aware of the job description and makes an adhoc of himself and Councilmember Dooley to update the job description.
9. Commissioner/ Council Statements and Requests: Members of the council may now make brief announcements, reports, or request staff to report to the council on any matter at a subsequent meeting. Councilmember Vela asks Administrator Dunn where we are with the audit. Admin Dunn says Will is on vacation and he has not responded to our auditor Charlie. Vela tells Admin Dunn that he spoke with Will last week and if he still hasn't contacted Asmin Dunn by next week to let him know. Councilmember Dooley thanked Public Works and the Fire Department immensely for all their hard work during the Freedom Festival. Councilmember Jackson says she went to the Colliers meeting, and they are sending out a \$500 invoice for promotion at the rest area of the City. She thinks it would be a good investment. Approved to pay the bill. Motion made by Jackson, seconded by Dooley. All Ayes. Mayor Murakami thanks to Fire Department, Parade was a hit thanks to Allison and the Shasta Valley Community Club. Special thanks to Public Works. Dave, Jazz, Mike and Jessie for their work. Says all are very dedicated. Wants to eventually have an

MOU with all the major players with the Freedom Festival for next year. There will be an after-action workshop in mid-October.

X. CLOSED SESSION: @ 7:36 PM

1. Conference with Legal counsel existing litigation (Gov. Code §54956.9(d (1)): Vickie Wray v. Adam Mead, et al. (SCSC Case No. 23CV09720)
2. Conference with legal counsel- Liability Claim (Gov. Code §54956.9(d)(1)): Claimant Vickie Wray
Agency Claimed Against: City of Montague

Open Session: @ 7:58 PM Nothing to report.

XI. ADJOURN: @ 7:59 PM

Motion made by Vela, seconded by Dooley. All Ayes.

CITY OF MONTAGUE CITY COUNCIL MEETING MINUTES
AUGUST 1, 2024
6:30 P.M.
Council Chambers, 230 S. 13th Street, Montague, CA 96064

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Please silence your cell phones. Thank you!

CITY COUNCIL AGENDA:

- I. CALL TO ORDER: @ 6:30 PM**
- II. ROLL CALL: Jackson, Dooley, Vela, and Murakami present**
- III. PLEDGE OF ALLIGIANCE:**
- IV. PUBLIC COMMENTS:** "This time is set aside for the public to address the City Council on matters listed on the Consent Agenda as well as other items not included on the Regular Agenda within the authority of the City Council. If your comments concern an item noted on the Regular Agenda, please address the City Council when that item is open for public comment." (The Brown Act requires the public be given the opportunity to address the City Council before action is taken. If there is a Consent Agenda, there is no other opportunity for public comment on items on the Consent Agenda.) The City Council has the right to reasonably limit the duration of each speaker to three minutes. Speakers may not cede their time. The City Council may ask questions but may take no action during the Public Comments portion of the meeting, except to direct staff to prepare a report, or to place an item on a future agenda. No public comment.
- V. AGENDA APPROVAL:** **Kris Taylor would like to have her agenda item moved to the front because she has another obligation to be at. Approved. Agenda item #4 is moved to #1. Motion made by Jackson, seconded by Dooley. All Ayes.**
- VI. CONSENT CALENDAR:** Discussion/possible action - All matters listed under the consent calendar are considered routine and will be enacted by one motion unless any member of the Council wishes to remove an item for discussion, or a member of the audience wishes to

comment on an item. The City Clerk recommends approval of the following consent calendar items:

1. Approval of City Council Meeting minutes for: 7/8/2024 Approved. Motion made by Vela, seconded by Dooley. All Ayes

VII. DEPARTMENT REPORTS:

1. Sheriff's update for July 2024: Report provided. New Sargent for Montague. Sgt. Michael Yates.
2. City Engineer's update for July 2024 Administrator Dunn presenting. 12 to 14 plans. Diggle Field Improvements are out to bid. Bid opens 8.21.24
3. Planning Commission's update for July 2024 No meeting.

VIII. NEW BUSINESS:

1. Consideration of the approval of Kris Taylors events in the City: Kris presenting. Has multiple events that she would like to have in the City every year. Council approves the current proposed events but would like to see an MOU for the future events so coming to council to every event approved could be limited. Motion made by Jackson, seconded by Dooley. All Ayes.
2. Consideration of the approval of Event coordinator/Social media job description: Tabled. Motion made by Vela, seconded by Jackson. All Ayes.
3. Discussion of 4th of July fire with Vernon Fueston: Vernon presenting. Very concerned citizen about the fire that had lighted from the fireworks. Chief Vela apologizes and says they have a revised plan for next year and have learned from their mistakes. No action.
4. Consideration of the approval of Ruanna Smith Assistant Clerk: Approved. Motion made by Vela, seconded by Dooley. All Ayes.
5. Consideration of the approval of the city to pay \$5,500 for 2025 Freedom Festival entertainment: Erik Erickson presenting. Mayor Murakami asks for Erik to provide more information for council to review before next meeting. Tabled.

IX. COUNCIL AND STAFF REPORTS for July 2024

1. Fire Department: Report provided. No one presenting.
2. Public Works: Administrator Dunn presenting. Report provided.
3. City Administrator: Administrator Dunn presenting. Report provided
4. Animal Control/ Code Enforcement: No presenter or report.
5. City Clerk: Clerk will be back from maternity leave on August 5th.
6. Treasurer: Treasurer Davies presenting. Signed checks 4 times.
7. Library: Mindy Vela presenting. Summer reading is ending. Mindy has turned in her resignation letter and her last day will be August 5th. Has made Suzie Clark interim Library Manager.
8. Event Coordinator: Mindy Vela reporting. Currently working on Trunk-or-Treat, thank you letters to all the donations for the Freedom Festival, the Christmas Tree Lighting, and the Drive-Thru Dinner for the Pool fundraiser. Also reports that she feels a lack of direction in the event coordinator position. She asks if this City is ready to employ an event coordinator. Mayor Murakami responds saying that the city is ready the job description just needs some improvements but no reprimand will be given for the event coordinator for doing her job. Mindy says the job description is unclear, but she is willing to work with it.

Councilmember Vela suggests that Admin Dunn should be her supervisor until the description is finalized. Approved. General Consensus.

9. Commissioner/ Council Statements and Requests: Members of the council may now make brief announcements, reports, or request staff to report to the council on any matter at a subsequent meeting. Mayor Murakami assigns Council member Vela and himself to make the social media coordinator job description.

X. ADJOURN: @ 8:07 PM

Motion to adjourn made by Dooley, seconded by Vela. All Ayes.



City of Montague Regular City Council

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**CITY OF MONTAGUE SPECIAL MEETING MINUTES
SEPTEMBER 23, 2024**

5:00 P.M.

Council Chambers, 230 S. 13th Street, Montague, CA 96064

PARTICIPATION: Participants can attend in person, online, and/or by telephone, as follows:

- In-person at: **Montague City Council Chambers, 230 S. 13th St.**
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SPEAKERS: Speakers, please stand at the podium and speak loudly so the entire room can hear you. The chairman will recognize you and ask that you state your name and mailing address so that the City Staff can follow up on any issues requiring City action, or provide you with information, if appropriate.

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CITY COUNCIL AGENDA:

- I. CALL TO ORDER: @ 5:00 PM**
- II. ROLL CALL: Vela, Murakami, Dooley, and Jackson present.**
- III. PLEDGE OF ALLEGIANCE:**
- IV. PUBLIC COMMENTS:** "As a special meeting, public participation is limited only to those items listed on the agenda. If your comments are not related to a matter listed on this agenda, please address the City Council at the next regular meeting. The City Council has the right to reasonably limit the duration of each speaker to three minutes. Speakers may not cede their time." Michael Crow presenting. Hands Clerk document to hand to council. On document is Government Code section 54957(b)(1) and (2). Claims that this code section states that Animal Control/ Code Enforcement, Fire Chief, and Account Clerk should have all had 24 hour notice of the close session evaluation and been given an option to have it in open session.
- V. AGENDA APPROVAL: Approved. Motion made by Vela, seconded by Dooley. All Ayes.**
- VI. CONSENT CALENDAR:** Discussion/possible action - All matters listed under the consent calendar are considered routine and will be enacted by **one motion** unless any member of the Council wishes to remove an item for discussion, or a member of the audience wishes to comment on an item. The City Clerk recommends approval of the following consent calendar items: **Tabling minutes approval to next meeting. Motion made by Dooley, seconded by Jackson. All Ayes.**

1. Approval of City Council Meeting minutes for 6/6, 8/1, and 8/26: Tabled.

VII. NEW BUSINESS:



1. Consideration of approval to award the Construction Contract for the Diggle Field Improvements Project to M. Petrs, Inc. for a total cost of \$89,525.50: Jose Hernandez presenting. Says that M. Peters Inc. was the lowest bidder and has done great for the City in the past. Motion made by Vela, seconded by Dooley. All Ayes.
2. Consideration of approval for Resolution 24-05: A Resolution of the City of Montague adopting a list of projects for fiscal year 2024-25 funded by SB 1: The Road Repair and Accountability Act of 2017: Administrator Dunn presenting. The City makes a resolution every year to claim the funds from SB1. We are saving the money we get to pave sidewalks around the school. Approved. Motion made by Jackson, seconded by Vela. All Ayes.
3. Consideration of approval of Right of Use Agreement with County of Siskiyou for Department of Public Health Vaccination Clinics: Administrator Dunn presenting. Says our attorney has looked it over and has approved it. Council agrees. Motion made by Dooley, seconded by Vela. All Ayes.
4. Consideration of process for placing items on the agenda: The new order would be for citizens to place something onto the agenda they would need to speak in public comment and the council would vote to have it put on next month's agenda. The only people who can put things onto the agenda is the City Administrator, Mayor, the majority of council, or City Attorney. Approved. Motion made by Vela, seconded by Dooley. All Ayes.
5. Consideration of alternate work schedule agreement for the City Clerk: Clerk Monday would like to change her schedule to 5 days at 8 hours. Approved. Motion made by Dooley, seconded by Jackson. All Ayes.

VIII. CLOSED BUSINESS: @5:21 PM

1. Government Code 54956.9(d)(2) - - Conference with Legal Counsel – Anticipated Litigation (Potential Exposure): One case
2. Government Code 54956.9(d)(4) - - Conference with Legal Counsel – Anticipated Litigation (City Initiating): One Case
3. Government Code 54957(b)(1) (employment evaluation) Code Enforcement/ Animal Control

Opens Close Session @6:39 PM

Item 1- Direction was given to Attorney Jared

Item 2- No action was taken

Item 3- Direction was provided to City Administrator.

Public Statement given by Councilmember Vela: The City of Montague wishes to acknowledge that we are aware if our community concerns regarding the admin leave of our Fire Chief. We are addressing that to the best of our ability to the letter of the law. It is not the City's policy to communicate on any personnel matters.

Mike Crow public comment: The paper that was given to the council by him states that the action that was taken against the position of the Fire Chief is null and void per the government code that was listed.

IX. ADJOURN: @ 6:43 PM

Motion to adjourn made by Jackson, seconded by Dooley. All Ayes.



City Council Staff Report

AGENDA ITEM: VIII 1

Meeting Date: November 7, 2024

Subject: Adopting of Proclamation for the Importance of Early Literacy & Annual Read Across Siskiyou

From: Dave Dunn, City Administrator

By: First 5 Siskiyou

Introduction

Allison and Karen from First 5 Siskiyou presenting the Proclamation for the Importance of Early Literacy & Annual Read Across Siskiyou

Discussion/Analysis

Every year reading events are scheduled at social activities, libraries, preschools, play groups, kindergartens, and Family and Community Resource Centers- and each child is presented with a copy if the selected book for their very own to read again and again!

Recommendation

That the City Council move to adopt the following motion:

Approve the Adoption of Proclamation for the Importance of Early Literacy & Annual Read Across Siskiyou

Attachments: Proclamation for the Importance of Early Literacy & Annual Read Across Siskiyou

Action Taken: _____

Siskiyou County

PROCLAMATION of the 17th ANNUAL “READ ACROSS SISKIYOU” event

Sponsored By First 5 Siskiyou Children and Families Commission

WHEREAS, the ultimate goal of the First 5 Siskiyou Children and Families Commission is that all of Siskiyou’s children from prenatal through 5 years of age will be healthy, ready to learn, and supported in safe, nurturing families and communities; and

WHEREAS, children in Siskiyou County from prenatal through 5 years of age have a successful start in life through daily reading with supportive and nurturing families, caregivers, educators and community leaders; and

WHEREAS, early literacy is the foundation for academic, social emotional, and economic success; and

WHEREAS, First 5 Siskiyou, in partnership with Siskiyou County Library, dedicates one day each year to promote early literacy by providing the same titled book to be read by guest readers to children in various preschools, kindergartens, child care settings, libraries and online events throughout Siskiyou County on the same day and provide each child with a copy of that book to take home.

THEREFORE, the City of Montague hereby proclaims November 13, 2024 as the 17th anniversary of “Read Across Siskiyou” and be it that this body enthusiastically endorses daily reading, singing and playing with children as a critical foundation for healthy development and life long success.

Signed _____ Date: _____

Takeshi Murakami, Mayor, City of Montague



City Council Staff Report

AGENDA ITEM: VIII 2

Meeting Date: November 7, 2024

Subject: Consideration of approval of Resolution 24-07: A Resolution of the City Council of the City of Montague Pertaining to the Authorization and Certification of the 2024-2025 Maintenance-of-Effort (MOE) Form

From: Dave Dunn, City Administrator

By: Jessie Monday, City Clerk

Introduction

Each year the City receives funds from the state of California for police services pursuant to Proposition 172 which is allocated solely for law enforcement purposes. The funds are dedicated solely for the contract with the Siskiyou County Sheriff's Office for police services within the City. In 1994, the State of California adopted Assembly Bill 2788, which requires that each city and county demonstrates that the funding received falls below the funding in the 1992-93 fiscal year. Annually the City is required to file a form with the county auditor providing such information to carry out such requirement and the certify to the City's "Maintenance of Effort" (MOE) towards such program. Attached is Resolution 24-07 authorizing the certification of form AB2788 to receive the funds of \$149,485.00 for FY 24/25.

Discussion/Analysis

Attached is the resolution approving that the City Clerk certify to maintenance of effort required by AB 2788 for this fiscal year, as identified in Form 2788. Also attached is the Form AB 2788 filled out and certified by the City Clerk regarding such maintenance of effort has been made. The spreadsheet labeled as Schedule of MOE Calculations demonstrates how the MOE has been made for years past and for this fiscal year.

Recommendation

That the City Council move to adopt the following motion:

Approve Resolution 24-07: A Resolution of the City Council of the City of Montague Pertaining to the Authorization and Certification of the 2024-2025 Maintenance-of-Effort (MOE) Form

Attachments:

Resolution 24-07

AB2788 Form

Schedule of MOE Calculations

Action Taken: _____

RESOLUTION NO. 24-07

**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF MONTAGUE
PERTAINING TO THE AUTHORIZATION AND CERTIFICATION OF
THE 2024-2025 MAINTENANCE-OF-EFFORT (MOE) FORM**

WHEREAS, in 1994, the State of California adopted Assembly Bill 2788, which requires that the 1/2 of 1% of the sales and use tax that each city and county receives pursuant to Proposition 132 exclusively for public safety services each year falls below the funding in the 1992-93 fiscal year; and

WHEREAS, the State of California, in order to implement this requirement this requirement has directed that the officials of each city or county shall provide to the county auditor the information needed to carry out this requirement; and

WHEREAS, the City of Montague has established the definition of Public Safety Services that are consistent with Government Code Section 30052; and

WHEREAS, the City of Montague is required to submit and certify the Form AB 2788 on an annual basis to the Siskiyou County Auditor-Controller; and

WHEREAS, the city council will have officially approved and adopted the budget for which the certification is made; and

NOW THEREFORE, IT IS HEREBY RESOLVED:

The City Council of the City of Montague hereby authorizes the City Clerk to Certify the 2024/2025 Maintenance-of-Effort (MOE) AB2788 Form (attached).

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Montague on November 7th , 2024 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

CITY OF MONTAGUE:

X _____
Jessie Monday, City Clerk

X _____
Takeshi Murakami, Mayor

Siskiyou County
Auditor-Controller
AB2788 (Chapter 886/94)
Maintenance-of-Effort Certification Form

Name of City/County: City of Montague

Fiscal Year of Certification: 2024-2025

AB2788 Maintenance-of-Effort (MOE) Calculation:

Total Public Safety Adopted Budget (Amount of Line 4.1 from Form A)	<u>\$ 245,800</u>
Less: Public Safety MOE (Amount of Line 3.2 from Form A)	<u>\$ 96,315</u>
Difference: Over/(Under) AB2788 MOE Requirements	<u>\$ 149,485</u>

Certification Statement:

I hereby certify that the City/County of Montague is over/under (please circle one) the AB2788 Maintenance-of-Effort requirements concerning the use of Proposition 172 revenues in the amount of \$ 149,485. Forms A, B, and C are submitted in support of this calculation. Detailed records concerning this calculation are available upon request and will be retained.

Signature of City/County Official:

Jessie Monday

Date signed: 10/18/2024

FORM B/C

SCHEDULE OF MOE CALCULATIONS (Based on Actual Allocation)
City of Montague

RECEIPTS			ESTIMATED	ACTUAL		
	92/93	93/94	94/95	94/95	95/96	96/97
General Fund Appropriation	90,319	86,255	86,255	86,255	86,255	86,255
Prop 172*	NA	4,064	5,325	5,325	5,535	4,284
Funding Available	90,319	90,319	91,580	91,580	91,790	90,539
Minimum budget MOE	90,319	90,319	91,580	91,580	91,790	90,539
Amount of excess (defecit) of MOE	0	0	0	0	0	0

MAINTENANCE OF EFFORT (MOE) CALCULATION - AI

EXPENDITURES			ESTIMATED			
	92/93	93/94	94/95	95/96	96/97	97/98
BASE AMOUNT (92/93 LESS ADJ)	90,319		90,319	91,580	91,580	91,790
CALC OF BASE AMT ADJUSTMENT	NA		1,261	0	210	(1,251)
ADJUSTMENT TO BASE AMOUNT			1,261	0	210	(1,251)
ADJUSTED MOE REQUIREMENT	90,319		91,580	91,580	91,790	90,539
LOCAL ADOPTED BUDGET	90,319		95,880	109,869	97,550	107,941
REDUCTION IN PSAF ALLOCATION	NA		(4,300)	(18,289)	(5,760)	(17,402)

**Verified Prop 172 receipts with Banner



CITY OF MONTAGUE
STAFF REPORT TO CITY COUNCIL
November 7, 2024

Consideration of Resolution Updating the Circulation, Noise, and Open Space and Conservation Elements of the General Plan

- INTRODUCTION:** City Council is requested to consider and to approve an update to the Circulation, Noise, and Open Space and Conservation Elements of the General Plan.
- RECOMMENDATION:** That the City Council adopt the following:
1. Motion to adopt the recommended CEQA Exemption; and
 2. Motion to adopt [Draft] Resolution 24-08, A Resolution of the City Council of the City of Montague Adopting the Circulation Element, Noise Element, and Open Space & Conservation Element Updates.
- PROJECT SUMMARY:** The project is a proposed update of the Circulation, Noise, and Open Space & Conservation Elements of the City of Montague General Plan. The Elements were last comprehensively updated in 1989 and are being updated by the City to ensure they meet current state requirements, continue to represent the community's vision for itself, and provide the guidance necessary to accomplish this vision.
- ENVIRONMENTAL:** The project is exempt from environmental review pursuant to CEQA Guidelines Section 15061(b)(3).
- ATTACHMENTS:**
- A. Resolution 24-08, A Resolution of the City Council of the City of Montague Adopting the Circulation Element, Noise Element, and Open Space & Conservation Element Updates
 - Exhibit A-1. Circulation Element, October 2024
 - Exhibit A-2. Noise Element, September 2024
 - Exhibit A-3. Open Space & Conservation Element, October 2024
 - B. Resolution 24-06, A Resolution of the Planning Commission of the City of Montague Recommending the City Council of the City of Montague Adopt the Draft Circulation, Noise, and Open Space & Conservation Element Updates

PROJECT OVERVIEW

In 2020, the City of Montague was awarded two planning grants from the California Department of Housing and Community Development (HCD) for the purpose of preparing and updating various planning documents to facilitate housing opportunities. Work completed by the City under the planning grants thus far includes implementation of the City's 5th Cycle Housing Element, a 6th Cycle Housing Element update, an Accessory Dwelling Unit ordinance, a fee study and planning fee update, and a draft Zoning Code update. In addition to the projects completed thus far, grant funding was awarded for the City to finalize its Zoning Code update and to update the City of Montague General Plan.

General plans are policy documents that address seven topics of community importance: land use, housing, circulation, noise, safety, open space, and conservation. Each topic is typically treated to its

own chapter, or element, of the general plan, though general plans may be “adopted in any format deemed appropriate or convenient by the legislative body, including the combining of elements” (Gov. Code Sec. 65301). Aside from the City’s Housing Element, which was most recently updated in April 2024, the City of Montague General Plan was last comprehensively updated in 1989.

California law requires that general plans be updated “periodically,” however, except for housing elements which are required to be updated every eight years, there is no specific timeline requirement from the State for cities and counties to update their general plans. The State Office of Planning and Research recommends comprehensively updating a general plan every 10-15 years to reflect changes in community values, economic conditions, and emerging issues and challenges.

Because it has been more than 30 years since the last comprehensive update of the City of Montague General Plan, the City applied for funding under two HCD planning grants to update the General Plan, with each grant supporting different elements of the update. Due to the need to spread project costs across planning grants and because of differing timelines associated with the grants, the General Plan update is being completed in phases. The initial phase included the City’s recent Housing Element update, the second (and current) phase includes proposed updates to the Circulation Element, Noise Element, and Open Space & Conservation Element, and the third and final phase will consist of updates to the City’s Land Use Element and Safety Element.

In updating the General Plan, it is the City’s intent to ensure that it meets current state requirements, that it continues to represent the community’s vision for itself, and that it provides the guidance necessary to accomplish this vision. As part of the City’s efforts to ensure the Circulation Element, Noise Element, and Open Space & Conservation Element reflect the voices of the community, surveys were made available at City Hall and on the City’s website at the beginning of the General Plan update process. At the close of the survey response period, a total of 69 respondents had completed the survey. The survey respondents’ input was then used to formulate both background discussion and draft goals, policies, and programs in the draft updates. Additionally, the Planning Commission hosted public workshops in April 2024 and August 2024 to discuss the proposed updates, and it conducted a public hearing in October 2024. Most recently, in response to comments at the public hearing, the Planning Commission approved the inclusion of two additional programs to better safeguard Montague’s railroad history and identity.

Sections below summarize proposed updates to the Circulation Element, Noise Element, and Open Space & Conservation Element, and the draft elements are included as “Exhibit A-1,” “Exhibit A-2,” and “Exhibit A-3” to **Attachment A**. The City’s 1989 General Plan is available online at <https://cityofmontagueca.gov/general-plan/>.

Circulation Element Update

The Circulation Element is being updated to identify the location and extent of existing and proposed roadways and transportation routes, as well as other local public utilities and facilities, and to plan for a balanced, multimodal transportation network that meets the needs of all users, including bicyclists, children, seniors, persons with disabilities, pedestrians, motorists, and users of public transportation. The Circulation Element is being further updated to address recent legislation that places additional focus on improving air quality, reducing greenhouse gas emissions, and reducing vehicle miles traveled in the circulation element. The draft Circulation Element update is included as “Exhibit A-1” to **Attachment A**.

Noise Element Update

The Noise Element is being updated to identify and evaluate noise problems in the community so that noise can be effectively considered in the land use planning process. To do so, the draft Noise Element identifies existing noise sources, as well as existing and projected future noise levels in the community, and it includes strategies to protect noise sensitive uses and areas of the community where noise levels are acceptable from excessive noise exposure. The draft Noise Element update is included as “Exhibit A-2” to **Attachment A**.

Open Space & Conservation Element Update

The Open Space & Conservation Element is being updated to address open space for the preservation of natural resources, managed production of resources, outdoor recreation, maintenance of public health and safety, military installation mission support, and protection of tribal cultural resources. The element is being further updated to address the conservation, development, and utilization of natural resources, to consider the effect of development in the City on natural resources on public lands, and to identify areas of the City that can accommodate floodwater for purposes of groundwater recharge and stormwater management. Included is a map of known natural resource constraints to better assure a sensitive form of development that protects identified natural resources, preserves biodiversity and important natural habitats, and reduces hazards due to flooding. The draft Open Space & Conservation Element is included as “Exhibit A-3” to **Attachment A**.

ENVIRONMENTAL RECOMMENDATION

Staff recommends that the project is exempt from environmental review pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15061(b)(3), better known as the “common sense exemption” in that it states CEQA only applies to projects that have the potential for causing a significant effect on the environment. This is because the draft Circulation Element, Noise Element, and Open Space & Conservation Element updates do not directly or indirectly allow any activity, land use, or conversion to occur with the potential to substantially impact the public or environment. Rather the goals, policies, and programs included in the draft Circulation Element, Noise Element, and Open Space & Conservation Element updates are intended to better safeguard the community and environment and to promote their health, safety, and sustainability.

If the City Council concurs, it should make the finding that the project is exempt from CEQA prior to adopting the draft Circulation Element, Noise Element, and Open Space & Conservation Element updates. As such, a finding to this effect has been incorporated into the first of two suggested motions below, and it is reflected in the draft resolution prepared for the City Council’s consideration.

PLANNING COMMISSION REVIEW

The Planning Commission reviewed the draft Circulation Element, Noise Element, and Open Space & Conservation Element updates at public workshops on April 17, 2024, and August 21, 2024, and at a public hearing on October 16, 2024. Following the close of the public hearing on October 16, 2024, all four members of the Planning Commission in attendance voted affirmatively to recommend to the City Council that the Council adopt the CEQA exemption and the draft Circulation Element, Noise Element, and Open Space & Conservation Element updates. The Commission’s recommendation is reflected in Resolution 24-06, which is attached hereto as **Attachment B**.

SUBSEQUENT REVISIONS

Railroad History

Following the close of the public hearing on October 16, 2024, the Planning Commission approved the inclusion of two additional programs in the draft Open Space & Conservation Element to better safeguard Montague’s railroad history and identity. These programs are shown below.

[**Program OC-3G: Safeguard the City’s railroad identity and history through partnerships with the Montague Historical Society and other appropriate entities for the preservation of records, photographs, physical evidence, and other historic resources associated with Montague’s past.**](#)

[**Program OC-3H: Support and encourage the railroad history of the community and the maintenance of significant historic structures and resources in the planning area.**](#)

To support Programs OC-3G and OC-3H, a minor addition was made to Section 5.4.3 (Historic Resources) of the draft Open Space & Conservation Element, as follows. 5.4.3 Historic Resources

Montague was founded in 1887 with the completion of the railroad through the Shasta Valley. The City is named for Samuel S. Montague, the man who engineered the California line of the Oregon & California Railroad through Siskiyou County to connect San Francisco with Portland, Oregon in 1887 (among other notable accomplishments). With completion of the railroad through Montague, Montague became a bustling town and major thoroughfare, receiving cattle drives and other goods for transport. As a result, there are numerous historic structures in the City that help to define Montague's character and which add to the City's charm. Although none of the buildings are listed in the National Register of Historic Places or the California Register of Historical Resources, and no official historic district has been established as a means to preserve these structures, most of the structures are in close proximity to one another such that a district could readily be formed. This includes 14 commercial structures in the downtown area that date to the late 1800s and early 1900s, and a few residential dwellings that may also be worthy of historic recognition and preservation. Therefore, to better protect and preserve Montague's historic character and charm, the City desires to work with owners of historic properties in the downtown area to evaluate the potential creation of a historic district or similar mechanism for protection of these resources.

Municipal Water Supply

Also subsequent to the public hearing on October 16, 2024, the City received comments from the Montague Water Conservation District (MWCD) regarding the draft discussion of the City's municipal water supply. The comments were in response to the draft Open Space & Conservation Element, which the City had submitted to the MWCD for review in accordance with Government Code Section 65302(d). The comments received, however, were also pertinent to background discussion in the draft Circulation Element. Therefore, to address MWCD comments, minor amendments were made to Section 4.3.4.1 (Water) of the draft Circulation Element and to Section 5.3.1.5 (Municipal Water Supply) of the draft Open Space & Conservation Element, as follows.

Circulation Element - 4.3.4.1 Water

The City contracts with the Montague Water Conservation District (MWCD) for its municipal water supply. The MWCD provides the City with water from ~~three~~ two different sources depending upon the time of the year, delivering water via a series of canals and ditches. During most of the year mid-April through mid-October, the City is ~~typically~~ supplied water from Dwinnell Dam and Reservoir (i.e., Lake Shastina) or the Flying L well located below the reservoir., ~~and during the remainder of the year~~ During late December through March, the City receives its water (when available) from the Little Shasta River. In 2014, due to emergency drought conditions and a lawsuit challenging the legality of Dwinnell Dam and Reservoir, a new diversion was constructed on the Shasta River to serve Montague more efficiently. At first proposed as a temporary solution to address an emergency situation, the MWCD has been working with the State Water Resources Control Board, Division of Water Rights towards permanent use of the diversion for the City. ~~the newly established point of diversion has remained in use with the State Water Resources Control Board, Division of Water Rights recently approving its permanent use.~~

The MWCD delivers water from Dwinnell Reservoir to Montague via the MWCD's main canal and "C" ditch, or by way of the Shasta River. When delivering water from the Flying L well to the City, the MWCD uses the Shasta River as a conduit to a point of diversion just south of the City where it is pumped into pipeline to the City. Water supplied from the Little Shasta River is delivered to the City via the MWCD's main canal and "C" ditch. Upon delivery of water to Montague's water treatment plant ~~via a MWCD canal~~, the water is diverted to settling ponds for pretreatment. Once the water is mostly clarified, the water is conveyed to a basin where it undergoes additional clarification. The water is then forced through filters, disinfected, and conveyed to a 1,000,000-

gallon tank constructed in 2007. Improvements to the water treatment plant in 2015 made the City's water, which had previously been plagued by taste and odor issues, significantly more palatable.

Open Space & Conservation Element - 5.3.1.5 Municipal Water Supply

Montague has long been challenged by the lack of available water in the area and by the quality of its water. During the City's formative years, attempts were made to convey water from the Klamath River and from the headwaters of the Sacramento River to Montague, both of which ended in failure. To address this challenge and supply irrigation water to users in the Shasta Valley, the Montague Irrigation District was formed in 1925. Shortly thereafter, Dwinnell Dam was completed near Weed ~~to store waters from, which impounded the upper reaches of~~ the Shasta River and Parks Creek, and canals and ditches were developed to convey the stored water to District customers. Ever since that time, the City of Montague has contracted with the District, presently known as the Montague Water Conservation District (MWCD) for its water supply.

The MWCD provides the City with water from ~~three~~ two different sources depending upon the time of the year. During most of the year, the City is supplied water from Dwinnell Dam and Reservoir (i.e., Lake Shastina) or the Flying L well located below the reservoir. During late December through March, the City receives its water (when available) from the Little Shasta River. ~~During mid-April through mid-October, the City is typically supplied water from Dwinnell Dam and Reservoir (i.e., Lake Shastina), and during the remainder of the year, the City receives its water from a nearby diversion on the Shasta River.~~

As discussed in the Circulation Element, due to emergency drought conditions and a lawsuit challenging the legality of Dwinnell Dam and Reservoir, a diversion was constructed on the Shasta River in 2014 to serve Montague more efficiently. At first proposed as a temporary solution to address an emergency situation, the MWCD has been working with the State Water Resources Control Board, Division of Water Rights towards permanent use of the diversion for the City. ~~the newly established point of diversion has remained in use with the State Water Resources Control Board, Division of Water Rights recently approving its permanent use.~~

The inclusion of draft Programs OC-3G and OC-3H was reviewed and approved by the Planning Commission, and no further revisions to draft goals, policies, or programs were determined necessary to address MWCD comments. Revisions to background discussion are considered non-substantive and do not require further Planning Commission review.

STAFF RECOMMENDATION

Planning staff recommends that the City Council consider the totality of the record before it, including all comments presented at the public hearing, and should the City Council determine that the project as proposed and conditioned would not have a significant impact on the environment and would be compatible with existing land uses in the city, staff recommends the City Council consider the following actions:

- **Adopt** the recommended CEQA Exemption; and
- **Adopt** Draft Resolution 24-08, A Resolution of the City Council of the City of Montague Adopting the Circulation Element, Noise Element, and Open Space & Conservation Element Updates.

SUGGESTED MOTIONS

- A. I move that, on the basis of the entirety of the record before us, we make the finding that the proposed project could not have a significant adverse effect on the environment, and that we adopt the recommended CEQA exemption.
- B. I move that we adopt Resolution 24-08 and adopt the draft Circulation, Noise, and Open Space & Conservation Element updates.

ATTACHMENT A

DRAFT RESOLUTION 24-08

RESOLUTION 24-08

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MONTAGUE ADOPTING THE CIRCULATION, NOISE, AND OPEN SPACE & CONSERVATION ELEMENT UPDATES

WHEREAS, the City of Montague was awarded a SB 2 Planning Grant (19-PGP-13834) and a Local Action Planning Grant (20-LEAP-14930) from the California Department of Housing and Community Development to prepare and update various planning documents to facilitate housing opportunities; and

WHEREAS, included in the grant awards was funding to update the City of Montague General Plan; and

WHEREAS, the update to City of Montague General Plan is needed to ensure that the General Plan meets current state requirements, that it continues to represent the community's vision for itself, and that it provides the guidance necessary to accomplish this vision; and

WHEREAS, due to the use of planning grants with differing completion deadlines, the General Plan is being updated in phases; and

WHEREAS, the present phase provides for development and adoption of the Circulation, Noise, Open Space & Conservation Elements of the General Plan; and

WHEREAS, the City of Montague Planning Commission held workshops to solicit public input on the draft Circulation Element, Noise Element, and Open Space & Conservation Element updates on April 17, 2024, and August 21, 2024; and

WHEREAS, the City of Montague Planning Commission conducted a duly noticed public hearing to consider the draft Circulation Element, Noise Element, and Open Space & Conservation Element updates on October 16, 2024; and

WHEREAS, following the public hearing, the City of Montague Planning Commission adopted Resolution 24-06 recommending the City Council adopt an exemption from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3) and that it adopt the draft Circulation Element, Noise Element, and Open Space & Conservation Element updates; and

WHEREAS, a notice of public hearing of the City Council for the proposed Circulation Element, Noise Element, and Open Space & Conservation Element updates was provided in accordance with California Government Code Sec. 65090 et seq; and

WHEREAS, on November 7, 2024, planning staff presented oral and written staff reports on the proposed Circulation Element, Noise Element, and Open Space & Conservation Element updates at a regular meeting of the City Council; and

WHEREAS, on November 7, 2024, the Mayor of the City Council opened the duly noticed public hearing to receive testimony both oral and written, following which the Mayor closed the public hearing and the City Council discussed the recommended CEQA exemption and draft Circulation Element, Noise Element, and Open Space & Conservation Element updates prior to taking action on the project; and

WHEREAS, the City Council found that the Circulation Element, Noise Element, and Open Space & Conservation Element updates would not have a significant adverse effect on the environment, and that the project is exempt from CEQA pursuant to Section 15061(b)(3) of the CEQA Guidelines.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Montague adopts the amendments to the General Plan Circulation Element, Noise Element, and Open Space & Conservation Element contained in "Exhibit A-1," "Exhibit A-2," and "Exhibit A-3" hereto and made a part hereof.

IT IS HEREBY CERTIFIED that the foregoing Resolution 24-08 was duly adopted on a motion by _____ and seconded by _____ at a regular meeting of the City of Montague City Council held on the 7th day of November 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

CITY OF MONTAGUE CITY COUNCIL

Takeshi Murakami, Mayor

WITNESS, my hand and seal this 7th day of November 2024

Jessica Monday, City Clerk

Exhibit A-1

CIRCULATION ELEMENT UPDATE

CITY OF MONTAGUE

DRAFT CIRCULATION ELEMENT UPDATE

October 17, 2024

CITY OF MONTAGUE
230 S. 13TH STREET
MONTAGUE, CA 96064



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4.1 INTRODUCTION

The Circulation Element focuses on the movement of people, goods, water, wastewater, storm water, energy, solid waste, and data and communications in the City of Montague. In doing so, the Circulation Element highlights Montague's current and planned transportation system, provides an overview of public utilities in the City, and sets forth specific goals, policies, and programs to guide the development and maintenance of circulation in Montague through 2045.

4.2 STATUTORY REQUIREMENTS

California Government Code Section 65302(b) states that the circulation element of a general plan shall consist of "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other public utilities and facilities, all correlated with the land use element of the plan." It further states that the circulation element must "plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan."

Additionally, recent legislation has increased focus on air quality, reducing greenhouse gas (GHG) emissions, and reducing vehicle miles traveled (VMT) in the Circulation Element. This includes:

- California Complete Streets Act of 2008 (Assembly Bill (AB) 1358);
- Global Warming Solutions Act of 2006 (AB 32);
- Sustainable Communities and Climate Protection Act of 2008 (Senate Bill (SB) 375);
- CEQA Streamlining for Infill Projects (SB 226, 2011); and
- Shift in CEQA transportation metric to VMT (SB 743, 2013).

4.3 BACKGROUND

4.3.1 Highway and Street Classifications

The Federal Highway Administration (FHWA) maintains a functional classification system that defines the role of each element of the roadway network. The system groups streets and highways into classes according to the service they provide for purposes of federal funding eligibility. The functional classification system is also used by the California Department of Transportation (Caltrans) to make recommendations to the FHWA for approval of California Road System maps. The City of Montague does not maintain its own functional classification system. Should the City desire to add or modify a functional classification, it would petition Caltrans for the change.

Rural and urban areas have different roles as to density of street and highway networks, travel patterns, and how these elements are integrated into a highway system. To qualify as "urban" under the functional classification system, the area must encompass at least 2,000 housing units or at least 5,000 persons. The term "rural" encompasses all population, housing, and territory not included within an urban area. The City of Montague and surrounding area are considered rural. While the "urban" or "rural" designation is independent of the functional classification, urban area boundaries play an important role in developing the functional classification of a road in an urban/rural context. The functional classifications include:

4.3.1.1 Arterials

Arterials provide the highest level of service at the greatest speed for the longest uninterrupted distance, often with multiple lanes and some degree of access control. In rural areas, the FHWA

delineates arterials into “principal arterials” and “minor arterials.” Rural principal arterials are further broken down into “interstates” and “other principal arterials.”

4.3.1.2 Collectors

Collectors provide a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials. In rural areas, the FHWA delineates collectors into “major” and “minor” collectors. Major collectors serve larger towns not accessed by higher order roads and important industrial or agricultural centers that generate significant traffic but are not served by arterials. Rural minor collectors are typically spaced at intervals consistent with population density to collect traffic from local roads and to ensure that a collector road serves all smaller populated areas.

4.3.1.3 Local Roads

Local roads provide the most direct access to adjoining properties and uses, such as residences, businesses, schools, parks, etc. Because of this, local roads are normally designed to discourage through traffic (e.g., controlled intersections and slower vehicle speeds) and to move traffic toward arterials and collectors where it can move more efficiently. Roads not designated as either an arterial or a collector are local roads.

4.3.2 Existing Street and Highway System

There are approximately 14.15 maintained road miles in the City of Montague in 2024. The City’s existing road network is shown in **Figure 4-1, Circulation Map** and roadways in the planning area are described according to their FHWA functional classifications below.

4.3.2.1 Arterials

There are no arterials within the City or Sphere of Influence. The nearest arterial is Interstate 5 (I-5), located approximately 5 ½ miles west in Yreka. I-5 serves as the primary north-south interstate along the west coast of the United States.

4.3.2.2 Collectors

As shown in **Figure 4-1**, there are a number of designated collectors that form five routes in and out of Montague. Collectors in the City include California State Route 3 (SR 3), S. 11th Street south of SR 3, N. 11th Street north of SR 3, and all of N. 9th Street. These road segments are designated as major collectors. Outside the City, Montague Ager Road is designated a major collector and Airport Road and Ball Mountain Little Shasta Road are designated minor collectors.

Principal among the collectors in the planning area is SR 3, which serves as the City’s primary point of access. SR 3 is a north-south two-lane conventional highway beginning at the eastern edge of city limits and ending at SR 36 near Peanut in Trinity County approximately 147 miles south. SR 3 connects Montague with Yreka, which is a major destination for jobs, goods, and services in the region, and with other destinations via its connection with I- 5.

In Montague, SR 3 serves as part of “main street” and is regularly used by local and through traffic. Like other routes in the California Freeway and Expressway System, SR 3 is managed by the California Department of Transportation (Caltrans). Caltrans reports that in 2022, annual average daily traffic (AADT) on SR 3 consisted of 3,300 vehicles, with 290 vehicles in transit during peak hour traffic (i.e., “rush hour”). The heaviest traffic typically occurs in July and August with 3,400 vehicles per day on average. (It is important to note that traffic volumes account for

vehicles moving in each direction). SR 3 through Montague is not a significant route for trucks, with trucks accounting for approximately six percent of annual average daily traffic on SR 3 in 2022, or 199 trucks per day on average.

Traffic volumes on SR 3 vary from year to year, however, they have generally been trending downward when assessed over the long-term. For example, Caltrans reports that AADT grew by 500 vehicles between 2014 and 2022 but decreased by 1,200 vehicles between 2005 and 2022. According to the 2021 Siskiyou County Regional Transportation Plan, AADT on SR 3 in Montague is projected to decline by approximately seven percent to 3,080 vehicles by the year 2041.

Posted speed limits along SR 3 through the City are relatively slow (30 to 40 mph), which generally allows safe maneuvering to and from the highway. Nevertheless, the City regularly receives complaints about vehicles travelling at elevated speeds on E. Webb Street (SR 3) and S. 11th Street, which includes a 0.28-mile stretch of SR 3. To address the public's concerns, the City has requested that Caltrans evaluate lowering the speed limits at these locations and that deputies target the areas for enforcement. However, it was noted by Caltrans that the speed study required to establish new speed limits could have the unanticipated and opposite effect of increasing speed limits. For this reason, the City is working with Caltrans to identify improvements, including traffic calming measures, that can be employed in these areas to better control vehicle speeds and enhance public safety.

4.3.2.3 Local Roads

Aside from the designated collectors, the roads in Montague are local roads. Roads typically follow a grid-based system with the street network designed to efficiently move traffic to the collectors. In Montague, several local roads intersect with and provide direct access to SR 3.

Being a small community located in a rural environment, two-lane local roads adequately carry current traffic volumes throughout the City. And with limited population growth anticipated over the life of the General Plan, new development and related traffic volumes are not expected to increase significantly. As a result, it is expected that the existing local road network will be adequate to handle existing and projected traffic volumes related to the growth of the community for the current planning period.

While no new roads or significant road projects are anticipated as being needed to accommodate population growth over the next 20 years, ongoing street improvements and road maintenance will be necessary to keep roads in a safe traveling mode throughout the planning period. To do so, the City works with the Siskiyou County Local Transportation Commission (SCLTC) to survey the roads and prioritize needed road maintenance and repair every five years. The priority projects are then budgeted for and scheduled, as feasible, in the Regional Transportation Plan. Though this system works well for prioritizing improvements, maintenance, and repairs, there remains considerable need for additional funding for projects to be completed.

4.3.2.4 Scenic Highways

The State Scenic Highway Program was created by the California Legislature in 1963 for the purpose of protecting and enhancing the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. Designation as a scenic highway depends upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been officially designated.

In addition to the State Scenic Highway Program, the National Scenic Byways Program was established by Congress in 1991 to help recognize, preserve, and enhance selected roads throughout the United States. Roads designated as Scenic Byways and All-American Roads by the U.S. Secretary of Transportation are chosen for their archeological, cultural, historic, natural, recreational, and scenic qualities.

There are no roads in the planning area that have been designated as state or federal scenic highways. SR 3 is, however, eligible for scenic highway designation under the State Scenic Highway Program. To designate SR 3 or a portion of SR 3, the City Council would apply to Caltrans for scenic highway approval and adopt a corridor protection program that describes local measures for protecting the corridor's visual quality via development and land use regulations; detailed land and site planning; control of outdoor advertising; careful attention to and control of earthmoving and landscaping; and the design and appearance of structures and equipment.

4.3.2.5 Pedestrian and Bicycle Facilities

Bicycle and pedestrian networks should be complete systems for transportation, including coordination with land use plans, housing, and transit systems. Bicycle and pedestrian networks can be used to connect residents to employment centers, community centers, schools, commercial districts, and transit stops. Active transportation can be used to fill the gaps in transit systems when available, encourage recreational bicycling and walking for exercise, and build a healthier, happier community. The Land Use Element prioritizes infill development, which creates opportunities for active transportation by decreasing the distance between origins and destinations.

There has traditionally been little investment in bicycle and pedestrian infrastructure in Montague due to the low volume of traffic on city streets and the cost of improvements. Bicycle parking is provided at the Elementary School, however, there are presently no bicycle lanes, bicycle routes, or multi-use paths in Montague. The pedestrian network is better but similarly incomplete with significant gaps in sidewalks and walkways throughout the community. In some areas where sidewalks are present, they are not well connected, which diminishes their utility.

The SCLTC is in the process of developing a regional Active Transportation Plan (ATP) as part of its effort to build a transportation network that meets the unique needs of Siskiyou County's rural communities, including Montague. When complete, the ATP will emphasize the improvement of pedestrian and bicycle connections used to access schools, goods and services, and other important destinations for children, the elderly, and people with disabilities. Having an ATP allows communities to better identify and prioritize the specific active transportation improvements needed in their community and to better qualify for grant funding to implement the improvements.

Funding continues to be a significant challenge in implementing an active transportation network. Although the State supports investment in biking and walking by funding programs such as the Active Transportation Program and the Affordable Housing and Sustainable Communities Programs, many communities are interested in implementing active transportation projects and there is strong competition for these funds. Therefore, as part of the City's efforts to develop a connected active transportation system for Montague, as well as better compete for funding assistance, the City will continue to coordinate with SCLTC and other communities in the region on development of the ATP and to plan for a regional active transportation network. Once the ATP is complete, the City of Montague and other communities in Siskiyou County can better target grant opportunities to improve their active transportation networks.

4.3.2.6 Parking

The provision for parking is an integral part of a transportation system. Whether at home or at some destination point, sufficient space must be provided to park vehicles. Typically, this is done through the application of standards in a city's zoning ordinance, which require specific amounts of off-street parking based on the type and intensity of use. The City's zoning ordinance has a chapter dedicated to off-street parking and loading requirements.

Though the provision of off-street parking is required throughout much of the City, most streets in Montague are of sufficient width to provide some on-street parking as well. This helps to offset situations where off-street parking has not been provided in the past, as well as giving neighborhoods more available parking for guests. Though less commonly needed, on-street parking areas also provide space for snow storage following winter storms.

To address the parking needs in the downtown area, the City maintains a public parking lot at Railroad Park adjacent to S. 11th Street, permits parallel parking along N. 11th and S. 11th streets, and provides parallel and accessible parking along W. King Street adjacent to the Community Center. Outside of the downtown, public parking is provided at City Hall and adjacent to Diggle Field and the Rodeo Grounds.

4.3.2.7 Traffic Management

Most streets in Montague do not experience significant traffic and few traffic calming measures have traditionally been required. The lack of significant traffic on city roadways is an important element of the overall livability and small-town feel of Montague. And while substantial population growth and a corresponding increase in traffic on local roads are not anticipated for the planning period, the City does periodically experience project and event-related increases in traffic along SR 3. Also, as discussed in Section 4.3.2.2 above, vehicles occasionally enter the City at elevated speeds on E. Webb and S. 11th streets, which coupled the lack of sidewalks and crosswalks in these areas, makes pedestrian crossings more challenging, particularly for individuals with limited mobility.

There are a variety of traffic calming measures that can achieve speed reductions, deter congestion, and reduce demand for vehicle trips. Some traffic calming measures alter the configuration of a roadway while others change how people psychologically perceive and respond to a street. Traffic calming measures can include center medians with vegetation, pinchpoints, lane shifts, bulb outs, and roundabouts. Depending on site-specific conditions, speed reduction mechanisms can improve safety and result in fewer or less serious injuries when accidents occur. Although no new traffic calming measures are currently planned, the City continues to evaluate its roadways and intersections for safety, and to coordinate with Caltrans relative to SR 3 and its intersection with city streets, and new measures may be determined necessary in the future.

4.3.3 Shipping and Transit

4.3.3.1 Railroad

Beginning in the late 1800s, the development of Montague, both historically and physically, was shaped by the development of the railroad. The City is named for Samuel S. Montague, the man who engineered the California line of the Oregon & California Railroad through Siskiyou County to connect San Francisco with Portland, Oregon in 1887 (among other notable accomplishments). With completion of the railroad through Montague, Montague became a bustling town and major thoroughfare, receiving cattle drives and other goods for transport. To benefit from the arrival of railroad through Montague, the Yreka Railroad Company constructed a short line from Yreka to

Montague in 1889, and for many years, the two railroads provided the primary means of transportation and the focal point of commercial activity in the community, and at times the region. However, as mobility increased and as trucking grew to become the predominant method of shipping goods after 1960, railroad operations slowed in response.

According to the Federal Railroad Administration, the most recent count of train traffic occurred in 2020. At that time, an average of two trains passed through Montague each day on the line operated by Central Oregon & Pacific Railroad. The short line to Yreka is no longer operating and its tracks are in disrepair. Rail passenger service through the City ended many years ago. Trains stop now only to deliver fertilizer to a local agricultural supply company a few times each year. To access Amtrak and passenger rail service to other parts of the Country, residents must travel approximately 43 miles to the Amtrak station in Dunsmuir or approximately 83 miles to the station in Klamath Falls, Oregon.

4.3.3.2 *Trucking*

Freight movement to the Montague area is provided by inter- and intrastate firms, however, being located outside of major transportation routes, there are no local terminal facilities in Montague and heavy truck traffic is intermittent. As a result, the City has not yet established a system of designated truck routes with which to direct heavy truck traffic to areas designated for commercial and industrial use and away from residential areas and other sensitive land uses.

4.3.3.3 *Public Transit*

As California strives to reduce VMT and GHG emissions, transportation strategies that include alternatives to driving single-occupancy vehicles have become increasingly important for cities and counties to develop and implement. And while Montague and Siskiyou County are sufficiently rural that single-occupancy vehicles are likely considered a necessity by most residents, the availability of quality transit service facilitates access to goods, services, and employment opportunities for all residents, encourages ridership, and helps to meet State goals. Further, by coordinating transit routes and stops with bicycle and pedestrian infrastructure (e.g., bicycle parking and sidewalks), cities can promote ridership for a wider range of residents.

At present, the County of Siskiyou's Siskiyou Transit and General Express (STAGE) bus service is the only public transit in Montague. STAGE is based in Yreka and principally serves central and southern Siskiyou County. STAGE buses make multiple daily stops in Montague and connect the City with Yreka and other destinations in the County. Nevertheless, because Montague and Siskiyou County are rural, ridership remains low and public transit remains a challenge to operate. According to the *Siskiyou County 2021 Short Range Transit Plan*, during fiscal year 2018/2019 Montague boardings accounted for just 3.79% of STAGE's total ridership. To improve public transit in Siskiyou County, the SCLTC recently commissioned a study by Mia Lewis with UCLA's Institute for Transportation Studies. The 2024 study, *Revitalizing Rural Transit: Transit Analysis and Recommendations for Siskiyou County*, focuses on "developing strategies to increase ridership, optimize route coverage, and enhance overall system efficiency." Importantly, the study also identifies a number of grant sources that can be used by the cities and County to fund transit improvements and operating costs.

Greyhound Lines, Inc. (Greyhound) operates the largest, private intercity bus service in North America; however, Greyhound does not offer bus service to Montague. To access the nearest Greyhound station and bus service to other parts of the Country, residents must travel approximately 26 miles to Weed.

4.3.3.4 Aviation

In partnership with the City of Yreka, the City of Montague owns and maintains the Montague-Yreka Rohrer Airfield, which is located on roughly 286 acres at the western edge of the City. Although identified as one of the busiest airports in Siskiyou County, the airport serves general aviation aircraft and does not provide commercial flights or scheduled service to other destinations. The nearest airport with passenger service, the Medford-Rogue Valley International Airport, is located approximately 83 miles to the northwest in Medford, Oregon. Passenger air service was also previously available in Klamath Falls at the Crater Lake-Klamath Regional Airport, but the service was terminated 2017. It is unknown whether a commercial carrier will return to Klamath Falls. Other airports commonly utilized by city residents include the Redding Regional Airport in Redding and the Sacramento International Airport in Natomas, which are 102 miles and 245 miles south of the City respectively.

4.3.4 Public Utilities

4.3.4.1 Water

The City contracts with the Montague Water Conservation District (MWCD) for its municipal water supply. The MWCD provides the City with water from three different sources depending upon the time of the year, delivering water via a series of canals and ditches. During most of the year, the City is supplied water from Dwinnell Dam and Reservoir (i.e., Lake Shastina) or the Flying L well located below the reservoir. During late December through March, the City receives its water (when available) from the Little Shasta River. In 2014, due to emergency drought conditions and a lawsuit challenging the legality of Dwinnell Dam and Reservoir, a new diversion was constructed on the Shasta River to serve Montague more efficiently. At first proposed as a temporary solution to address an emergency situation, the MWCD has been working with the State Water Resources Control Board, Division of Water Rights towards permanent use of the diversion for the City.

The MWCD delivers water from Dwinnell Reservoir to Montague via the MWCD's main canal and "C" ditch, or by way of the Shasta River. When delivering water from the Flying L well to the City, the MWCD uses the Shasta River as a conduit to a point of diversion just south of the City where it is pumped into pipeline to the City. Water supplied from the Little Shasta River is delivered to the City via the MWCD's main canal and "C" ditch. Upon delivery of water to Montague's water treatment plant, the water is diverted to settling ponds for pretreatment. Once the water is mostly clarified, the water is conveyed to a basin where it undergoes additional clarification. The water is then forced through filters, disinfected, and conveyed to a 1,000,000-gallon tank constructed in 2007. Improvements to the water treatment plant in 2015 made the City's water, which had previously been plagued by taste and odor issues, significantly more palatable.

Based on the City's contract with MWCD, the City's has a supply capacity of 1.15 million gallons per day. While the City may require additional capacity at some point in the future, the City's current demand is substantially lower than its current capacity. And with the City's water supply made more reliable through a new diversion from the Shasta River, there has so far not been a need to restrict water usage during summer months except to enforce statewide orders.

Goals, policies, and programs for the conservation of water resources are provided in the Conservation Element.

4.3.4.2 Wastewater

The City provides for the collection, treatment, and disposal of wastewater within city limits. Development of Montague's wastewater collection and treatment infrastructure was completed in

1976. The wastewater treatment plant (WWTP) consists of an aerated lagoon system located near the airport at the northwestern edge of the City. Although the WWTP was designed with a capacity significantly higher than the current estimated average dry weather flow, the collection system suffers from excessive infiltration and inflow, which is groundwater and stormwater that seeps into the collection system through cracks in the pipes and poor seals at connections following storm events. The City is in the process of working with the California Department of Water Resources to complete a study of the WWTP, and the City continues to apply for funding to make the necessary improvements to its conveyance system. The City's current water distribution and wastewater conveyance systems are shown **Figure 4-2, Water and Wastewater Utilities**.

4.3.4.3 Storm Drainage

The City's storm drain system largely consists of a network of natural and man-made ditches that route stormwater through the City and convey it to Oregon Slough where it is discharged. Although all new subdivisions are required to install curb and gutter consistent with the City's Subdivision Ordinance, these improvements were not required historically and are absent from most of the City. To address the lack of storm drain improvements, the City requires that post-construction stormwater runoff from each lot not exceed pre-construction levels. While the City has so far experienced only limited localized flooding, with approximately 84 acres affected by flood hazards and increased storm intensities resulting from climate change, the City will likely need to expand the system's capacity eventually to accommodate increased stormwater runoff.

4.3.4.4 Solid Waste

The City is a member agency of the Siskiyou County Integrated Solid Waste Management Regional Agency, which oversees solid waste collection and disposal throughout Siskiyou County. At present, the City does not provide solid waste removal services and residents may either contract with Yreka Transfer, LLC for their waste disposal needs or transport their garbage to a County transfer station for disposal. The nearest transfer station is the Oberlin Road Transfer Station in Yreka, approximately 5½ miles southwest of Montague. Solid waste from the Oberlin Road Transfer Station is subsequently disposed of at one of seven landfills under contract with the Siskiyou County Integrated Solid Waste Management Regional Agency to receive the waste. Most of the receiving facilities are located in Oregon.

According to the California Department of Resources Recycling and Recovery (CalRecycle), the average individual in Siskiyou County generated 4.7 pounds of garbage per day in 2019. Based on an estimated population of 1,230 in Montague at the time of the 2020 U.S. Census, it is projected that city residents generate roughly 2.11 million pounds (1,055.0 tons) of garbage per year. In an effort to reduce the amount of organic material being generated inside city limits and deposited in landfills, the City adopted regulations for the recovery of edible food waste consistent with and in accordance with the State of California's Short-Lived Climate Pollutants Organic Waste Reduction Strategy (i.e., SB 1383).

4.3.4.5 Electrical Transmission

There are no electrical energy production facilities in Montague. Pacific Power provides electrical service to the City and surrounding areas via a 69 kV electrical transmission line that enters and exits the City from the south and a substation located along Old Montague Road. At present, the power supplied is sufficient to meet the demands of the community. However, as temperatures continue to increase under climate change and prolonged heat becomes more common, it is anticipated that demand for cooling technologies will increase in the community, resulting in greater energy demand.

Aside from the East Prather and Mountain Heights subdivisions, power lines are above ground throughout the community and generally follow transportation corridors. Current Public Utility Commission regulations require that all new facilities for residential subdivisions and commercial developments be located underground.

4.3.4.6 Data & Communications

AT&T and Vyve Broadband provide landline telephone and internet service in Montague, with AT&T, Verizon, T-Mobile, and U.S. Cellular offering cellular and mobile data service. Broadband technologies available in Montague include cable, digital subscriber line (DSL), fixed wireless, satellite, and mobile. As a result, high speed internet is generally available in the City; however, there are pockets within the City where downstream and upstream speeds are limited, and which are eligible for California Advanced Services Fund (CASF) infrastructure grants for service provider improvements. To qualify, an area must lack a facility-based broadband provider that serves households (or areas) at a minimum speed of at least 25 Mbps down and 3 Mbps up. Projects funded by the CASF program deploy infrastructure capable of providing broadband access at speeds of a minimum of 100 Mbps down and 20 Mbps up. Data downstream speed ranges in the City are shown in **Figure 4-3, Consumer Fixed Downstream Data Availability**.

4.4 LEVEL OF SERVICE AND VEHICLE MILES TRAVELED

Level of Service (LOS) is a standard established by the Institute of Transportation Engineers (ITE) to quantify the subjective measure of traffic efficiency and tolerance. Factors taken into consideration include the volume of traffic, street and intersection design, signal timing, and other variables. LOS is normally used to describe peak-hour conditions, specifically the morning or afternoon hour when traffic is the heaviest.

To prevent roads from reaching a level in which traffic moves with poor efficiency from point to point, cities have historically established guidelines at which a street or road is considered to have reached the highest service volumes that are tolerable within a community. Rated in grades from LOS A (best) to LOS F (worst), a roadway's levels of service is based on the amount of congestion and delay drivers experience.

For the purpose of guiding future development relative to the City's transportation network, the City of Montague strives to maintain a LOS threshold of "C" or better for all city streets and intersections. LOS C provides for "acceptable delays" and ensures city streets remain safely below but efficiently close to capacity. The City balances this LOS target with considerations of vehicle activity, pedestrian safety, cost, and meeting the needs of all users of the City's transportation network. Accordingly, the City Council may approve requests for deviations from the LOS threshold in unusual or exceptional circumstances, and as it determines necessary and appropriate. Note that this threshold reflects community expectations for its roadways and is not appropriate for evaluation of impacts under the California Environmental Quality Act (CEQA), as discussed below.

With the passage of SB 743 (2013), the way transportation impacts are analyzed under CEQA changed. Once based on LOS, CEQA standards now require that transportation impacts be assessed primarily based on the effects on Vehicle Miles Traveled (VMT). Whereas LOS is a metric for traffic congestion and delay, VMT is a measure of vehicle activity that accounts for the number and length of vehicle trips within an area over a given period. VMT is commonly applied on a per-household or per-capita basis and is a primary input for regional air quality analyses and for developing VMT rates for safety analysis.

Rates of VMT are typically lowest in compact, walkable, and mixed-use areas. Higher rates of VMT tend to occur in suburban or rural areas with low population densities and longer distances to activity centers. For these reasons, efforts to reduce VMT often focus on encouraging infill development. Similarly, SB 743 aims to encourage infill development and a diversity of land uses instead of sprawl, and to promote multi-modal transportation networks that provide efficient access to destinations and improve public health through active transportation.

While LOS is no longer relevant for CEQA purposes, LOS-based performance goals remain relevant for non-CEQA planning purposes and as a tool for the City to ensure its roadway system meets the expectations of the community. Further, policies in the Circulation and Land Use elements serve to reconcile competing interests of LOS and VMT and to meet the needs of all users of the transportation network, including pedestrians and bicyclists.

4.5 CORRELATION WITH LAND USE ELEMENT

The policies and programs in the Land Use Element directly tie to those highlighted in this Circulation Element. Creating connected, accessible, and complete systems of circulation networks and ensuring access to opportunities within a community and region requires coordination between land use and circulation planning.

As emphasized in the Land Use Element, mixed-use neighborhoods, revitalization of the town center, and infill development reduce the transportation needs of residents and businesses alike. Pedestrian and bicycle routes should connect the City's parks and schools with residential areas identified in the Land Use Element. Moreover, truck routes should be identified, and trucks directed away from sensitive areas and to areas designed for heavier commercial and industrial uses in the Land Use Element.

4.6 CORRELATION WITH CONSERVATION ELEMENT

As described in the Conservation Element, the "Urban Heat Island Effect" can occur in small or large cities, and even in suburban areas. Heat islands form as natural land cover is replaced with dark-colored rooftops, pavement for roads and parking lots, and other hardscapes that collect and retain heat. According to the U.S. Environmental Protection Agency, these dark surfaces can reach temperatures up to 60 degrees Fahrenheit (°F) warmer than the air, thereby increasing the ambient temperatures in areas 1-7 °F higher than in natural landscapes during the day and 2-5 °F higher at night.

The use of trees in urban landscapes is an effective, low technology way to reduce the heat island effect, reduce energy consumption, improve air quality, reduce stormwater runoff, decrease soil erosion, improve the pedestrian environment, reduce glare, and improve community image and aesthetics. Studies have shown that urban trees offer returns far greater than their cost of planting and upkeep, and these benefits increase with the increased size and extent of the tree canopy. For these reasons, the City of Montague promotes trees along pedestrian and bicycle paths, where appropriate, to enhance the urban canopy.

4.7 CORRELATION WITH SAFETY ELEMENT

Climate change is a critical consideration in the Circulation Element, as transportation is a significant source of greenhouse gases (GHG). The California Air Resources Board (CARB) reports that, as of 2021, about 38 percent of the state's GHG emissions come from the transportation sector, as compared to 29 percent nationally. To achieve GHG reduction goals, the

City of Montague is focusing on mixed-use development close to the town center, improving its active transportation network, and working with transit and para-transit providers to improve services to the community.

The recent increase in demand for work-from-home employment may assist in reaching GHG emissions targets by reducing the number of daily commuters in vehicles. However, adequate broadband coverage must be provided to facilitate remote work, and though there has been significant improvement in broadband coverage over the past 20 years, limitations and challenges persist.

One of the many anticipated consequences of climate change is increased storm intensities, which will require the City to reevaluate its existing drainage and limited stormwater infrastructure to ensure there is enough capacity to accommodate the increased volume of rainfall and runoff. Impacts on infrastructure associated with climate change and severe weather hazards are discussed further in the Safety Element and detailed in the Siskiyou County Multijurisdictional Local Hazard Mitigation Plan, which the City has adopted as part of the General Plan by reference.

4.8 CIRCULATION ELEMENT GOALS, POLICIES & PROGRAMS

- GOAL C-1:** A balanced transportation system that maximizes mobility and choice for city residents.
- GOAL C-2:** A transportation system that is adequate, safe, and efficient for all users.
- GOAL C-3:** A transportation system that contributes to the social, economic, and environmental well-being of the community.
- GOAL C-4:** A pattern of development and a transportation system that minimize vehicle miles traveled (VMT).

GOAL C-1: A balanced transportation system that maximizes mobility and choice for city residents.

POLICY C-1.1: The City supports the development of a network of complete streets that reflects the local context and which provides for the mobility of all users, regardless of age or ability.

POLICY C-1.2: The City supports the development and expansion of local and regional public transit systems.

POLICY C-1.3: The City supports transit services, agencies, and organizations that provide paratransit services to individuals with special needs.

POLICY C-1.4: The City supports partnerships, including with the Siskiyou County Local Transportation Commission (SCLTC), California Department of Transportation (Caltrans), and other Siskiyou County communities, to fund active transportation improvements in the City and region.

Program C-1A: Ensure that land use and transportation planning balance the needs and safety of motorists, pedestrians, bicyclists, and transit users.

Program C-1B: Evaluate the feasibility of installing elements of complete street improvements when planning roadway improvements.

Program C-1C: Require new development to contribute its fair share to complete street improvements.

Program C-1D: Consider multi-modal access requirements when making investment decisions about parks, recreation areas, public parking, and other city facilities.

Program C-1E: Ensure that new subdivisions are designed to include features that facilitate walking and bicycling.

Program C-1F: Work with transit providers (e.g., STAGE and Greyhound) to extend and/or expand service to Montague to better address the transportation needs of the community.

Program C-1G: Work with transit providers, social service agencies (e.g., PSA 2 Area Agency on Aging), and community organizations (e.g., religious institutions and nonprofits) to offer paratransit services to those with special needs, including on demand rides for the elderly and disabled.

Program C-1H: Continue to coordinate with SCLTC and other communities in the region on development of the Active Transportation Plan and utilize the Active Transportation Plan to better target grant opportunities to improve the City's active transportation network.

Program C-1I: Partner with the SCLTC, Caltrans, and others to fund active transportation improvements in Montague and the region.

GOAL C-2: A transportation system that is adequate, safe, and efficient for all users.

POLICY C-2.1: The City endeavors to provide adequate, safe, and efficient access to and from all land uses identified in the Land Use Element.

POLICY C-2.2: The City strives to maintain Level of Service (LOS) C or better on city streets and intersections.

POLICY C-2.3: The City supports deviations from the LOS standard when LOS C is unsafe for non-automobile users, is too expensive for the City to maintain, and/or results in increased VMT.

POLICY C-2.4: The City supports long-range plans for improvement of SR 3 through Montague by Caltrans to maintain safety and efficiency of traffic.

POLICY C-2.5: The City requires that new development provide adequate off-street parking to accommodate parking demands generated by the use.

POLICY C-2.6: The City requires that publicly accessible parking areas be designed to provide safe access for pedestrians and bicyclists.

POLICY C-2.7: The City supports the use of shared parking facilities that provide safe and convenient connectivity between adjacent uses.

Program C-2A: Review existing roadways and sidewalks to ensure that they meet general safety standards and are ADA compliant. If it is found that any routes are unsafe or noncompliant, make the necessary improvements to ensure that the routes are improved to appropriate standards.

Program C-2B: Continue to evaluate, improve, and maintain city streets and sidewalks to ensure safe, efficient operation.

Program C-2C: Adopt street standards that reflect adjacent land uses and anticipated traffic volumes and provide flexibility where necessary to maintain public safety and neighborhood character.

Program C-2D: Design public rights-of-way, intersections, and parking areas to include accessible, safe access for all users.

Program C-2E: Strive to maintain adequate on-street and off-street parking areas, including electric vehicle charging stations, to meet ongoing parking demands.

Program C-2F: Evaluate the use of in lieu fees to offset the parking impacts of new or expanded commercial, institutional, or industrial land uses as an alternative to requiring that such uses provide the minimum off-street parking spaces required by Code.

Program C-2G: Actively participate in regional transportation planning programs, including programs coordinated by the SCLTC, and use the regional planning process to improve the City's transportation network.

Program C-2H: When a project is proposed that has the potential to impact SR 3 or the intersection of a city street with the highway, coordinate with Caltrans to address and resolve issues that may affect the safety and efficiency of related traffic.

Program C-2I: Coordinate with Caltrans regarding safety issues on SR 3 and the highway's intersections with city streets to ensure sufficient improvements are in place, including traffic calming measures, to safeguard the community.

Program C-2J: Minimize the effects of truck traffic on city streets by developing, maintaining, and enforcing a system of designated truck routes and ensure designated truck routes are designed to accommodate the heavier loads placed on them.

Program C-2K: Periodically evaluate parking standards in the Zoning Code for adequacy and consistency with state law and amend as necessary.

Program C-2L: Support efforts to promote safety at rail crossings in the City.

GOAL C-3: A circulation system that contributes to the social, economic, and environmental well-being of the community.

POLICY C-3.1: The City supports the enhancement of the visual appearance of pedestrian and vehicular routes.

POLICY C-3.2: The City recognizes the relationship of local transportation decisions to broader regional issues, such as congestion management and environmental sustainability.

POLICY C-3.3: The City promotes access to public transit, non-vehicular modes of transportation, and greater linkages between land uses and transit to reduce automobile-related emissions.

POLICY C-3.4: The City supports equitable deployment of comprehensive utility infrastructure in the City, including the efficient expansion of broadband infrastructure and the provision of cost-effective high-speed internet service, to foster economic prosperity.

POLICY C-3.5: The City requires that development mitigate adverse impacts of a proposed project on the existing transportation system.

POLICY C-3.6: The City endeavors to provide public services, facilities, and utilities that are efficient, cost effective, and in compliance with state and federal regulations.

Program C-3A: Construct, improve, and maintain the system of curb, gutters, sidewalks, and crosswalks for circulation, safety, and drainage control, giving priority to high traffic areas.

Program C-3B: Evaluate the planting of low maintenance shade trees in landscaped areas adjacent to streets where non-motorized travel is expected, where such improvements can be made without jeopardizing emergency response and future capacity requirements, and where such improvements are feasible and appropriate.

Program C-3C: As part of the CEQA process, require traffic studies for projects that have the potential to generate substantial increases in VMT or impact traffic patterns.

Program C-3D: Protect natural features and sensitive areas to the maximum extent feasible when maintaining and expanding the City's circulation system.

Program C-3E: Develop a targeted approach to digital inclusion that includes expansion of public Wi-Fi in the downtown area, city hall, community center, and other key areas of community interest.

Program C-3F: When possible, reduce barriers to the equitable deployment of new broadband and telecommunication technologies and infrastructure to attract employers and businesses.

Program C-3G: Work with state agencies and regional partnerships to develop funding for improvements to the City's water, wastewater, and storm drain systems.

GOAL C-4: A pattern of development and a transportation system that minimize vehicle miles traveled (VMT).

POLICY C-4.1: The City supports the implementation of strategies to reduce the number and length of vehicle trips, including active transportation improvements, mixed-use development, improved access to public transit, and the placement of development in proximity to employment centers.

POLICY C-4.2: The City supports new development that will reduce household and employment VMT relative to existing conditions.

POLICY C-4.3: The City supports on- and off-street improvements that provide functional alternatives to automobile usage, promote active transportation, and reduce VMT.

Program C-4A: Ensure that Montague's transportation system complements the land use pattern, and that land use decisions complement and make efficient use of the transportation system.

Program C-4B: Continue to develop and improve the City's pedestrian and bicycle transportation network, using on- and off-street improvements as appropriate, to increase nonvehicular access to local destinations.

Program C-4C: Develop and support strategies that strengthen first/last mile connectivity to enhance the viability and utility of public transit for all users, such as sidewalks, bicycle parking, and wayfinding signs.

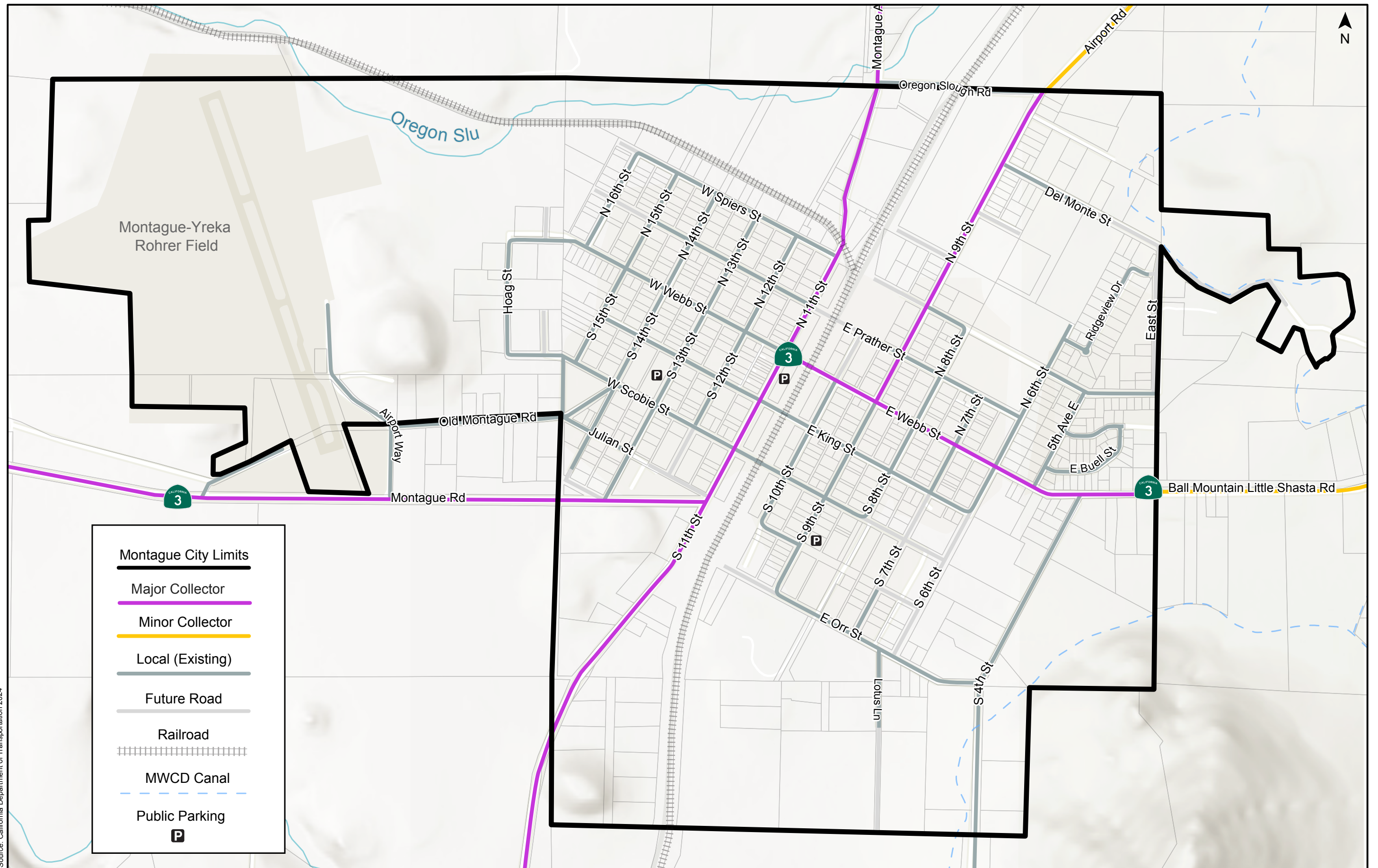


Figure 4-1, Circulation Map

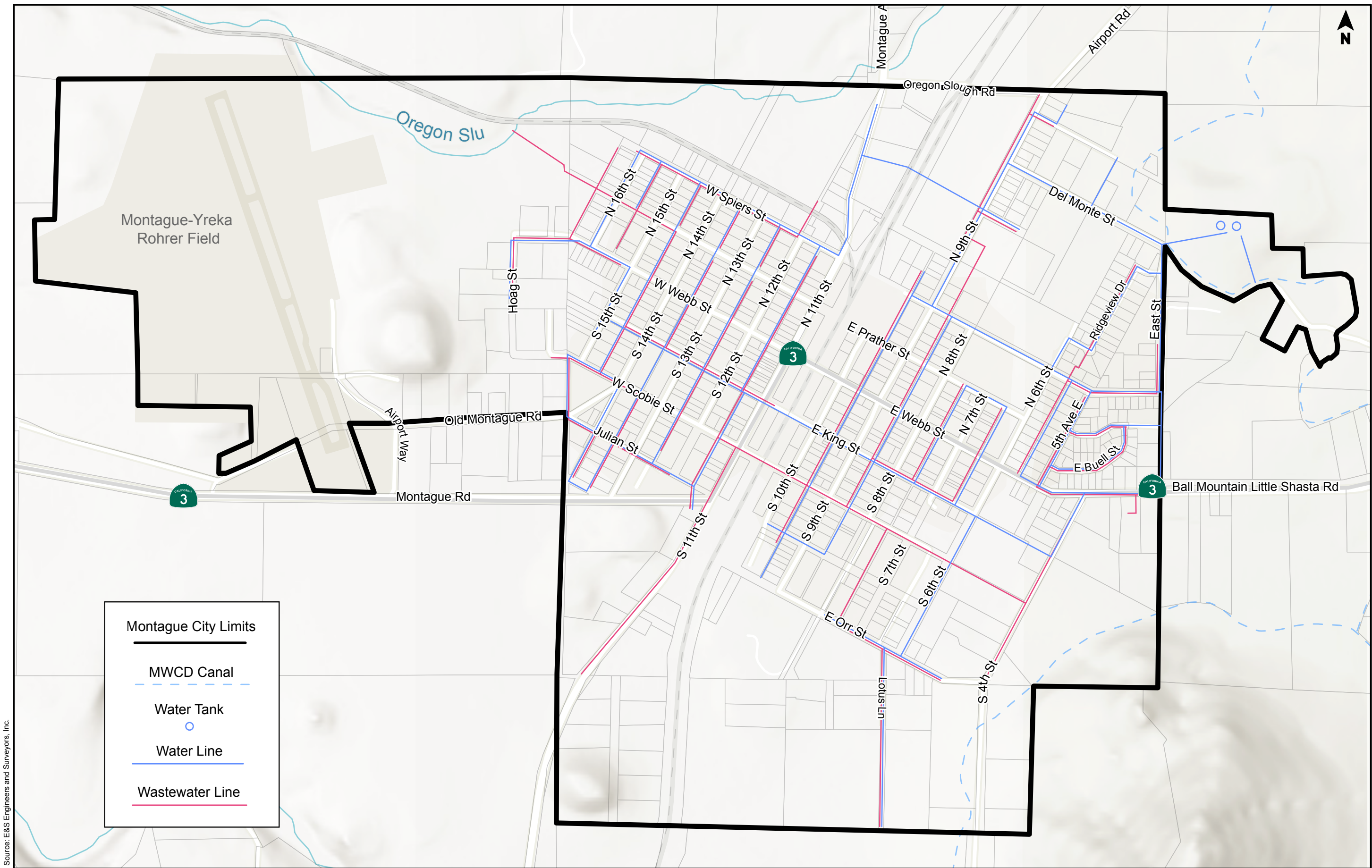


Figure 4-2, Water and Wastewater Utilities

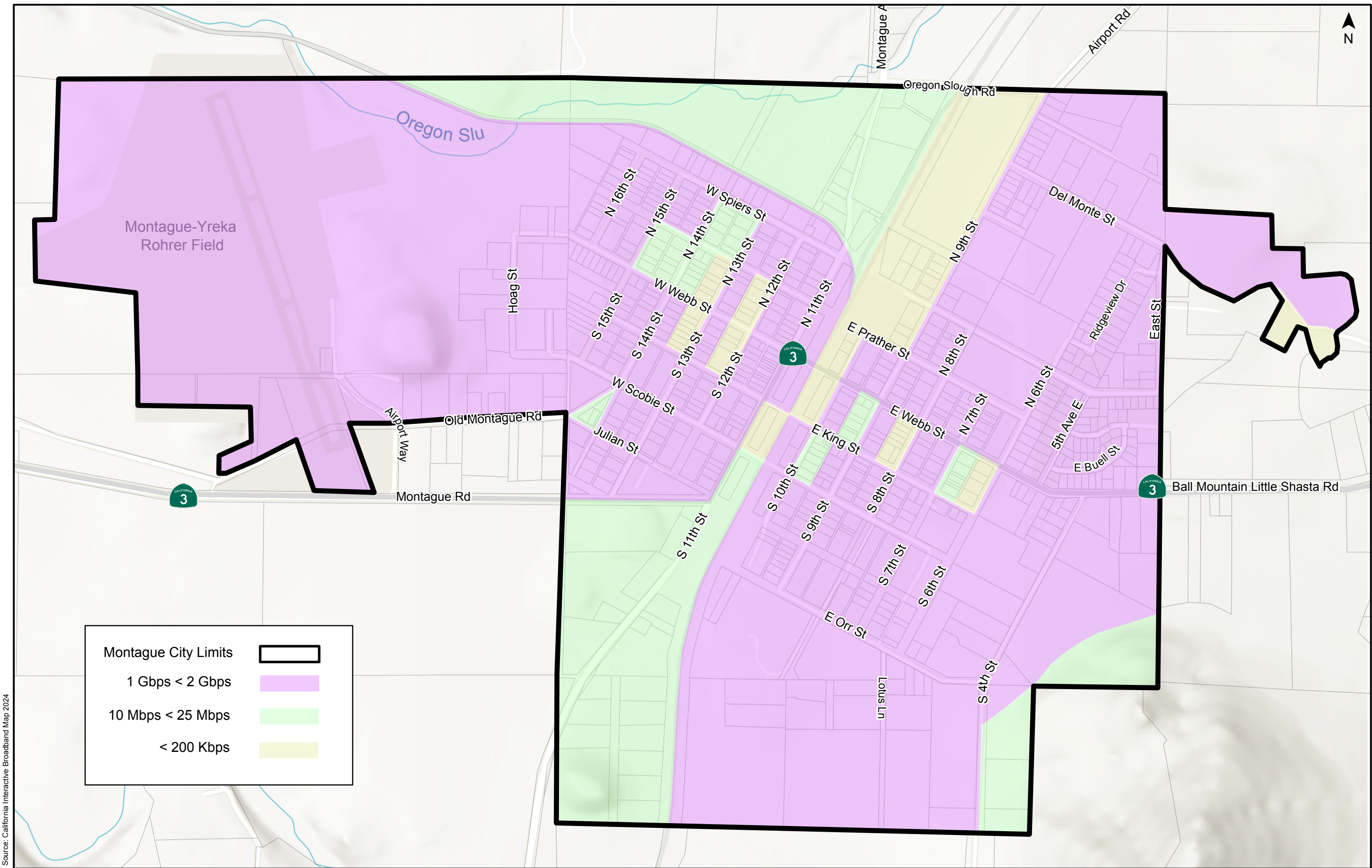


Figure 4-3, Consumer Fixed Downstream Availability

Exhibit A-2
NOISE ELEMENT UPDATE

City of Montague 2024 General Plan Noise Element Update

Montague, California

September 2024

Prepared For:

The City of Montague

P.O Box 428
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Montague, CA 96064



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Introduction

The City of Montague (population 1,230) is a small community in central Siskiyou County in Northern California along State Route 3 (SR 3) approximately five miles east of SR 3's intersection with Interstate 5 in Yreka. Because of Montague's size and rural setting, the City is largely unaffected by many of the noise-related issues typical of larger and more centrally located communities. Nevertheless, a small municipal airport, state highway, two rail lines, and industrial uses that include a surface mining operation are located within City limits.

Purpose of the Noise Element

Noise is usually defined as unwanted or harmful sound that is unpleasant, loud, or disruptive. It has been increasingly recognized that excessive noise levels can have adverse health effects on people. As such, the purpose of a general plan noise element is to:

1. Provide sufficient information concerning the community's noise environment so that noise can be effectively considered in the land use planning process;
2. Develop strategies for reducing excessive noise exposure through cost-effective mitigation and/or zoning;
3. Protect "noise-sensitive" uses and areas of the city where noise levels are acceptable; and
4. Ensure compliance with the State Noise Insulation Standards.¹

There is a certain amount of background noise that is tolerable within a community. This is the result of human activities (e.g. traffic, other people's conversations, air conditioning, other machinery and other activities). This average background noise becomes intrusive somewhere in the upper 50 decibel² (dB) range. It is the intrusive noise with which the Noise Element is particularly concerned, although gradual increases in ambient noise resulting from urban development is also a concern.

¹ These standards require specified levels of outdoor to indoor noise reduction for new multifamily residential construction in areas where the outdoor noise exposure exceeds CNEL (or DNL) 60 dB.

² Definitions and acoustical terminology are provided in Appendix A of this report.

Noise Element Requirements

California Government Code Section 65302(f) defines the requirements of a general plan noise element, as follows:

- (1) A noise element which shall identify and appraise noise problems in the community. The noise element shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:
 - (A) Highways and freeways.
 - (B) Primary arterials and major local streets.
 - (C) Passenger and freight on-line railroad operations and ground rapid transit systems.
 - (D) Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engines test stands, and all other ground facilities and maintenance functions related to airport operation.
 - (E) Local industrial plants, including but not limited to, railroad classification yards.
 - (F) Other ground stationary noise sources, including, but not limited to, military installations, identified by local agencies as contributing to the community noise environment.
- (2) Noise contours shall be shown for all of these sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (Ldn). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified in paragraphs (A) to (F), inclusive.
- (3) The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise.
- (4) The noise element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted noise element shall serve as a guideline for compliance with the state's noise insulation standards.

Fundamentals of Noise

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and hence are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, called Hertz (Hz).

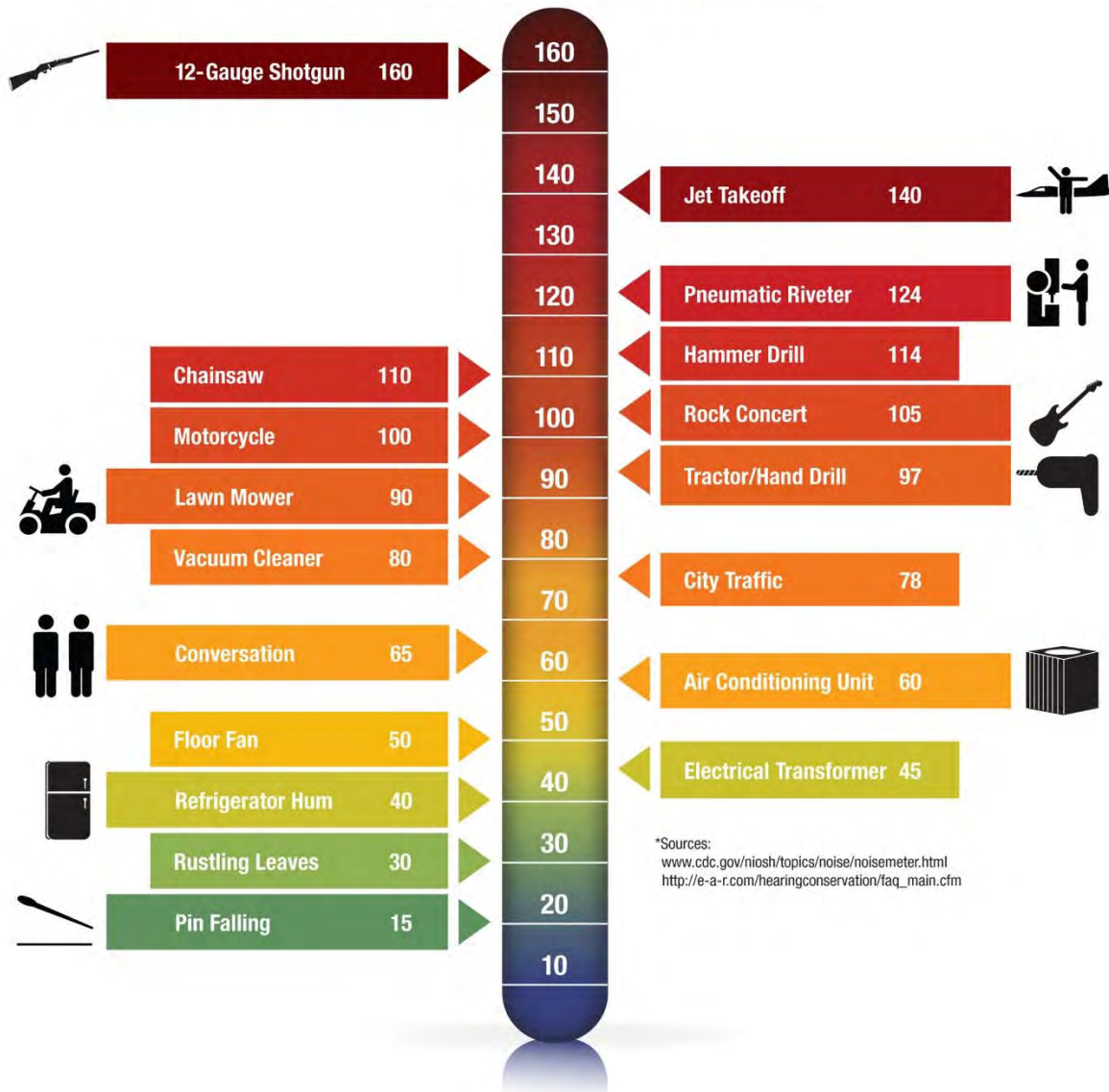
Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to the reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in levels (dB) correspond closely to human perception of relative loudness. Figure 1 shows examples of noise levels for several common noise sources and environments.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighing the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.

Community noise is commonly described in terms of the “ambient” noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A-weighted sound level containing the same total energy as a time-varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptor, DNL, and shows very good correlation with community response to noise.

The Day-Night Average Level (DNL) is based upon the average noise level over a 24-hour day, with a +10-decibel weighting applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because DNL represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Figure 1
Common Noise Sources and Associated Noise Levels
Decibel Scale (dBA)*



Noise in the community has often been cited as being a health problem, not in terms of actual physiological damages such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities such as sleep, speech, recreation and tasks demanding concentration or coordination. When community noise interferes with human activities or contributes to stress, public annoyance with the noise source increases, and the acceptability of the environment for people decreases. This decrease in acceptability and the threat to public well-being are the bases for land use planning policies preventing exposures to excessive community noise levels.

To control noise from fixed sources which have developed from processes other than zoning or land use planning, many jurisdictions have adopted community noise control ordinances. Such ordinances are intended to abate noise nuisances and to control noise from existing sources. They may also be used as performance standards to judge the creation of a potential nuisance, or potential encroachment of sensitive uses upon noise-producing facilities. Community noise control ordinances are generally designed to resolve noise problems on a short-term basis (usually by means of hourly noise level criteria), rather than on the basis of 24-hour or annual cumulative noise exposures.

In addition to the A-weighted noise level, other factors should be considered in establishing criteria for noise-sensitive land uses. For example, sounds with noticeable tonal content such as whistles, horns, droning or high-pitched sounds may be more annoying than the A-weighted sound level alone suggests. Many noise standards apply a penalty, or correction, of 5 dBA to such sounds. The effects of unusual tonal content are generally more of a concern at nighttime, when residents may notice the sound in contrast to low levels of background noise.

Because many rural residential areas experience very low noise levels, residents may express concern about the loss of "peace and quiet" due to the introduction of a sound which was not audible previously. In very quiet environments, the introduction of virtually any change in local activities will cause an increase in noise levels. A change in noise level and the loss of "peace and quiet" is the inevitable result of land use or activity changes in such areas. Audibility of a new noise source and/or increases in noise levels within recognized acceptable limits are not usually considered to be significant noise impacts, but these concerns should be addressed and considered in the planning and environmental review processes.

Existing & Future Noise Environments in Montague

This document presents background information on the existing and projected future noise environments in Montague, California. The existing city limits and community noise survey locations are shown on Figure 2.

Because of Montague's size and rural setting, the City is largely unaffected by many of the noise-related issues typical of larger and more centrally located communities. Nevertheless, a small municipal airport, state highway, two rail lines, and industrial uses that include a surface mining operation are located within city limits.

The ambient noise environment in Montague is defined primarily by traffic noise from Highway 3 and city streets, and to a lesser extent by commercial activities, railroad operations, intermittent aircraft operations at the Montague-Yreka Airport, typical neighborhood noise sources, and industrial activity near the southern end of the City. Activities at local parks, the rodeo grounds, and schools also periodically affect the noise environment within Montague, but to a much more localized extent. Noise sources associated with construction and property maintenance also contributed to the noise environment, typically on an intermittent and fairly temporary basis.

As Montague grows, coupled with overall growth in the region, traffic volumes on local roadways will increase, resulting in higher traffic noise environments. Similarly, growth in tourism-related activities, and increased commercial activities in the City will all contribute to higher ambient noise levels over time.

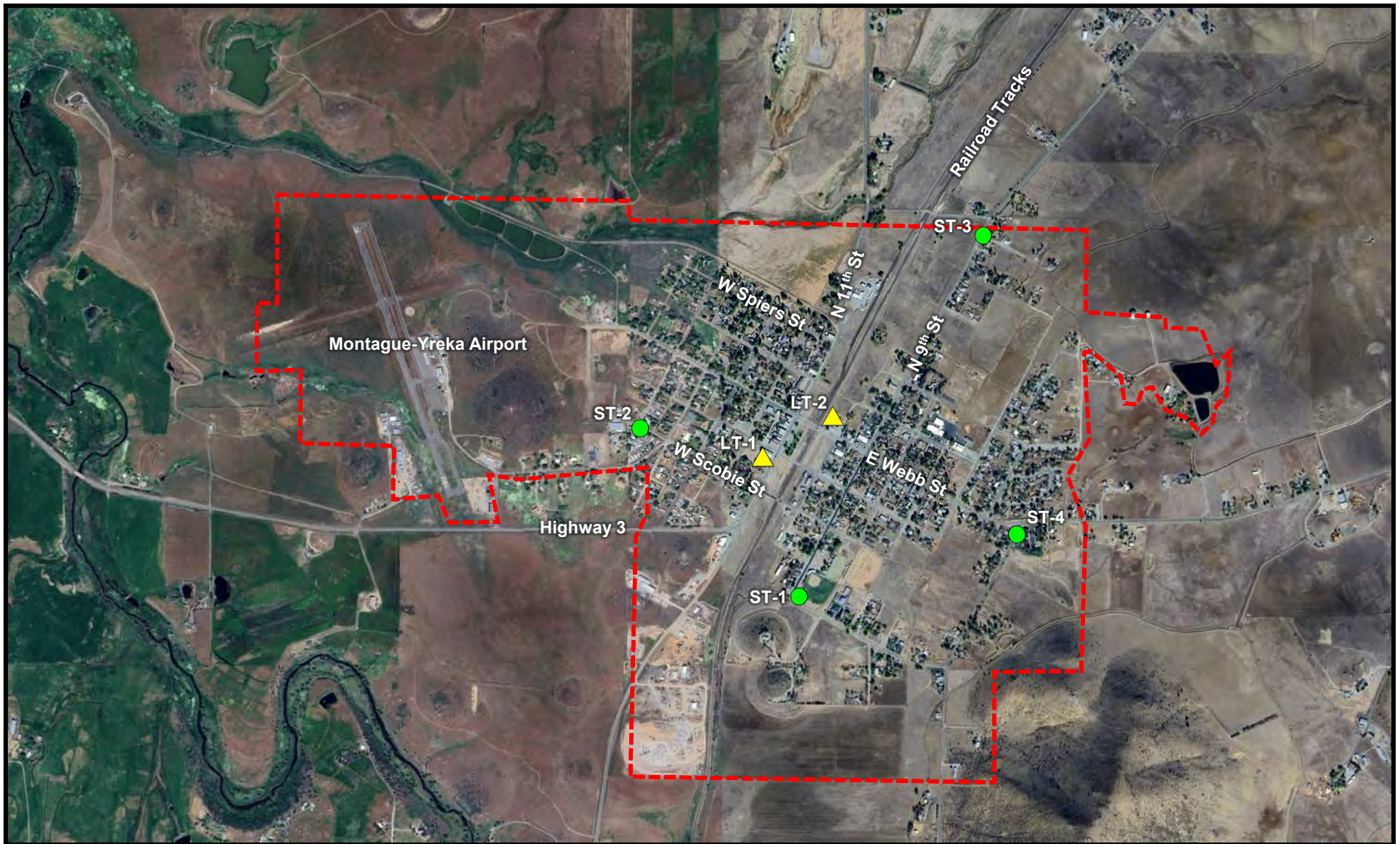
This document presents background information on the various types of noise sources affecting the existing and future noise environments within Montague. This information will be used in the development of Noise Element Goals and Policies to ensure land use compatibility within the City moving forward.

The following sections discuss the noise environment within Montague.

Community Noise Survey

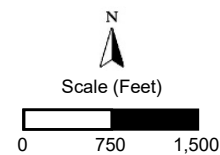
To quantify existing noise levels within Montague, a community noise survey was performed. The community noise survey consisted of two 24-hour continuous noise measurement locations from Monday, April 8th through Tuesday, April 9th, 2024. In addition to the long-term noise surveys, short-term surveys (15 minutes during daytime hours, 5 minutes during nighttime hours), were conducted during morning, afternoon, and evening hours at four locations within Montague between April 8th and 9th, 2024. The locations of the community noise measurement sites are shown on Figure 2.

Larson-Davis Laboratories (LDL) precision integrating sound levels meters were used to complete the noise level measurement survey. The meters were calibrated before use with an LDL Model CAL200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4). Photographs of the noise survey locations are provided in Appendix B.



Legend

- City Limits (Approximate)
- ▲ Long-Term Noise Measurement Locations
- Community Ambient Noise Survey Locations



Montague City Limits and Community
Noise Survey Locations
Montague GP Noise Element Update

Figure 2



Tables 1 and 2 contain summaries of the long-term and short-term noise survey results, respectively. The long-term noise survey results are presented in tabular form in Appendix C and graphical form in Appendix D.

Table 1
Long-term Community Noise Survey Results
Montague, CA.

Site ¹	Date	Day [dB]		Night [dB]		DNL [dB]
		Leq	Lmax	Leq	Lmax	
LT-1	Monday, April 8, 2024	60	79	54	74	62
	Tuesday, April 9, 2024	61	77	54	72	62
	Average	61	78	54	73	62
LT-2	Monday, April 8, 2024	67	77	52	72	66
	Tuesday, April 9, 2024	60	78	52	71	61
	Average	64	78	52	72	64
1. Noise monitoring locations are shown on Figure 2. Source: Bollard Acoustical Consultants, Inc (2024)						

Table 2
Short-term Community Noise Survey Results
Montague, CA.

Site ¹	Date	Time	Lmax	Leq	DNL (Est.) ²
ST-1	Monday, April 8, 2024	8:22 AM	58	40	42
	Monday, April 8, 2024	3:20 PM	60	43	
	Monday, April 8, 2024	11:56 PM	40	33	
ST-2	Monday, April 8, 2024	8:43 AM	68	45	50
	Monday, April 8, 2024	3:45 PM	77	53	
	Tuesday, April 9, 2024	12:08 AM	46	40	
ST-3	Monday, April 8, 2024	9:09 AM	76	56	54
	Monday, April 8, 2024	4:09 PM	80	60	
	Tuesday, April 9, 2024	12:20 AM	44	39	
St-4	Monday, April 8, 2024	9:33 AM	77	59	60
	Monday, April 8, 2024	4:30 PM	79	60	
	Tuesday, April 9, 2024	12:31 AM	71	52	
1. Noise monitoring locations are shown on Figure 2. 2. DNL was estimated from the measured Leq values. Source: Bollard Acoustical Consultants, Inc (2024)					

As indicated in Table 1, noise levels measured at Sites LT-1 and LT-2 ranged from 61-66 dB DNL. These noise levels were most heavily influenced by traffic on Highway 3 and railroad operations, respectively.

At the short-term noise monitoring sites, Table 2 indicates that measured average noise levels varied by location and time of day. Noise sources observed to have affected the daytime short-term noise survey results included local and distant traffic, barking dogs, industry, and birds. Noise sources observed to have affected the nighttime short-term noise survey results included local and distant traffic, and frogs.

Overall, the community noise survey results indicate that the noise environment is elevated in close proximity to the local highway, railroad tracks, and commercial/industrial areas, with lower noise levels occurring at areas removed from those noise sources. These results are as expected and will be used to develop appropriate noise policies for future development within Montague.

Roadway Noise

Highway 3 is the main source of traffic noise within Montague, although traffic on local surface streets also contributes to the overall ambient noise environment in town. The Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used to predict existing and future traffic noise levels for this roadway. The FHWA Model is based upon the CALVENO noise emission factors for automobiles, medium trucks, and heavy trucks.

Average Daily Traffic (ADT) volumes for existing (2022) conditions were obtained from published Caltrans traffic data. Future conditions were conservatively estimated by doubling the existing ADT volumes. The results of the traffic noise modelling process indicate that existing and future Highway 3 traffic noise levels are approximately 57 and 60 dB DNL at a reference distance of 100 feet. Figures 3 and 4 illustrate the existing and future traffic noise contours within the Noise Element Study Area. The complete FHWA Model results for the roadways are presented in Appendix E.

It is recognized that vehicle speeds, truck percentages, day/night distributions and topographic shielding vary on the roadways within Montague. As a result, it is not feasible to precisely predict existing and future traffic noise levels at the General Plan level. The noise contours shown on Figures 3 and 4 are useful for performing screening analyses to determine if more detailed noise analyses may be warranted for future noise-sensitive development projects.

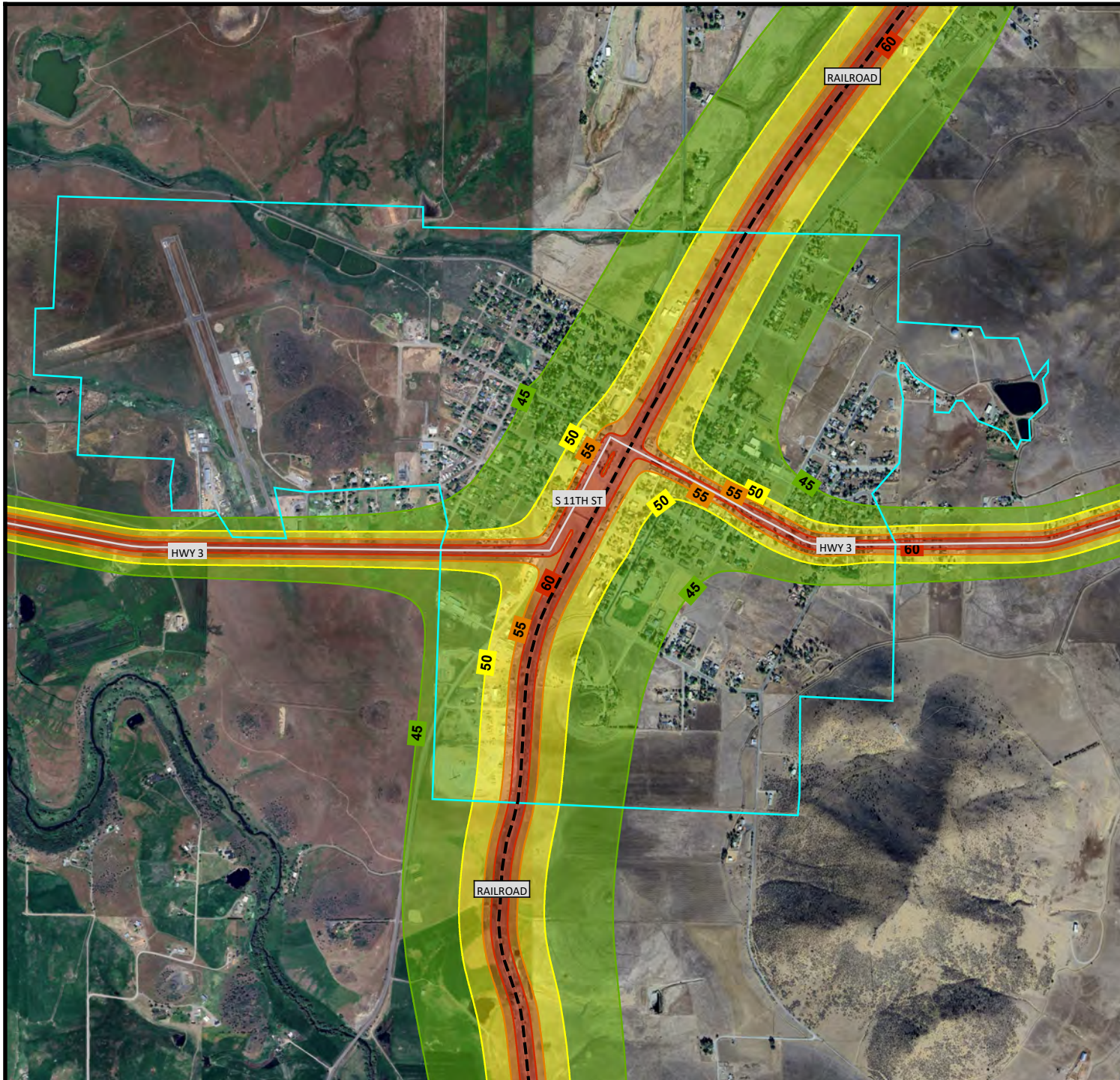


Figure 3

Existing Noise Contours

Montague GP
Noise Element Update

Legend

Contour Scale, Leq [dBA]

	>= 60
	55 - 60
	50 - 55
	45 - 50

Objects

-  City Limits
-  Heavy Rail
-  Major Roadway

Scale

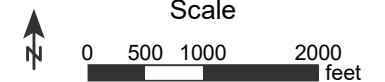


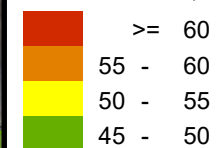
Figure 4

**Future Noise
Contours**

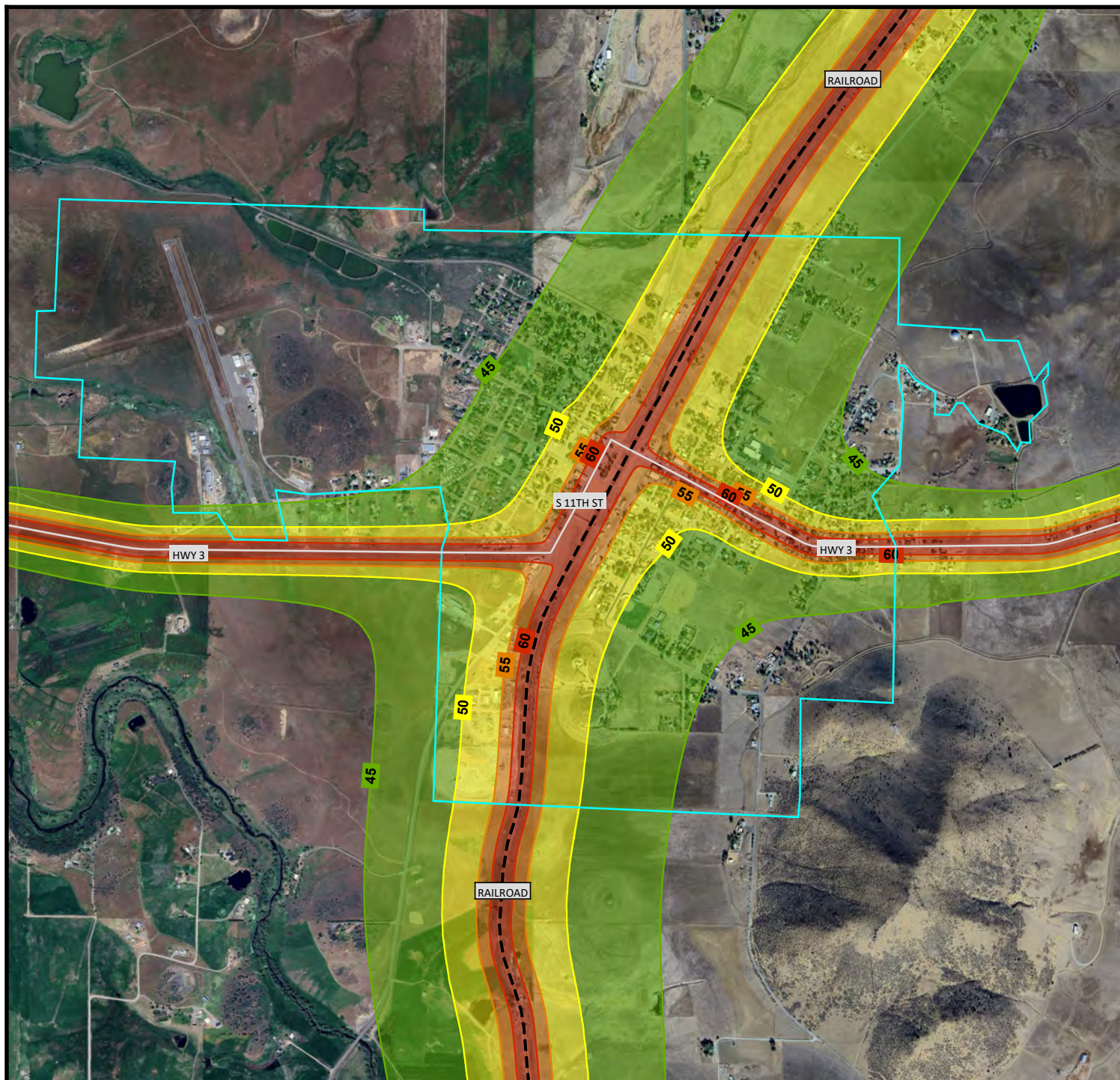
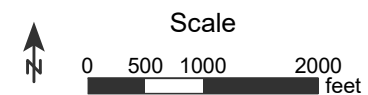
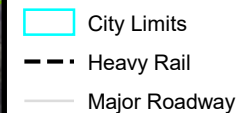
Montague GP
Noise Element Update

Legend

Contour Scale, Leq [dBA]



Objects



Railroad Noise

Railroad operations in Montague occur on the railroad tracks which generally run north-south through town. The location of the railroad tracks are shown on Figure 2. During the 48-hour ambient noise survey period, four (4) apparent railroad operations occurred in Montague. Due to at-grade railroad crossings at city streets, railroad warning horns are used in town. The precise number of daily railroad operations in town is unknown, and is likely variable. Community noise survey Site LT-2 was approximately 130 feet from the railroad tracks, and measured ambient noise levels at that location registered 61-66 dB DNL. However, because monitoring Site LT-2 was also affected by noise from traffic on Highway 3, the actual noise from railroad operations in Montague is predicted to be approximately 60 dB DNL or less at a reference distance of 100 feet from the railroad tracks. Existing and future railroad noise exposure contours are presented on Figures 3 and 4, respectively.

Parks, School Playgrounds, Rodeo Grounds

Children playing on school playgrounds, at neighborhood parks or even in yard areas of residential daycares can generate sound levels which could be considered by some to be objectionable. Typical noise levels associated with groups of children playing at a distance of 50 feet can range from 50 to 60 dB L_{eq} , with maximum noise levels ranging from 65 to 75 dB L_{max} . Actual noise generation will depend on the orientation and proximity of the play areas to the proposed sensitive uses, the number of children using the play areas at a given time, and the types of activities the children are engaged in.

Montague-Yreka Airport Noise

The Montague-Yreka Airport, also known as Yreka Rohrer Field, is located on the west side of Montague, as shown in Figure 2. The airport consists of one main runway (RWY 15-33), which is approximately 3,350 feet in length. Operations at the airport consist primarily of single and twin-engine general aviation propeller driven aircraft. Aircraft operations at this airport average approximately 73 per week (airnav.com). Aircraft operations have reportedly increased in recent years due to an influx of operations by United Parcel Service (UPS).

The noise contours for the Montague-Yreka Airport are outdated and are not considered to be representative of existing or projected future operations. As a result, the airport noise contours are not considered to accurately reflect actual aircraft noise exposure in the vicinity of Montague. Although Montague is not considered to be appreciably affected by elevated noise related to operations at this Airport, the noise contours for this Airport should be updated.

Construction

During the construction phases of projects, whether for new residential or commercial construction, or roadway improvement projects, noise from construction activities adds to the noise environment in the immediate project vicinity. Activities involved in typical construction would generate maximum noise levels, as indicated in Table 3, ranging from 76 to 90 dBA at a distance of 50 feet.

Table 3
Construction Equipment Reference Noise Levels

Equipment Description	Maximum Noise Level at 50 feet [dBA]
Air compressor	80
Backhoe	80
Ballast equalizer	82
Ballast tamper	83
Compactor	82
Concrete mixer	85
Concrete pump	82
Concrete vibrator	76
Crane, mobile	83
Dozer	85
Generator	82
Grader	85
Impact wrench	85
Loader	80
Paver	85
Pneumatic tool	85
Pump	77
Saw	76
Scarifier	83
Scraper	85
Shovel	82
Spike driver	77
Tie cutter	84
Tie handler	80
Tie inserter	85
Truck	84

Source: Federal Transit Administration Noise and Vibration Impact Assessment Manual, Table 7-1 (2018)

General Business and Light Industrial Use Noise

Existing or planned commercial/industrial operations may result in noise impacts when they are proposed near noise-sensitive land uses, or when noise-sensitive land uses are proposed near commercial or industrial noise sources.

Typical noise sources within Montague include, but are not limited to, the following:

- A. Manufacturing and steel stamping operation at Scobie Street
- B. Auto repair facility on Montague Grenada Road
- C. Sand and gravel operations on Montague Grenada Road
- D. Baseball games at Diggle Field
- E. Rodeo activities at Scobie Street
- F. Tire services on Montague Granada Road
- G. Park and pickleball activities surrounding Montague City Hall

The noise emissions of these types of uses are dependent on many factors, and are therefore, difficult to quantify precisely. Nonetheless, noise generated by these uses contribute to the ambient noise environment in the immediate vicinity of these uses, and should be considered where either new noise-sensitive uses are proposed nearby or where similar uses are proposed in existing residential or other noise-sensitive areas.

Summary of Existing and Projected Noise Conditions in Montague

In general, Montague is a fairly quiet city and significant increases in ambient noise levels within the City are not expected in the future, nor is substantial development of noise-generating or noise-sensitive land uses. Nonetheless, where new development is proposed, care should be taken by City Planning Department staff to identify areas of potential land-use incompatibility with respect to noise and apply the Noise Element policies accordingly.

Goals and Policies

Background on Criteria for Acceptable Noise Exposure

The State Office of Planning and Research (OPR) Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The OPR guidelines contain a land use compatibility table which describes the compatibility of different land uses with a range of environmental noise levels in terms of L_{dn}. A noise environment of 60 dB L_{dn} or less is considered to be normally acceptable for residential uses according to those guidelines.

The U.S. Environmental Protection Agency (EPA) also offers guidelines for community noise exposure in the publication “Information on the Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety”. These guidelines consider occupational noise exposure as well as noise exposure in the home. The “Levels Document” recognizes an exterior noise level of 55 dB L_{dn} as a goal to protect the public from hearing loss, activity interference, sleep disturbance and annoyance. The EPA notes, however, that this level is not a regulatory goal, but is a level defined by a negotiated scientific consensus without concern for economic and technological feasibility or the needs and desires of any particular community. The EPA and other Federal agencies have suggested land use compatibility guidelines which indicate that residential noise exposures of 55 to 65 dB L_{dn} are acceptable.

The U.S. Environmental Protection Agency has also prepared a Model Community Noise Control Ordinance, using L_{eq} as the means of defining allowable residential noise level limits. The EPA model contains no specific recommendations for local noise level standards, but reports a range of L_{eq} values as adopted by various local jurisdictions. The mean daytime residential noise standard reported by the EPA is 57 dBA (L_{eq}), and the mean nighttime residential noise standard is 52 dBA (L_{eq}). Other state laws and regulations regarding noise control are directed towards aircraft, motor vehicles and noise in general.

The California Vehicle Code sets noise emission standards for new vehicles including autos, trucks, motorcycles and off-road vehicles. Performance standards also apply to all vehicles operated on public streets and roadways. Section 216 of the Streets and Highways Code regulates traffic noise received at schools near freeways.

Noise Element Goals

The Noise Element of the Montague General Plan provides a basis for comprehensive local policies to control and abate environmental noise and to protect the citizens of Montague and its economic base against land use incompatibilities. The specific goals of this Noise Element are as follows:

- Goal 1** To protect the existing and future citizens of Montague from the harmful effects of exposure to excessive noise.
- Goal 2** To protect existing noise-sensitive land uses from encroachment by new uses that would generate noise levels which are incompatible with those uses, and to discourage new noise-sensitive land uses from being developed near sources of high noise levels.
- Goal 3** To recognize that noise is an inherent by-product of many land uses and to protect the economic base of Montague by preventing the encroachment of noise-sensitive land uses into areas affected by existing noise-producing uses.
- Goal 4** To provide sufficient information regarding the community noise environment so that existing and potential future noise impacts may be effectively addressed in the land use planning and project review processes.
- Goal 7** To develop strategies for abating excessive noise exposure through appropriate mitigation measures in combination with appropriate zoning to avoid incompatible land uses.

Noise Element Policies

Traffic and Railroad Noise

The following policies shall apply to new development proposals within the City of Montague which are affected by either traffic, railroad or aircraft noise. These standards do not apply to existing noise-sensitive land uses which are currently exposed to traffic, railroad, or aircraft noise.

- Policy 1** The noise level standards for noise-sensitive areas of new uses affected by traffic, aircraft, or railroad noise sources in Montague are shown by Table 1.
- Policy 2** Where the noise level standards of Table 1 are predicted to be exceeded at new uses proposed within Montague which are affected by traffic, aircraft or railroad noise, appropriate noise mitigation measures shall be included in the project design to reduce projected noise levels to a state of compliance with the Table 1 standards at the noise-sensitive areas of the proposed uses.
- Policy 3** For new developments proposed in areas exposed to railroad noise, the exterior noise level standards of Table 1 shall be increased by 5 dB DNL. This policy recognizes that railroad events, while loud, are short in duration and that, during railroad passbys, single-event noise at exterior spaces remains relatively high regardless of whether exterior noise mitigation has been implemented. As a result, the goal of this policy is to minimize the extent by which railroad noise barriers may be required near the railroad tracks in Montague.
- Policy 4** The City shall encourage local law-enforcement agencies to enforce the vehicle noise level limits specified within the California Motor Vehicle Code.

Table 1
Noise Standards for New Uses Affected by Traffic, Aircraft or Railroad Noise
Montague Noise Element

Land Use	Noise Sensitive ¹ Outdoor Area – DNL ⁷	Noise Sensitive Interior Spaces ^{2,3}	
		DNL ⁷	Leq ^{5,8}
Residential	65	45	---
Mixed Use Residential	---	45	---
Uptown Town Center S.P. Area (UTCSP) Residential (review map boundary)	70	45	---
Transient Lodging, Hospitals ⁴ & Nursing Homes	65	45	---
Theaters & Auditoriums	---	---	35
Churches, Meeting Halls, Libraries	65	---	40
Schools ⁶	---	---	40
Office/Professional	65	---	45
Commercial/Retail Buildings	---	---	50
Playgrounds, Parks, etc.	70	---	---
Industrial	---	---	50

Notes:

- Noise sensitive areas are defined in the acoustic terminology section. Where there are no sensitive exterior spaces proposed as part of the new use, only the interior noise level standards shall apply.
- Interior noise level standards are applied within noise-sensitive areas of the various land uses, with windows and doors in the closed positions.
- If the proposed use is exposed to railroad noise, in addition to the interior noise standards shown, a maximum (L_{max}) noise level standard of 70 dB shall be applied to all sleeping rooms to reduce the potential for sleep disturbance during nighttime train passages.
- Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.
- As determined for a typical worst-case hour during periods of use.
- Exterior areas of school uses are not typically noise-sensitive. As a result, the standards for schools are focused on the interior office and classroom spaces.
- DNL = Day – Night Average Level (also denoted L_{dn}). Represents 24-hour average of noise with noise occurring during nighttime hours (10 pm to 7 am) penalized by 10 dB prior to averaging.
- Leq = Average or “Equivalent” noise level. Represents the energy average of all noise occurring during a given period (typically 1-hour).

Fixed (Non-Transportation) Noise Sources

The following policies shall apply to new development proposals which are either affected by existing locally-regulated noise sources or proposed uses which would include noise sources which are regulated at the local level. Fixed noise sources do not include vehicles on public roadways but do include sources of noise originating from either a fixed or variable position on private property.

- Policy 5** The interior and exterior noise level standards for noise-sensitive areas of new uses affected by existing fixed noise sources in Montague are shown by Table 2. Where the noise level standards of Table 2 are predicted to be exceeded at a proposed noise-sensitive areas due to existing fixed noise sources, appropriate noise mitigation measures shall be included in the project design to reduce projected noise levels to a state of compliance with the Table 2 standards within the identified noise-sensitive areas of the proposed new development.
- Policy 6** Where a project would result in the introduction of new fixed noise sources where such sources do not currently exist, the noise generation of those sources shall be mitigated so as not exceed the interior and exterior noise level standards of Table 2 at existing noise-sensitive areas in the project vicinity.
- Policy 7** If a noise-generating use is proposed adjacent to vacant lands currently zoned for uses which may be developed with exterior noise sensitivity, the noise generating use shall be responsible for mitigating its noise generation to a state of compliance with the Table 2 standards using reasonable assumptions pertaining to both the likely sensitivity of the receiving land use and the noise generation of the project. At such time as that noise-sensitivity is introduced on the nearby vacant parcel(s), the proposed noise-generating use will be responsible for complying with the City's Noise Ordinance standards
- Policy 8** Due to variations in types of both noise-generating and noise-sensitive land uses, as well as variations in ambient conditions in the City, the City shall have the ability to set noise standards which are up to 5 dB higher or lower than the Table 2 standards if determined appropriate by the Planning Commission and/or City Planning department staff.

Table 2
Noise Standards for Locally Regulated (non-transportation) Noise Sources
Montague Noise Element

Receiving Land Use	Period ³	Exterior Areas ¹		Interior Spaces ²	
		Lmax ⁴	Leq ⁵	Lmax ⁴	Leq ⁵
Residential	Day	75	55	60	45
	Evening	70	50	55	40
	Night	65	45	45	35
Mixed Use Residential	Day	---	---	60	45
	Evening	---	---	55	40
	Night	---	---	45	35
Transient Lodging Hospitals ⁶ & Nursing Homes	Day	75	60	60	45
	Evening	75	55	55	40
	Night	70	50	45	35
Theaters & Auditoriums	Day	75	55	40	35
	Evening	70	50	40	35
	Night			40	35
Churches, Meeting Halls, Libraries	Day	75	55	55	45
	Evening	70	50	55	40
Schools ⁷	Day	---	---	55	40
	Evening	---	---	55	40
Office/Professional	Day	80	60	60	45
	Evening	75	55	60	45
Commercial/Retail Buildings	Day	80	60	60	50
	Evening	75	55	60	50
Playgrounds, Parks, etc.	Day	75	55	---	---
	Evening	75	55	---	---
Industrial	Day	80	60	60	50
	Evening	75	55	60	50

Specific Notes:

1. Noise sensitive areas are defined acoustic terminology section.
2. Interior noise level standards are applied within noise-sensitive areas of the various land uses, as defined in the acoustic terminology section, with windows and doors closed.
3. Daytime hours = 7 am – 7 pm, Evening hours = 7 pm – 10 pm, Nighttime hours = 10 pm – 7 am.
4. Lmax = Highest measured sound level occurring during a given interval of time (Typically 1 hour).
5. Leq = Average or “Equivalent” noise level during the worst-case hour in which the building is in use.
6. Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.
7. Exterior areas of school uses are not typically noise-sensitive. As a result, the standards for schools are focused on the interior office and classroom spaces.

General Notes Applicable to All Noise Standards and Land Uses:

- a. Where the noise source in question consists of speech or music, or is impulsive in nature, or contains a pure tone, the noise standards of this table are reduced by 5 dB.
- b. Where ambient noise levels exceed the noise level standards shown above, the noise standards shall be increased in 5 dB increments to encompass the ambient.
- c. Reductions in the noise standards for noise sources identified in general note “A” above shall be applied after any increases warranted by elevated ambient conditions prescribed in general note “B”, subject to verification through a noise study.

Transportation Projects & Criteria for Determining Significant Increases in Traffic Noise

Policy 9 For capacity enhancing roadway or rail projects, the construction of new roadways or railways, or projects which will substantially increase traffic on the local roadway network, a noise analysis shall be prepared. If pre-project traffic noise levels already exceed the noise standards of Table 1 and the increase is significant as defined below, noise mitigation measures should be considered to reduce traffic and/or rail noise levels to a state of compliance with the Table 1 standards. A significant increase is defined as follows:

Pre-Project Noise Environment (DNL)	Significant Increase (dB)
Less than 60 dB	5+ dB
60 - 65 dB	3+ dB
Greater than 65 dB	1.5+ dB

Policy 10 If noise-reducing pavement is to be utilized in conjunction with a roadway improvement project, or if such paving exists adjacent to a proposed new noise-sensitive land use, the acoustical benefits of such pavement shall be included in the noise analysis prepared for the project.

General Noise Policies

Policy 12 All noise analyses prepared to determine compliance with the noise level standards contained within this Noise Element shall:

- Be the responsibility of the applicant.
- Be prepared by qualified persons experienced in the fields of environmental noise assessment and architectural acoustics.
- Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.
- Estimate projected future (20 year) noise levels in terms of the Standards of Tables 1 and 2, and compare those levels to the adopted policies of the Noise Element.
- Recommend appropriate mitigation to achieve compliance with the adopted policies and standards of the Noise Element.
- Estimate interior and exterior noise exposure after the prescribed mitigation measures have been implemented.

- Policy 13** Noise analyses prepared for multi-family residential projects, townhomes, mixed-use, condominiums, or other residential projects where floor ceiling assemblies or party-walls shall be common to different owners/occupants, shall be consistent with the State of California Noise Insulation standards.
- Policy 14** The City's General Plan Noise Element standards contained herein are applicable to proposed new uses. For resolving conflicts between existing uses, the City's Noise Ordinance shall be applicable.
- Policy 15** Where exterior noise mitigation is required to achieve satisfaction with the noise standards of either Tables 1 or 2, the following priorities for mitigation shall be observed where feasible:
- Use of setbacks or open space buffers.
 - Incorporate site planning to orient and/or shield sensitive exterior areas from view of the noise source in question.
 - If the noise source is fixed, utilize quieter equipment or implement noise control treatments at the source.
 - Solid walls should be considered a last resort for the mitigation of exterior noise levels and, if feasible, should be placed on earth berms to lessen their apparent height.
- Policy 16** To provide a comprehensive approach to noise control, the City shall:
- A. Develop and employ procedures to ensure that noise mitigation measures required pursuant to an acoustical analysis are implemented in the project review process and, as may be determined necessary, through the building permit process.
 - B. Develop and employ procedures to monitor compliance with the standards of the Noise Element after completion of projects where noise mitigation measures were required.
 - C. The Noise Ordinance shall be amended to provide that noise standards contained therein will be consistent with the noise standards of this Noise Element.

Vibration

- Policy 17** To reduce impacts from groundborne vibration, all proposals for new uses which would include vibration-generating activities, or for new sensitive uses proposed in proximity to existing sources of vibration (i.e. railroad tracks), shall comply with the vibration standards established by the Federal Transit Administration Transit Noise and Vibration Impact Assessment guidelines (FTA-VA-90-1003-06).

Policy 18 A vibration analysis prepared by a qualified specialist shall accompany all proposals for sensitive land uses located within 100 feet of the railroad tracks in Montague. The analysis shall quantify vibration levels and compare them against the FTA vibration standards. Railroad vibration studies for projects located beyond 100 feet from the tracks shall not be required.

Policy 19 All projects that propose to use heavy construction equipment that has the potential to create vibrations that could cause structural damage to sensitive structures within 100 feet shall be required to submit a pre-construction vibration study prior to the approval of a building permit. Projects shall be required to incorporate specified measures and monitoring identified to reduce impacts. Pile driving or blasting are illustrative of the type of equipment that could be subject to this policy.

Exemptions

Policy 20 The following sources of noise shall be exempt from the provisions of this Noise Element:

- a. Emergency warning devices and equipment operated in conjunction with emergency situations, such as sirens and emergency generators which are activated during power outages. The routine testing of such warning devices and equipment, including generators, is also exempt provided such testing occurs during daytime hours.
- b. All activities occurring at public schools and public school playgrounds and sporting fields, as such activities are not regulated at the local level.
- c. Activities at private schools, parks or playgrounds, provided such activities occur during daytime hours (7 am – 10 pm).
- d. Activities associated with temporary events for which a permit has been obtained from the City (i.e parades, fireworks displays, etc.)
- e. Construction and demolition activities located within 1,000 feet of noise-sensitive land uses provided they occur during normal daytime hours, excluding Sundays and Federal Holidays, subject to the conditions imposed by City permit. For construction activities, daytime hours are defined as 7 am to 7 pm. Construction activities occurring between the hours of 7 pm and 7 am must comply with the interior noise level standards identified in Table 2 unless an exception has been granted by the City Planning Department.
- f. Construction and demolition activities located beyond 1,000 feet of noise-sensitive land uses, subject to the conditions imposed by City permit. For construction activities, daytime hours are defined as 7 am to 7 pm.

- g. In the event of an emergency involving agricultural activities which requires prompt action to protect crops or equipment, the City can exempt noise generated by such action from the provisions of this Element.

References

1. General Plan Guidelines. State of California Office of Planning and Research (OPR). https://opr.ca.gov/docs/OPR_Appendix_D_final.pdf
2. United States Environmental Protection Agency (EPA). *Model Community Noise Control Ordinance, using L_{eq} as the means of defining allowable residential noise level limits.* <https://www.nonoise.org/library/epamodel/epamodel.pdf>
3. *California Vehicle Code.* https://california.public.law/codes/ca_sts_and_high_code_section_216
4. *Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108).*
5. State of California Department of Transportation (Caltrans), Annual Traffic Counts. <https://dot.ca.gov/programs/traffic-operations/census/traffic-volumes>
6. FTA. 2018 (September) Federal Transit Administration Publication. *Transit Noise and Vibration Impact Assessment Manual.* https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

Appendix A

Acoustical Terminology

Ambient Noise	The distinctive acoustical characteristics of a given area consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
Attenuation	The reduction of noise.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response. All noise level measurements and noise standards associated with this Health and Safety / Noise Element are provided in terms of A-weighted sound levels.
Capacity Enhancing	A roadway project which would increase roadway capacity. Examples include new roadway construction projects or widening projects. Projects which only re-stripe or otherwise alter roadway configuration without increasing capacity are not included in this definition.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
Decibel or dB	Fundamental unit of sound, defined as ten times the logarithm of the ratio of the sound pressure squared over the reference pressure squared.
Fixed Noise Source	Fixed noise sources refer to sources of noise occurring on private property which are not regulated at the local level. They may be fixed in a certain position or mobile on the private property, but do not include mobile vehicles on public roadways or aircraft operations. For example, the City of Montague cannot regulate how much noise a car on a public roadway can generate, as such levels are regulated at the state level. However, the City can regulate the level of noise that is generated on private property as it affects other properties. Traffic on public roadways, and aircraft in flight cannot be regulated at the local level.
Frequency	The measure of the rapidity of alterations of a periodic acoustic signal, expressed in cycles per second or Hertz.
Infill Project	A project which is consistent with the General Plan Land Use Map designations, zoning, and community plan for the property in which at least 50% of the project site is bounded by similar uses and a project which would not expand the perimeter of the development area.
DNL (Ldn)	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
L_{eq}	Equivalent or energy-averaged sound level.
L₅₀	Median noise level, or level exceeded 50% of time.
L_{max}	The highest root-mean-square (RMS) sound level measured over a given period of time.
Loudness	A subjective term for the sensation of the magnitude of sound.
Noise	Unwanted sound.

Appendix A (continued)

Acoustical Terminology

Noise Reducing Pavement	Pavement types for which local studies have identified noise-reducing benefits.
Sensitive Outdoor Areas	The primary outdoor activity area associated with any given land use at which noise-sensitivity exists and the location at which the City's exterior noise level standards are applied. Additional definitions of sensitive areas of various residential uses follow.
Sensitive Areas of Single-Family Residential uses	Normally considered to be backyards or distinct rear patio/deck areas. Front yard spaces may be identified as the sensitive exterior area if there are no other clearly identifiable private outdoor activity areas proposed as part of the residential property. Elevated balconies, front courtyards, front decks, side yards, etc., are not commonly considered to be sensitive outdoor activity areas. Where the location of outdoor activity areas for large lot residential properties cannot be determined, the City's exterior noise level standards shall be applied within 50 feet of the rear of the residence.
Sensitive Areas of Multi-family Residential Uses	Common outdoor recreation areas, such as pools, tot-lots, tennis courts, etc., of multi-family uses are considered to be the sensitive outdoor area. Individual patios and balconies of multi-family developments are not considered to be sensitive outdoor areas.
Sensitive Areas of Residential Component of Mixed-Use Developments	Mixed-use developments will commonly consist of residential units on elevated floors above office or commercial uses. As a result, such uses may not include a clearly delineated sensitive outdoor area, in which case satisfaction with the City's interior noise level standards will be considered adequate. The exterior noise standards for the residential component of mixed-use developments shall not be applied to patios or balconies facing the noise source (i.e. street).
Sensitive Areas of Non-Residential Uses	The noise-sensitive area of non-residential uses should be evaluated on a case by case basis. For example, the exterior areas surrounding hospitals, schools, and office buildings are not commonly considered to be noise-sensitive, whereas the interior spaces of such uses are noise-sensitive. The noise standards contained in Tables 1 and 2 should only be applied to locations within a proposed use where noise sensitivity can be demonstrated.



Legend

- A** Site LT-1 Facing North
- B** Site LT-1 Facing Southeast
- C** Site LT-2 Facing West
- D** Site LT-2 Facing North

Noise Survey Photographs
City of Montague General Plan
Noise Element Update

Appendix B-1





Legend

- A** Site ST-1 Facing East
- B** Site ST-2 Facing West
- C** Site ST-3 Facing North
- D** Site ST-4 Facing North

Noise Survey Photographs
City of Montague General Plan
Noise Element Update

Appendix B-2



Appendix C-1
Long-Term Ambient Noise Monitoring Results, LT-1
City of Montague General Plan Noise Element Update - Montague, California
Monday, April 8, 2024

Hour	Leq	Lmax	L50	L90
12:00 AM	45	68	29	26
1:00 AM	46	69	26	23
2:00 AM	47	74	25	23
3:00 AM	50	74	32	25
4:00 AM	55	83	33	26
5:00 AM	55	74	40	29
6:00 AM	61	78	50	42
7:00 AM	63	76	59	45
8:00 AM	61	83	54	41
9:00 AM	59	75	50	41
10:00 AM	61	86	52	40
11:00 AM	59	72	54	40
12:00 PM	60	81	53	40
1:00 PM	59	77	52	40
2:00 PM	59	73	53	42
3:00 PM	61	85	55	42
4:00 PM	60	75	56	43
5:00 PM	60	75	55	42
6:00 PM	65	91	50	39
7:00 PM	58	79	47	38
8:00 PM	56	78	41	34
9:00 PM	54	72	40	34
10:00 PM	50	70	34	28
11:00 PM	52	77	32	27

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	65	54	60	61	45	54
Lmax (Maximum)	91	72	79	83	68	74
L50 (Median)	59	40	51	50	25	34
L90 (Background)	45	34	40	42	23	28

Computed DNL, dB	62
% Daytime Energy	88%
% Nighttime Energy	12%

GPS Coordinates
41°43'35.97"N
122°31'44.58"W

Appendix C-2
Long-Term Ambient Noise Monitoring Results, LT-1
City of Montague General Plan Noise Element Update - Montague, California
Tuesday, April 9, 2024

Hour	Leq	Lmax	L50	L90
12:00 AM	44	65	31	27
1:00 AM	46	69	30	26
2:00 AM	48	76	27	25
3:00 AM	51	75	29	24
4:00 AM	53	75	32	26
5:00 AM	56	73	43	33
6:00 AM	60	77	52	44
7:00 AM	63	76	59	47
8:00 AM	61	75	56	43
9:00 AM	60	75	52	40
10:00 AM	59	73	50	38
11:00 AM	65	90	52	40
12:00 PM	60	82	54	40
1:00 PM	60	76	54	42
2:00 PM	59	79	53	40
3:00 PM	65	90	55	42
4:00 PM	60	78	53	40
5:00 PM	60	76	56	42
6:00 PM	59	76	50	41
7:00 PM	56	73	46	37
8:00 PM	55	74	42	36
9:00 PM	51	69	38	35
10:00 PM	48	71	35	33
11:00 PM	48	68	33	30

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	65	51	61	60	44	54
Lmax (Maximum)	90	69	77	77	65	72
L50 (Median)	59	38	51	52	27	35
L90 (Background)	47	35	40	44	24	30

Computed DNL, dB	62
% Daytime Energy	89%
% Nighttime Energy	11%

GPS Coordinates
41°43'35.97"N
122°31'44.58"W

Appendix C-3
Long-Term Ambient Noise Monitoring Results, LT-2
City of Montague General Plan Noise Element Update - Montague, California
Monday, April 8, 2024

Hour	Leq	Lmax	L50	L90
12:00 AM	42	66	35	32
1:00 AM	47	75	32	30
2:00 AM	49	78	31	26
3:00 AM	48	70	34	29
4:00 AM	53	73	37	31
5:00 AM	54	73	45	34
6:00 AM	59	76	53	46
7:00 AM	62	78	58	52
8:00 AM	60	76	53	42
9:00 AM	59	79	49	39
10:00 AM	58	78	47	38
11:00 AM	58	76	51	39
12:00 PM	57	73	51	39
1:00 PM	56	74	51	39
2:00 PM	58	73	52	39
3:00 PM	58	75	53	39
4:00 PM	59	79	53	39
5:00 PM	57	73	52	39
6:00 PM	78	106	47	37
7:00 PM	55	72	46	36
8:00 PM	53	77	43	37
9:00 PM	53	70	42	38
10:00 PM	48	69	38	34
11:00 PM	47	66	38	33

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	78	53	67	59	42	52
Lmax (Maximum)	106	70	77	78	66	72
L50 (Median)	58	42	50	53	31	38
L90 (Background)	52	36	39	46	26	33

Computed DNL, dB	66
% Daytime Energy	98%
% Nighttime Energy	2%

GPS Coordinates
41°43'40.62"N
122°31'34.39"W

Appendix C-4
Long-Term Ambient Noise Monitoring Results, LT-2
City of Montague General Plan Noise Element Update - Montague, California
Tuesday, April 9, 2024

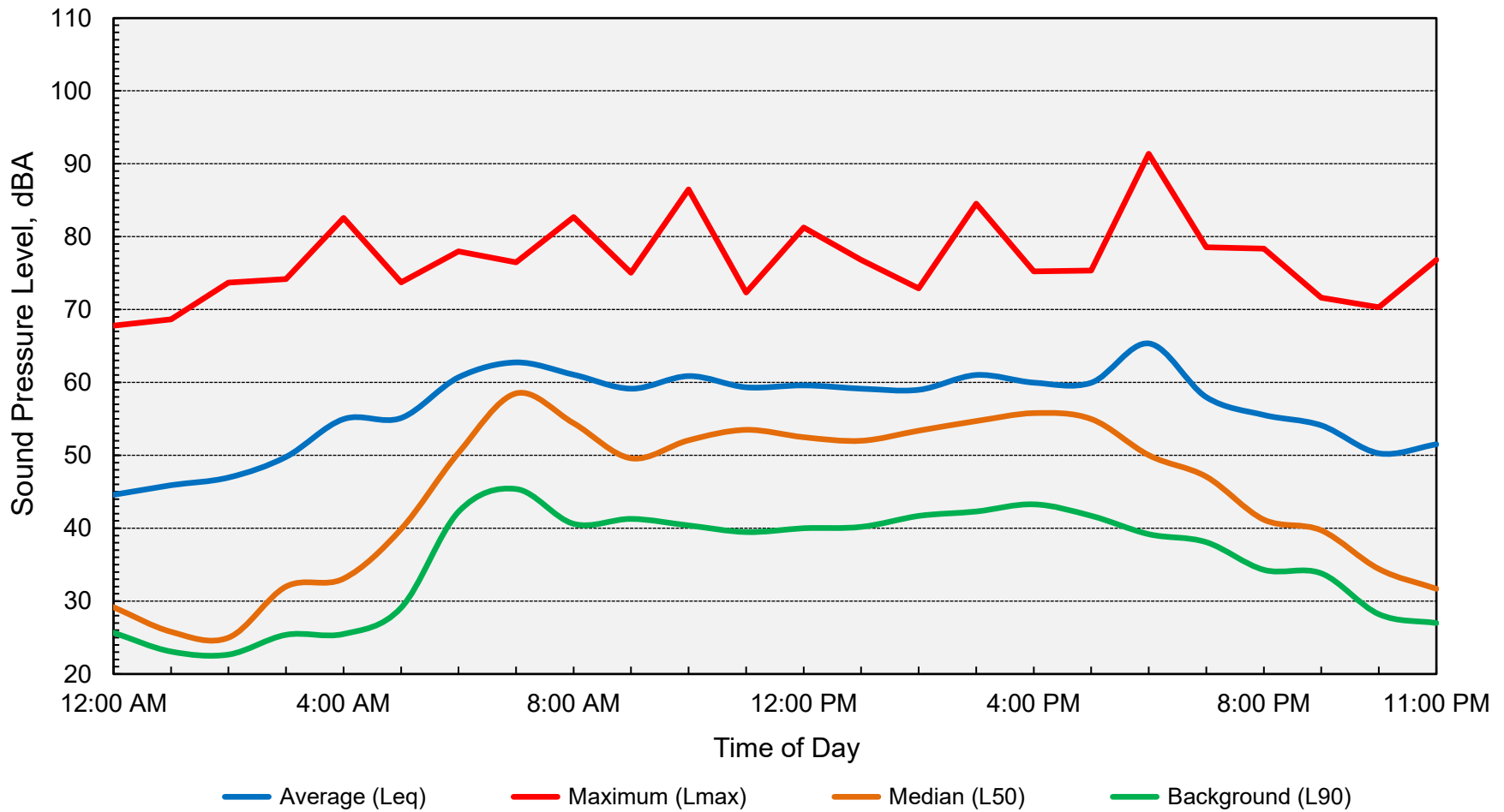
Hour	Leq	Lmax	L50	L90
12:00 AM	45	67	37	33
1:00 AM	47	69	36	32
2:00 AM	48	77	33	30
3:00 AM	48	70	34	29
4:00 AM	51	72	37	32
5:00 AM	55	72	46	35
6:00 AM	59	75	54	47
7:00 AM	61	75	57	49
8:00 AM	59	74	55	42
9:00 AM	56	78	50	41
10:00 AM	55	74	48	38
11:00 AM	62	90	49	40
12:00 PM	65	96	51	42
1:00 PM	56	74	52	42
2:00 PM	56	75	50	37
3:00 PM	67	95	52	39
4:00 PM	56	72	51	39
5:00 PM	56	73	51	39
6:00 PM	60	86	49	40
7:00 PM	54	69	45	36
8:00 PM	53	69	42	37
9:00 PM	51	69	41	38
10:00 PM	47	66	40	38
11:00 PM	48	69	40	37

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	67	51	60	59	45	52
Lmax (Maximum)	96	69	78	77	66	71
L50 (Median)	57	41	49	54	33	40
L90 (Background)	49	36	40	47	29	35

Computed DNL, dB	61
% Daytime Energy	92%
% Nighttime Energy	8%

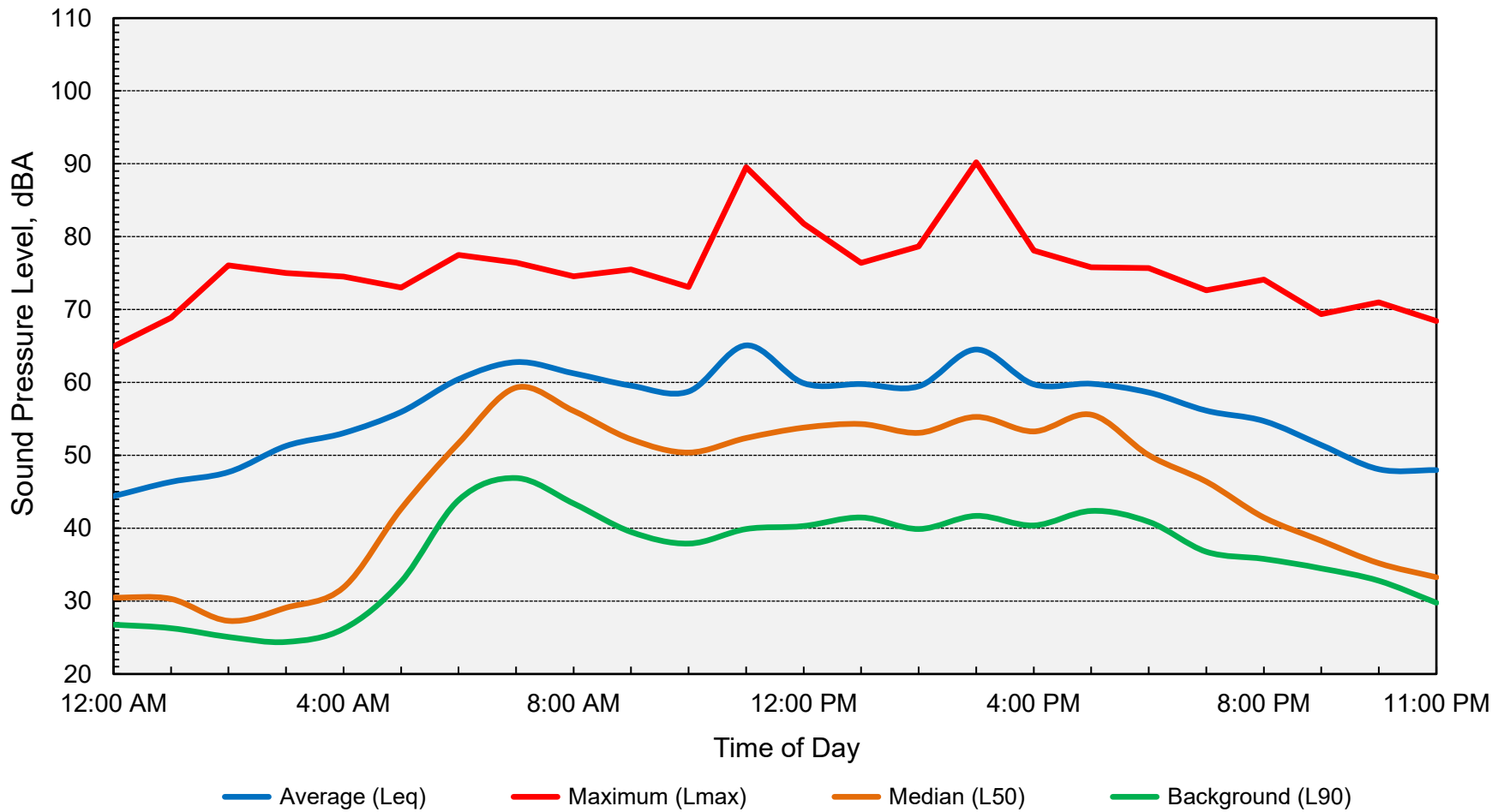
GPS Coordinates
41°43'40.62"N
122°31'34.39"W

Appendix D-1
Long-Term Ambient Noise Monitoring Results, LT-1
City of Montague General Plan Noise Element Update - Montague, California
Monday, April 8, 2024



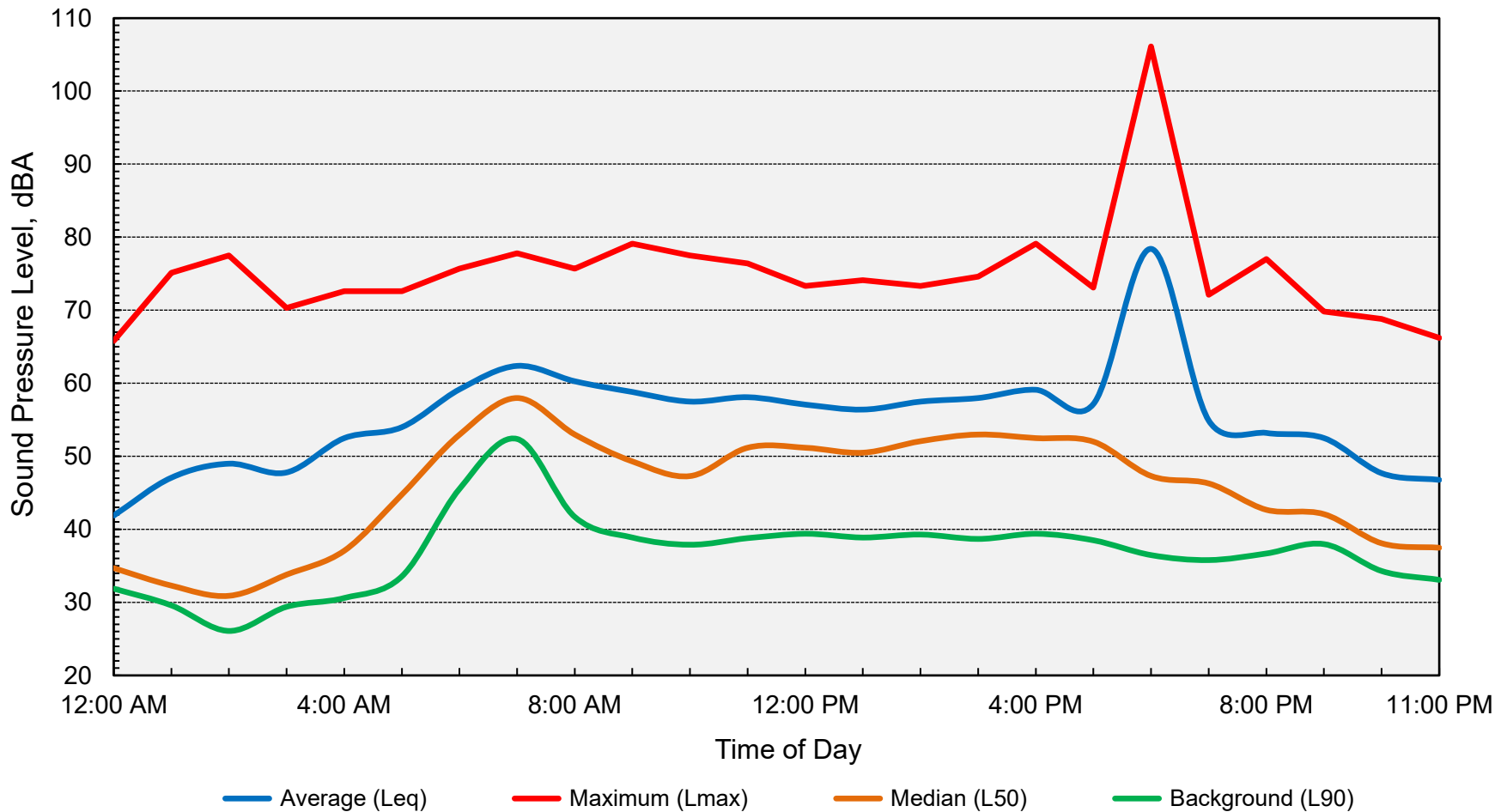
Computed DNL = 62 dB

Appendix D-2
Long-Term Ambient Noise Monitoring Results, LT-1
City of Montague General Plan Noise Element Update - Montague, California
Tuesday, April 9, 2024



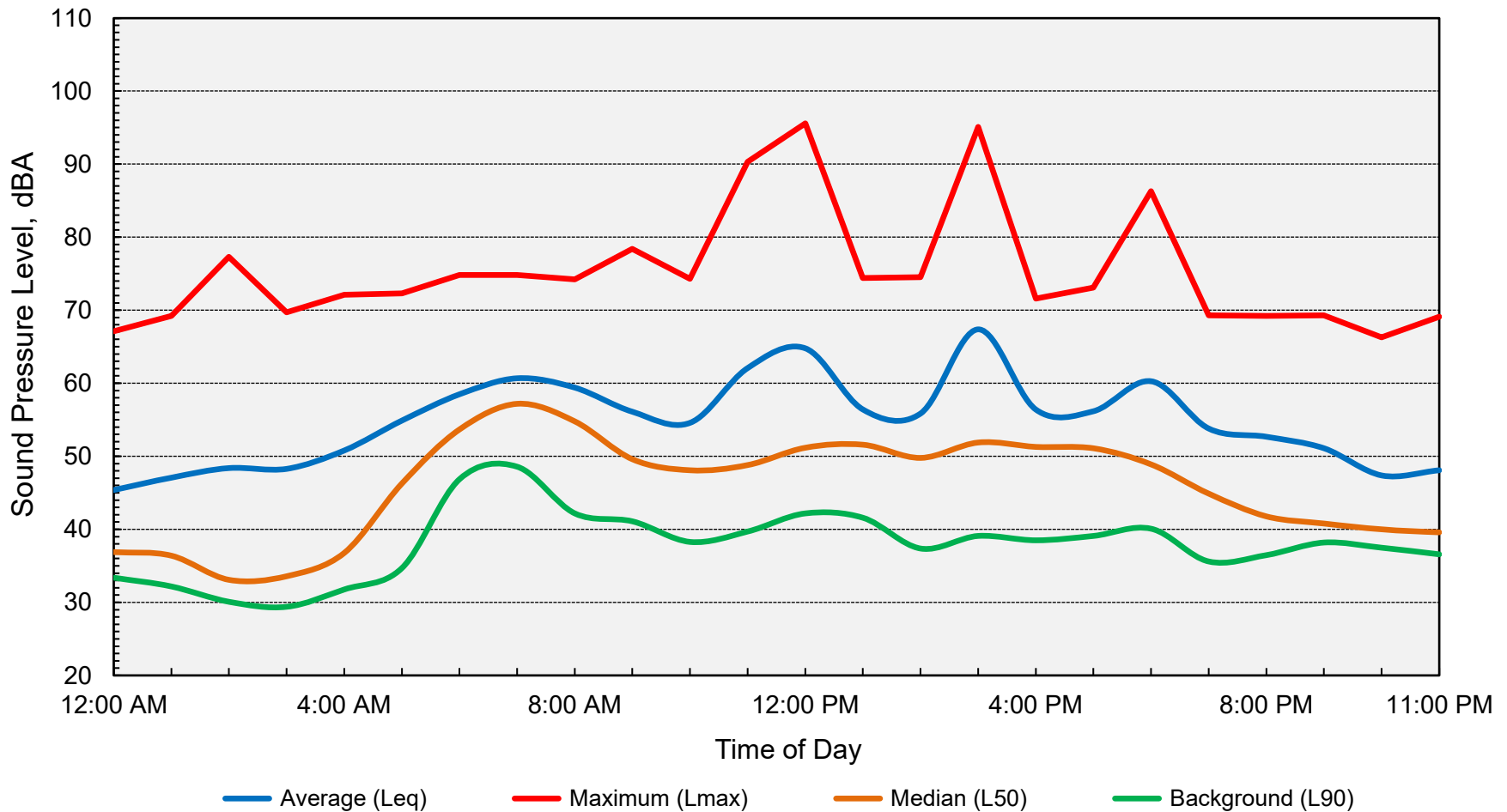
Computed DNL = 62 dB

Appendix D-3
Long-Term Ambient Noise Monitoring Results, LT-2
City of Montague General Plan Noise Element Update - Montague, California
Monday, April 8, 2024



Computed DNL = 66 dB

Appendix D-4
Long-Term Ambient Noise Monitoring Results, LT-2
City of Montague General Plan Noise Element Update - Montague, California
Tuesday, April 9, 2024



Computed DNL = 61 dB

Appendix E
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:

Job Number: 2024-043
Project Name: Montague GP Noise Element Update
Roadway Name: Highway 3 (S 11th Street)

Traffic Data:

Year: Future
Average Daily Traffic Volume: 6,600
Percent Daytime Traffic: 88
Percent Nighttime Traffic: 12
Percent Medium Trucks (2 axle): 4.1
Percent Heavy Trucks (3+ axle): 1.9
Assumed Vehicle Speed (mph): 40
Intervening Ground Type (hard/soft): **Soft**

Traffic Noise Levels:

				----- DNL (dB) -----			
Receiver	Description	Distance	Offset (dB)	Autos	Medium Trucks	Heavy Trucks	Total
Generic	Reference distance of 100 feet	100		58	53	54	60

Traffic Noise Contours (No Calibration Offset):

DNI Contour (dB)	Distance from Centerline (ft)
75	10
70	22
65	47
60	102

Notes: 1. Future ADT volume derived by increasing existing (2022) Caltrans traffic counts by a factor of 2

Exhibit A-3

OPEN SPACE & CONSERVATION ELEMENT

CITY OF MONTAGUE

OPEN SPACE & CONSERVATION ELEMENT UPDATE

October 17, 2024

CITY OF MONTAGUE
230 S. 13TH STREET
MONTAGUE, CA 96064



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5.1 INTRODUCTION

Open space can provide relief from urbanization, improve access to natural areas in and around the community, and present opportunities for habitat preservation and enhancement. The General Plan recognizes that the planning area's open space resources and scenic views also help to define the character of the community, and that Montague's parks and recreation areas are critical to creating a high quality of life for city residents.

Conservation of natural resources is important to the City and is one of the state's three planning priorities (Gov. Code Sec. 65041.1(b)). The implementation of sustainable conservation practices helps to ensure that future generations will have access to the same resources for a healthy environment and economy. And while sustainability is a global issue that extends beyond the City, local land use planning and resource management affect the natural environment, economic vitality, and societal support that contribute to a sustainable community.

For these reasons, the Open Space & Conservation Element identifies natural resources in the planning area; a plan to protect, retain, enhance, and/or develop these resources; areas of the City that provide value in a natural state; and a plan to preserve such areas. In doing so, the Open Space and Conservation Element implements a vision, in coordination with the Land Use Element, to preserve, enhance, and manage the City's open space and natural resources.

5.2 STATUTORY REQUIREMENTS

5.2.1 Open Space Element Requirements

State law requires that general plans include an open space element for the comprehensive and long-range preservation and conservation of open-space land within the jurisdiction. State law defines open space land as any parcel or area of land or water that is devoted to an open-space use and that is designated on a local, regional, or state open-space plan as open space for any of the following purposes:

Preservation of Natural Resources. This category of open space consists of areas necessary for the preservation of natural resources, including areas required for the preservation of plant and animal life, including fish and wildlife habitat; areas required for ecologic and other scientific study purposes; and bays, estuaries, coastal beaches, rivers, streams, banks of rivers and streams, lakeshores, and watershed lands.

Managed Production of Resources. This category consists of open space areas used for the managed production of resources, including forestland, rangeland, agricultural land, and areas of economic importance for food or fiber production; areas required for recharge of groundwater basins; bays, estuaries, marshes, rivers, and streams that are important for the management of commercial fisheries; and areas containing major mineral deposits.

Outdoor Recreation. This category of open space consists of areas used for outdoor recreation, including areas of outstanding scenic, historic, and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas that serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.

Public Health and Safety. This category consists of open space areas established for public health and safety, including areas required for the protection of water quality and water reservoirs, areas required for the protection and enhancement of air quality, and areas that require special

management or regulation because of hazardous or special conditions, such as earthquake fault zones, unstable soil areas, flood plains, watersheds, and areas presenting high fire risks.

Military Installation Mission Support. This category consists of open space areas used to support the mission of military installations, including areas adjacent to military installations, military training routes, and underlying restricted airspace that can provide additional buffer zones to military activities and complement the resource value of the military lands.

Tribal Cultural Resources Protection. This category consists of open space areas established on public property for the protection of Native American historical, cultural, and sacred sites, including sanctified cemeteries, places of worship, religious or ceremonial sites, and sacred shrines.

5.2.2 Conservation Element Requirements

In accordance with state law, general plans are required to include a conservation element that addresses the conservation, development, and utilization of natural resources, including water and its hydraulic force, forests, soils, rivers and other waters, harbors and fisheries, wildlife, and minerals and other natural resources. State law further requires that conservation elements consider the effect of development within the jurisdiction, as described in the land use element, on natural resources located on public lands, including military installations. And conservation elements must identify rivers, creeks, streams, flood corridors, riparian habitats, and land that may accommodate floodwater for purposes of groundwater recharge and stormwater management.

State law provides that conservation elements may also address reclamation of land and waters; prevention and control of water pollution; regulation of land in stream channels and other areas as part of a conservation plan; prevention, control, and correction of erosion; watershed protection; rock, sand, and gravel resources; and flood control.

5.2.3 Other Considerations

In addition to requiring that general plans include open space and conservation elements, state law allows for general plans to be “adopted in any format deemed appropriate or convenient by the legislative body, including the combining of elements” (Gov. Code Sec. 65301(a)). Given the strong interrelationship between open space and conservation issues, the City has chosen to combine discussion of these items into a single Open Space & Conservation Element.

Because not all subject matter addressed by open space and conservation elements will be germane to every city and county, state law provides that general plans address the required subject matter “to the extent that the subject of the element exists in the planning area” (Gov. Code Sec. 65301(c)). Consequently, where a particular subject is not relevant to Montague, it is not addressed by the City’s Open Space & Conservation Element except perhaps to note its absence from the planning area. For example, because the planning area does not contain areas required for ecologic and other scientific study purposes; areas adjacent to military installations, military training routes, and underlying restricted airspace; areas required for the protection and enhancement of air quality; bays, harbors, estuaries, marshes, rivers, and streams that are important for the management of commercial fisheries; coastal beaches, lakeshores, and riverbanks; earthquake fault zones; unstable soil areas; or areas presenting high fire risks, the Open Space & Conservation Element does not discuss these considerations.

5.3 NATURAL RESOURCES

It is desirable through the General Plan process to identify lands or areas that contain natural resources that are an asset to, or are a product of, open space. Undeveloped areas of Montague contain minor drainages, wildlife habitat, and agriculture that help to define the character of the area, as well as floodplains and wetlands that constrain development, facilitate groundwater recharge, and protect water quality. The policies provided in this Open Space & Conservation Element can be an effective means of preserving these resources, especially when paired with the Land Use Element.

5.3.1 Water

5.3.1.1 Streams and Other Surface Waters

The City of Montague is located within the Shasta River Basin of the Klamath River Watershed. The basin is primarily spring-fed and encompasses an area of approximately 793 square miles. The Shasta River and its tributaries are part of the basin's interconnected surface water system. The river begins its journey south of Montague near the base of Mt. Eddy and flows northwest through the Shasta Valley to its confluence with the Klamath River, a distance of approximately 58 miles. Over its course, the Shasta River supports numerous agricultural operations and provides essential fish



Figure 5-1, Shasta River outside of Montague

and wildlife habitat, including cold water refugia for coho and chinook salmon. Although the river is located outside of Montague's planning area, it is the most significant hydrologic feature in the vicinity of Montague as well as the source of much of the City's water supply. Within the City's planning area, surface water features include Oregon Slu (or Oregon Slough), which is a tributary to the Shasta River, Montague Water Conservation District canals, water treatment plant settling ponds, wastewater treatment plant effluent ponds, stock ponds, intermittent drainages, and drainage ditches.

5.3.1.2 Floodplains

Floodplains are critically important components of a watershed because of their ability to convey and store stormwater, protect water quality, and recharge groundwater. As mapped by the Federal Emergency Management Agency (FEMA) National Flood Insurance Program (FIRM Map 06093C1585D) and shown in **Figure 5-5, Natural Resource Constraints**, there are approximately 36.3 acres in Montague within Oregon Slu's 100-year floodplain and an additional 48.8 acres in the City within the slough's 500-year floodplain. The 500-year floodplain extends south from Oregon Slu at the north end of the City through much of the western half of the community and affects numerous developed properties. The 100-year floodplain is significantly better confined to the area surrounding the slough, and the lands affected by it are largely undeveloped.

To prevent flood damage resulting from development in special flood hazard areas, the City enforces flood damage prevention regulations codified in Montague Municipal Code Chapter 15.16 (Flood Damage Prevention). This occurs at the time of development and on as-needed-basis in response to violations. Additionally, the City maintains compliance with and good standing in FEMA's National Flood Insurance Program.

5.3.1.3 Wetlands

Wetlands store water, reduce flood risks, and support wildlife. The U.S. Fish and Wildlife Service (USFWS) maintains the National Wetland Inventory, which is a database of wetlands throughout the United States. The Inventory indicates the presence of wetlands within and adjacent to Montague consisting of "freshwater pond," "freshwater emergent wetland," "freshwater forested/shrub wetland," and "riverine" habitats. The wetland features found in Montague are the same as the surface water features described in Section 5.3.1.1 (Streams and Other Surface Waters) above. These surface waters/wetlands are identified according to their National Wetland Inventory classification in **Figure 5-5, Natural Resources Constraints**.

5.3.1.4 Groundwater Recharge and Water Quality

Montague's watershed is a vital asset to the community in that supplies the City's drinking water, supports agriculture, and provides essential fish and wildlife habitat. Protection and conservation of the watershed resources, both groundwater and surface water, are essential.

Urbanization can have a substantial impact on groundwater recharge and water quality. This is due in large part to the development of impervious surfaces (e.g., roofs, streets, sidewalks, etc.) that increase the volume and rate of runoff and which limit the ability of stormwater to percolate into and be filtered by the soil. Runoff from urban areas often includes contaminants, such as oil and gas, and increased volumes and rates of runoff increase the potential for erosion and sedimentation of surface waters. When these contaminants and sediments are deposited into a receiving waterbody, it can result in impairment of the water body and the loss of fish and wildlife habitat.

In areas unaffected by the creation of impermeable surfaces, groundwater recharge is largely dependent upon the permeability of the overlying soil, the geology of the underlying basin, and the amount of water received. As discussed in Section 5.3.2 (Soils) below, the predominant soil types in Montague are classified as having slow permeability, which is not particularly conducive to groundwater recharge.

Due to the unique volcanic geology of the area, scientists have long known that the Shasta Valley's groundwater system is highly complex. With the passage of the Sustainable Groundwater Management Act in 2014, groundwater sustainability agencies were formed throughout California to evaluate groundwater inputs and uses within the State's groundwater basins. As a result, studies to better understand the specifics of groundwater use in Shasta Valley are giving local agencies and the public a better idea of the scope and extent of this vital natural resource underlying the City.

According to the *Shasta Valley Groundwater Sustainability Plan (GSP)*, as adopted by the Siskiyou County Flood Control and Water Conservation District in 2021, the Shasta Valley Groundwater Basin includes nine distinct geologic units. Although the units are hydrologically interconnected, groundwater availability and groundwater recharge are highly variable among the units. The geologic unit underlying the City of Montague (i.e., the Pleistocene Debris Avalanche)

was formed by a catastrophic debris avalanche on ancestral Mount Shasta that deposited volcanic rock and other materials across approximately 260 square miles of the Shasta Valley. The deposits range in thickness from about 650 to 1,000 feet on the lower slopes of Mount Shasta to about 20 feet along the Shasta River near Montague. As it relates to groundwater recharge, the GSP notes that the Pluto's Cave Basalt, which is an adjacent geologic unit in the southeastern portion of the Shasta Valley "critically influences groundwater storage and recharge in the Valley, contributing large volumes of water to wells and springs." Recharge to Pluto's Cave Basalt is reported to occur from "precipitation, percolation from irrigation and leaky water conveyance ditch losses, and groundwater underflow associated with meltwater from snowfall on the Cascade Range." As a result, the most important locations for groundwater recharge of the underlying groundwater basin are situated well outside of the City's planning area. Within the planning area, groundwater recharge is best facilitated within and adjacent to drainage ditches, irrigation canals, and Oregon Slu.

According to the California Department of Water Resource (DWR), water quality in the Shasta Valley Groundwater Basin is characterized as magnesium bicarbonate and calcium bicarbonate type water, with some areas affected by high magnesium, iron, fluoride, nitrate, chloride, sodium, sulfate, hardness, and total dissolved solids. Due to persistent taste and odor-related issues with Montague's water supply, significant upgrades were made to the City's water treatment plant in 2014 that resolved these issues.

5.3.1.5 *Municipal Water Supply*

Montague has long been challenged by the lack of available water in the area and by the quality of its water. During the City's formative years, attempts were made to convey water from the Klamath River and from the headwaters of the Sacramento River to Montague, both of which ended in failure. To address this challenge and supply irrigation water to users in the Shasta Valley, the Montague Irrigation District was formed in 1925. Shortly thereafter, Dwinnell Dam was completed near Weed to store waters from the Shasta River and Parks Creek, and canals and ditches were developed to convey the stored water to District customers. Ever since that time, the City of Montague has contracted with the District, presently known as the Montague Water Conservation District (MWCD) for its water supply.

The MWCD provides the City with water from three different sources depending upon the time of the year. During most of the year, the City is supplied water from Dwinnell Dam and Reservoir (i.e., Lake Shastina) or the Flying L well located below the reservoir. During late December through March, the City receives its water (when available) from the Little Shasta River.

As discussed in the Circulation Element, due to emergency drought conditions and a lawsuit challenging the legality of Dwinnell Dam and Reservoir, a diversion was constructed on the Shasta River in 2014 to serve Montague more efficiently. At first proposed as a temporary solution to address an emergency situation, the MWCD has been working with the State Water Resources Control Board, Division of Water Rights towards permanent use of the diversion for the City.

5.3.2 *Soils & Mineral Resources*

5.3.2.1 *Soil Types and Their Characteristics*

According to the U.S. Department of Agriculture's Natural Resources Conservation Service (NRCS), which classifies soils throughout the United States, the predominant soil types in Montague are various types of Montague clay (61.3 percent), Salisbury loam (10.4 percent),

Settlemeier loam (8.2 percent), and Lithic Haploxerolls-Rock outcrop complex (5.1 percent). The characteristics of these soil types are summarized in **Table 5-1, Soil Types, Locations & Characteristics**.

**TABLE 5-1
SOIL TYPES, LOCATIONS & CHARACTERISTICS**

Soil Type	Location	Characteristics
#192 - Montague clay, 0 to 2 percent slopes	Majority of land within City, including large portion of airport property. (Approx. 716 acres)	Moderately deep, well drained soils that formed in fine textured alluvium weathered from tertiary volcanic rocks, high shrink-swell potential, slow permeability, slow runoff, and slight to moderate hazard of wind and water erosion.
#193 - Montague clay, 2 to 9 percent slopes		
#194 - Montague cobbly clay, 0 to 9 percent slopes		
#195 - Montague variant clay, 0 to 9 percent slopes		
#217 - Salisbury clay loam, 0 to 2 percent slopes	Approx. 122 acres between E. Scobie Street and southern city limits boundary.	Moderately deep, well drained soils that formed in mixed materials weathered from metamorphic sediments, rhyolite, tuff and basalt, moderate shrink-swell potential, slow permeability, medium to high runoff, and slight to moderate hazard of wind and water erosion.
#218 - Salisbury clay loam, 2 to 9 percent slopes		
#220 - Salisbury gravelly clay loam, 5 to 9 percent slopes		
#221 - Salisbury cobbly loam, 0 to 9 percent slopes		
#222 - Settlemeier loam, 0 to 2 percent slopes	Approx. 96 acres between Oregon Slough and UPRR railroad tracks.	Very deep, poorly drained soils that formed in alluvium from mixed rock, moderate shrink-swell potential, slow permeability, very slow to slow runoff, and moderate hazard of wind and water erosion.
#177 - Lithic Haploxerolls-Rock outcrop complex, 0 to 65 percent slopes	Approx. 85 acres comprised of landslide deposits associated with ancestral Mount Shasta.	Very shallow, excessively drained soil with very high runoff formed from igneous and metamorphic rock.
#185 - Mary loam, 2 to 9 percent slopes	Approx. 46 acres at the southeast corner or city limits.	Moderately deep, well drained soils with medium to rapid runoff and moderately slow permeability that formed in material weathered from coarse grained extrusive igneous bedrock.
#186 - Mary loam, 9 to 15 percent slopes		
#187 - Mary stony loam, 2 to 50 percent slopes		
#159 - Jenny clay, 0 to 2 percent slopes	Approx. 29 acres within Oregon Slu's 500-year floodplain	Very deep, well drained soils with medium to rapid runoff and slow permeability that formed in alluvium from extrusive igneous rocks.

5.3.2.2 Mineral Resources

The Surface Mining and Reclamation Act (SMARA) of 1975 mandates that the State Mining and Geology Board (SMGB) and California Department of Conservation Division of Mines and Geology (currently the California Geological Survey) prepare a mineral resource report for each county to help identify and protect mineral resources in areas subject to urban expansion or other land use changes that preclude mineral extraction. If the SMGB classifies an area of statewide significance, the city or county with land use authority is required to establish a



Figure 5-2, Shasta Valley avalanche debris pile

mineral resource management policy and designate the area in its general plan as having important minerals to be protected. SMARA further requires that prior to the city or county permitting a use that may threaten the potential to extract minerals in a designated area, the city or county would need to prepare a statement specifying its reasons for permitting the use. The State has not yet prepared a mineral resource report for Siskiyou County or classified any areas within or adjacent to Montague as being of statewide significance.

Mining has been an important industry in Siskiyou County since gold was discovered near Yreka in 1851, and mining does occur in the City, albeit not for gold. The only mining operation in Montague is an approximately 11.47-acre quarry located at the southern entrance to the City along S. 11th Street. The quarry mines aggregate from a small hill, or hummock, deposited there by a massive debris avalanche on ancestral Mount Shasta roughly 380,000 to 330,000 years ago. A few hundred of these deposits are distributed throughout the Shasta Valley; however, few exist in the planning area and where they do occur, residential uses have been established on adjacent parcels or nearby. For this reason, no other mineral extraction operations presently occur within the planning area and none are anticipated in the future.

In accordance with SMARA, Montague's only mine operates with an approved reclamation plan and financial assurances are in place to ensure reclamation of the site occurs (Mine ID 91-47-0048). The quarry operates on land designated and zoned for heavy industrial uses and is well-buffered from potentially incompatible uses. Consistent with the site's zoning, the mine's reclamation plan provides for the site to be leveled and made suitable for industrial uses with an all-weather, graveled surface once mining is complete.

5.3.3 Forests and Vegetation

Although forestry remains an important, albeit significantly reduced, industry in Siskiyou County, there are no forested lands within the planning area. According to the California Wildlife Habitat Relationships System maintained by the California Department of Fish and Wildlife, vegetation in Montague consists of "annual grassland." Additionally, the National Land Cover Database (2021) maintained by the U.S. Geological Survey (USGS) classifies most of Montague as "developed" at varying intensities with pockets of "grasslands/herbaceous," "shrub/scrub," and "cultivated crops" ground cover. Lands in the Sphere of Influence are predominantly classified by USGS as "pasture/hay," "cultivated crops," and "grasslands/herbaceous."

5.3.4 Fish and Wildlife

Most notable of the fish and wildlife species in the planning area are the mule deer (*Odocoileus hemionus*) known for comfortably strolling through Montague and eating the landscaping in residents' yards. While natural and developed areas of the City offer forage for the species, the "yard deer," as they are affectionally known, are likely spillovers from the Little Shasta Valley and other preferred habitats east of Montague where the herd spends most of its time. And though concerns have been raised about the decline of the mule deer population in several areas of the State, including in Siskiyou County, the species is not at risk or potentially at risk of extinction or extirpation, and no state or federal protection status has been afforded to or proposed for the species.

5.3.4.1 Special-Status Species



Figure 5-3, Greater sandhill crane at the Shasta Valley Wildlife Area

Species whose persistence are at risk or potentially at risk in a given area or across their native habitats are designated for protection by governmental agencies such as the California Department of Fish and Wildlife (CDFW) and U.S. Fish and Wildlife Service (USFWS). These species are commonly referred to as special-status species. Risk factors to a special-status species' persistence or population's persistence include habitat loss, increased mortality (take, electrocution, etc.), invasive species, and toxins.

According to the California Natural Diversity Database (CNDDDB) maintained by the CDFW, there are a variety of special-status wildlife, insect, and plant species with the potential to occur in Montague's planning area. These species include golden eagle (*Aquila chrysaetos*), greater sandhill crane (*Antigone canadensis tabida*), tricolored blackbird (*Agelaius tricolor*), American badger (*Taxidea taxus*), northwestern pond turtle (*Actinemys marmorata*), Lower Klamath marbled sculpin (*Cottus klamathensis polyporus*), steelhead (*Oncorhynchus mykiss irideus*), Crotch's bumble bee (*Bombus crotchii*), Franklin's bumble bee (*Bombus franklini*), western bumblebee (*Bombus occidentalis*), woolly balsamroot (*Balsamorhiza lanata*), serpentine cryptantha (*Cryptantha dissita*), Siskiyou clover (*Trifolium siskiyouense*), single-flowered mariposa-lily (*Calochortus monanthus*), and Yreka phlox (*Phlox hirsuta*). No public lands in the planning area have been identified as containing critical habitat for these species, with the nearest USFWS identified critical habitat located approximately 9.5 miles west of Montague.

5.3.4.2 Shasta Valley Wildlife Area

Located a short distance (< 2 miles) east of Montague, the Shasta Valley Wildlife Area provides City residents and others additional opportunities for passive and active recreational opportunities, as well as the State and region excellent opportunities for wildlife conservation. According to CDFW, which manages the property, the Shasta Valley Wildlife Area contains approximately 4,700 acres of Great Basin juniper woodland, riparian forest, seasonal wetlands, and crop lands with 14,179' Mt. Shasta as a backdrop. Wildlife encountered there include some

of special-status species noted above, such as greater sandhill crane, as well as North American porcupine (*Erethizon dorsatum*), hoary marmot (*Marmota caligata*), and coyote (*Canis latrans*), and various species of waterfowl, raptors, and shorebirds.

5.3.5 Air Quality

The federal Clean Air Act requires the U.S. Environmental Protection Agency to establish ambient air quality standards for six criteria air pollutants: ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, lead, and suspended particulate matter. The California Clean Air Act also sets ambient air quality standards, which are more stringent than the federal standards and which include four additional pollutants. When the air quality in a geographic area meets or is cleaner than federal and/or state standards, the area is considered to be in attainment of the standard. Because air contaminants can result from activity outside the area and are not geographically contained, however, an exceedance of a standard is not necessarily related to a violation of the standard for the area.

Different air quality pollutants have been monitored in Siskiyou County over the years, however, the only pollutants that currently receive continuous monitoring are ozone (O₃) and fine suspended particulate matter (PM_{2.5}). Ozone monitoring has been in place in Siskiyou County since 1981 and PM_{2.5} monitoring was added in 2005. The air quality monitoring station is operated by the Siskiyou County Air Pollution Control District in Yreka, approximately 4.5 miles west of Montague.

Ozone occurs naturally in the upper atmosphere; however, it can also be created in the lower atmosphere when exhaust emissions and other pollutants react with sunlight. Exposure to ozone can irritate the respiratory system and result in decreased lung function, aggravated asthma, and possible lung damage with persistent exposure. According to the California Air Resources Board, ozone levels in Siskiyou County consistently meet federal and state air quality standards.

Fine suspended particulate matter, or PM_{2.5}, consists of tiny solid or liquid particles (approx. 0.0001 inch or less) that can easily enter and be deposited in the lungs. Although the composition of PM_{2.5} varies, typical sources include power plants, wildfires, industrial facilities, automobiles, and other sources of combustion. Inhalation of fine suspended particulate matter can cause coughing, phlegm, wheezing, and other physical discomfort, as well as increased rates of respiratory and cardiovascular illness with long-term exposure. Recent research has found that long-term exposure to PM_{2.5} can also substantially increase a person's risk of developing Alzheimer's disease and related dementia. According to the California Air Resources Board, although Siskiyou County remains classified as being in attainment of state and federal PM_{2.5} standards, there have been ongoing, seasonal exceedances of PM_{2.5} for the past several years due to wildfires.



Figure 5-4, Wildfire burning on nearby national forest land

5.4 PALEONTOLOGICAL, CULTURAL, AND HISTORIC RESOURCES

5.4.1 Paleontological Resources

Paleontological resources, or fossils, are the evidence of once-living organisms preserved in the geologic record. They include both the fossilized remains of prehistoric plants and animals as well as signs of their existence (e.g., tracks, imprints, burrows, etc.). Fossils are considered to be greater than 5,000 years old and are typically preserved in sedimentary rocks. Although rare, fossils can also be preserved in volcanic rocks and low-grade metamorphic rocks under certain conditions. Intrusive igneous rocks, high-grade metasedimentary, and metavolcanic rocks are incapable of preserving paleontological resources due to the high temperatures and/or pressures required for their formation.

Although several fossils have been found in Siskiyou County, and pre-Cambrian, Paleozoic, Mesozoic, and Pleistocene sedimentary and metasedimentary deposits in the County are classified as having a high potential to yield paleontological resources, no unique geological or paleontological resources have been documented within the City or are known to occur in Montague.

5.4.2 Tribal Cultural Resources

The City of Montague is within the ethnographic territory of the Shasta people. Traditional Shasta land extends from just north of the Oregon state line south to the Scott Mountains and east from Mount Shasta to the Salmon and Marble Mountains in the west. It is estimated that prior to Euro-American contact, the Shasta's population was approximately 6,000 but that due to introduced diseases and violent conflict with settlers and soldiers, the population was reduced to around 300 people within a few short decades. Today, the descendants are principally affiliated with the Shasta Indian Nation, Quartz Valley Indian Community, and Shasta Nation.

Consultation with the Shasta is essential to accurately identifying open spaces opportunities and to protecting sensitive cultural resources, including sanctified cemeteries, places of worship, religious or ceremonial sites, and sacred shrines, if any are present. In accordance Government Code Section 65352.3, the City contacted tribal representatives identified by the California Native American Heritage Commission (NAHC) to invite formal consultation for the purpose of protecting tribal cultural resources as part of the General Plan update. Individuals contacted include representatives of the Shasta Indian Nation, Quartz Valley Indian Community, Shasta Nation, Karuk Tribe, Modoc Tribe, and several others. No tribal representative requested formal consultation or submitted comments or concerns regarding the City's General Plan update. Additionally, the NAHC completed a Sacred Lands File search of the planning area at the request of the City, the results of which were negative (i.e., no records of tribal cultural resources were located).

Although no responses were received and no tribal cultural resources are known to occur in Montague, the City recognizes the potential for the inadvertent discovery of tribal cultural resources during future development activities in the City, as provided for in the Land Use Element. This includes the possibility of the unanticipated and accidental discovery of human remains. For this reason, the City complies with and requires compliance with state law, including California Public Resources Code Section 5097.98 and California Health and Safety Code Section 7050.5.

5.4.3 Historic Resources

Montague was founded in 1887 with the completion of the railroad through the Shasta Valley. The City is named for Samuel S. Montague, the man who engineered the California line of the Oregon & California Railroad through Siskiyou County to connect San Francisco with Portland, Oregon in 1887 (among other notable accomplishments). With completion of the railroad through Montague, Montague became a bustling town and major thoroughfare, receiving cattle drives and other goods for transport. As a result, there are numerous historic structures in the City that help to define Montague's character and which add to the City's charm. Although none of the buildings are listed in the National Register of Historic Places or the California Register of Historical Resources, and no official historic district has been established as a means to preserve these structures, most of the structures are in close proximity to one another such that a district could readily be formed. This includes 14 commercial structures in the downtown area that date to the late 1800s and early 1900s, and a few residential dwellings that may also be worthy of historic recognition and preservation. Therefore, to better protect and preserve Montague's historic character and charm, the City desires to work with owners of historic properties in the downtown area to evaluate the potential creation of a historic district or similar mechanism for protection of these resources.

5.5 AGRICULTURAL RESOURCES

Agricultural land conservation can be a foundation for more permanently preserving lands at the edge of cities for their intrinsic open space values. When agricultural activities produce self-sustaining revenue, agricultural conservation can be amongst the most cost-effective means of protecting open space, promoting infill development, and preserving the unique rural cultural character of communities. Agricultural lands can also play an important role in maintaining connectivity of conserved lands and preserving wildlife corridors and wetlands.

There is relatively little agriculture in the City when compared to unincorporated lands surrounding the City. The agricultural uses found in Montague consist primarily of grazing and hay production, 4-H projects, and non-commercial agriculture, such as keeping horses. The City supports these uses through its application of land use and zoning regulations. Most agricultural uses are located in the southeast area of the City where sewer and water utilities are limited.

As outlined in the U.S. Department of Agriculture's *Land Inventory and Monitoring (LIM) Project for Siskiyou County, Central Part, and Butte Valley-Tule Lake Area Soil Surveys*, the only soil type occurring in the City that meets the criteria for "prime farmland" is Jenny Clay, 0 to 2 percent slopes (#159). This soil type is limited to approximately 29 acres in a central, mostly developed area of the community where commercial agriculture, were it to occur and depending upon how it occurs, may not be compatible with surrounding uses. Nevertheless, undeveloped property in this area could support development of less intensive agricultural uses, such as a community garden. Additionally, a few of Montague's predominant soil types, Montague clay (#192) and Salisbury clay loams (#217 and #218), meet the criteria for "farmland of statewide importance." Montague clay underlies much of the community, including substantial development, and Salisbury clay loams are located in the southeast area of the City and support residential and limited agricultural uses.

The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) classifies most lands within the City as "urban and built-up land" due to development. Additionally, small areas are classified as "grazing land," "other land," and "farmland of statewide importance."

Lands within the Sphere of Influence are classified as grazing land and farmland of statewide importance.

An important tool for preserving land for agricultural uses is the California Land Conservation Act, better known as the Williamson Act. The Williamson Act program was envisioned as a way for local governments to integrate the protection of open space and agricultural resources into their overall strategies for planning urban growth patterns. To do so, the Williamson Act program enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. Private land within locally designated agricultural preserve areas is eligible for enrollment under contract. The minimum acreage for enrollment under the Williamson Act is 100 acres and the term for contracts is ten years. Since the contract term automatically renews on each anniversary date of the contract, however, the actual term is essentially indefinite. Landowners receive substantially reduced property tax assessments in return for enrollment under a Williamson Act contract. Nevertheless, there is only one property enrolled in a Williamson Act contract within the Sphere of Influence, and there are no Williamson Act contract lands in the City.

5.6 ENERGY

As discussed in the Circulation Element, there are no electrical energy production facilities in Montague. Pacific Power provides electrical service to the City and surrounding area.

State and local agencies regulate the use and consumption of energy through various methods and programs. As a result of the passage of Assembly Bill 32 (the California Global Warming Solutions Act of 2006), which seeks to reduce the effects of Greenhouse Gas (GHG) emissions, a multitude of state regulations have been enacted to reduce energy use and GHG emissions. Many of these regulations are implemented and enforced at the local level through energy efficiency requirements in the building permit application process.

The Siskiyou County Building Department, which the City contracts with for plan check and building inspection services, ensures that all new construction complies with the standards in effect on the date a building permit application is made, including the Energy Efficiency Standards and Green Building Standards in Title 24 of the California Code of Regulations. Although the City does not have any additional energy conservation requirements or standards in place, energy and efficiency incentive programs for residential and commercial customers are regularly offered by Pacific Power and the State of California.

5.7 PARKS AND RECREATION

The City aims to preserve, maintain, and enhance a network of open space that connects compatible natural resource areas, parks, and recreation areas and which provides access to key destinations in the community. This will allow for pedestrian, bicycle, and wildlife circulation, as well as opportunities for passive recreation.

5.7.1 Existing Parks and Recreation Areas

Public parks and recreation areas in Montague are currently owned and managed by the City, with the Montague Elementary School District providing additional recreation area and facilities for youth-related activities. Montague's recreational amenities presently include tennis and pickleball courts, baseball fields, rodeo grounds, playgrounds, picnic areas, basketball courts, horseshoe pits, and a swimming pool.

During the General Plan update, residents were surveyed and asked their opinions about the adequacy of the City's parks and recreation facilities. A majority of respondents indicated the City's existing parks and recreation facilities adequately address the needs of the community, with some offering recommendations for minor improvements and maintenance. However, when asked about desired improvements, most respondents noted at least one or two improvements that they would like to see added to the community. Of those, walking and running trails were most frequently noted.



Figure 5-4, Montague City Pool

Trails are also an important element of outdoor recreation. As discussed in the Circulation Element, the City presently has a very limited active transportation network that it would like to build upon. City-owned land east of the airport, particularly land within the floodplains associated with Oregon Slu, could be enhanced and co-managed for public access and flood control, and trails connected with other pedestrian and bike friendly areas in the community to promote recreation and active transportation.

The City's current open space for outdoor recreation is summarized in **Table 5-2** below and shown on **Figure 5-6, Parks and Recreation**.

TABLE 5-2, INVENTORY OF PARKS AND RECREATION AREAS

		Acres
City Parks / Recreation Areas	City Park	2.75
	Railroad Park	0.92
	Hoag Park	2.98
	Diggles Field	5.11
	Rodeo Grounds	5.48
SUBTOTAL		21.24
Other Public and Quasi-Public Facilities	Elementary School grounds	5.71
TOTAL		26.95

5.7.2 Quimby Act

Local governments in California provide an important role in the establishment of parkland and open space for recreational purposes. The Quimby Act (California Government Code Section 66477) authorizes cities and counties to pass ordinances requiring developers to set aside land, donate conservation easements, or pay in-lieu fees for park improvements. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of existing park facilities, although they may be used for park rehabilitation.

The intent of the Quimby Act is to assist local municipalities in providing adequate open space for their citizenry by requiring developers to mitigate the impacts of residential development projects. The provisions give authority for passage of land dedication ordinances only to cities and counties. However, if an agency other than a city or county is responsible for providing recreational services, the agency ultimately is the recipient of the land dedication and/or in-lieu fees.

Local Quimby Act ordinances must include definite standards for determining the proportion of land to be dedicated and the amount of the fee to be paid. Further, in order for the City to be able to enforce a Quimby Act ordinance, the ordinance must be in effect for a period of at least thirty days prior to the filing of the tentative map of the subdivision or parcel map.

In accordance with the Quimby Act, the City of Montague maintains park and recreation land dedication requirements in Montague Municipal Code Chapter 16.42 (Park and Recreational Land Dedications and In Lieu Fees), which the City implements at the time of subdivision approval.

5.8 CONSERVATION, DEVELOPMENT & UTILIZATION OF NATURAL RESOURCES

Natural resource conservation offers many rewards. The preservation of water-related resources can reduce flooding, improve water quality, and increase resiliency to drought. Trees planted in parks and yards and along streets and parking areas are an effective, low technology means of staying cool during summer, reducing energy demand, and achieving other social, environmental, and economic benefits. Conservation of environmental and agricultural resources is also one of the State's three planning priorities and helps to achieve State climate goals.

Understanding the natural resources within Montague and the methods for conserving them helps ensure community needs are balanced with environmental conservation and climate change considerations. Most natural resource conservation issues are closely related to open space preservation. Protection of open space is a means of protecting the watershed, reducing pollution, and conserving wetlands and other resources.

The goals, policies, and programs in this element, along with the Land Use, Safety, and Circulation Elements, seek to balance new development in the City with the conservation, development, and utilization of natural resources.

5.9 EFFECT OF DEVELOPMENT ON OPEN SPACE AND NATURAL RESOURCES

Planning for new development in Montague should consider and protect natural resources within and around the City, and it does so in different ways. The City's municipal code includes building and subdivision standards that protect public health and safety from development in flood hazard areas, and it provides for the protection of biological resources in open space areas. Additionally, **Figure 5-5, Natural Resources Constraints** is included below to identify the locations of natural resources in the City that may require permits or other approvals from state and federal agencies prior to development or disturbance of the underlying land.

The Natural Resources Constraints map does not restrict development of property by the City. Rather, the intent of the map is to help assure a sensitive form of development that protects identified natural resources, preserves biodiversity and important natural habitats, and reduces hazards due to flooding. To achieve this, the Natural Resource Constraints map combines FEMA's floodplain data with USFWS's National Wetlands Inventory data to indicate the presence

of federal development regulations set forth by FEMA and USFWS to protect property owners from flood damage and to protect sensitive natural habitats. By including this information in the General Plan Open Space & Conservation Element, it indicates to property owners, developers, and city staff the presence of potential limitations to development in these areas and the need for additional review prior to building permit issuance and/or project approval.

It is also important to note that in addition to permits or other approvals from FEMA and USFWS, prior to the disturbance of wetlands or the bed, bank, or channel of surface waters, additional permits or other approvals may be required from the U.S. Army Corps of Engineers, California Department of Fish and Wildlife, and California Water Resources Control Board.

The goals, policies, and programs in this element, along with the Land Use, Safety, and Circulation Elements, seek to balance new development with the preservation of the City's natural resources.

5.10 CORRELATION WITH OTHER ELEMENTS

Some of the topics addressed in the Open Space & Conservation Element overlap with and are also addressed by other elements of the General Plan. For example, floodplains and flood risk reduction are also addressed in the Safety Element, and Land Use Element policies that promote efficient use of land and infill development are intended to support growth of the community without unnecessarily converting agriculture or other open space to an urban use. As discussed in the Noise Element, open space can also be used to buffer incompatible land uses from one another, such as noise sensitive uses from noise generating sources. Accordingly, the Open Space & Conservation Element should be used in combination with the other Elements to ensure full implementation of all General Plan resource-related policies.

5.11 OPEN SPACE ACTION PLAN

Government Code Section 65564 requires that every local open space plan contain an action program consisting of specific programs that the legislative body intends to pursue in implementing its open space plan. Thereafter, any action by the city or county by which open space land is acquired or disposed of, or its use restricted or regulated, needs to be consistent with the local open space plan. In the case of Montague, the open space plan is the Open Space and Conservation Element, and the open space program consists of the goals, policies, and programs in Section 5.12 (Open Space and Conservation Element Goals, Policies & Programs), which follows.

5.12 OPEN SPACE AND CONSERVATION ELEMENT GOALS, POLICIES & PROGRAMS

GOAL OSC-1: Welcoming, inclusive, and safe parks, recreation facilities, and activities to serve city residents regardless of age, ability, or income.

GOAL OSC-2: A comprehensive system of interconnected open space areas that maximizes the potential for habitat preservation, compatible recreation, and scenic views.

GOAL OSC-3: Preservation of cultural, historical, and paleontological resources.

GOAL OSC-4: Protection of special-status species and other biological resources sensitive to human activities and development.

GOAL OSC-5: A sustainable and high-quality water supply.

GOAL OSC-6: Industries that support the local and regional economy, minimize adverse impacts to the public and environment, and are compatible with development in the City.

GOAL OSC-7: Montague's rural small town atmosphere conserved and enhanced.

GOAL OSC-8: Increased energy efficiency, where possible, to reduce costs and environmental impacts.

GOAL OSC-1: Welcoming, inclusive, and safe parks, recreation facilities, and activities to serve city residents regardless of age, ability, or income.

Policy OSC-1.1: The City supports investment in the maintenance, improvement, and development of parks, recreation facilities, and greenspace to promote active lifestyles, mental health, lifelong learning and development, and environmental health benefits for individual and community wellbeing.

Policy OSC-1.2: The City supports investment in parks, trails, and programs to promote sports, fitness, active transportation, and active lifestyles.

Program OSC-1A: Continue to evaluate and apply for grants and other sources of funding as they become available for the maintenance, improvement, and development of parks, recreation facilities, and greenspace.

Program OSC-1B: Encourage residents, stakeholders, neighborhood groups, businesses, schools, social organizations, and public agencies to volunteer and partner in the maintenance and development of city-owned parks and recreation facilities.

Program OSC-1C: Provide a variety of recreation facilities and activities that meet the diverse needs of the community.

Program OSC-1D: Accommodate those with special needs in the City's parks and recreation facilities and programs, including seniors and people with disabilities, and meet the requirements of the Americans with Disabilities Act.

Program OSC-1E: Coordinate with the Siskiyou County Sheriff's Office in the planning for safe and secure parks and recreation areas.

Program OSC-1E: When planning park renovations and development, incorporate green infrastructure, shade, and vegetation where appropriate.

Program OSC-1F: Design and develop parks, greenspace, and trail corridors to support community respite, wellness, and the mental health benefits found in connections to nature.

Program OSC-1G: Support urban agriculture in private development and public spaces, including home gardens, community gardens, and urban farms.

Program OSC-1H: When planning new parks, recreation facilities, open space, and greenways, ensure adequate funding is available for the ongoing maintenance and operation of these areas.

GOAL OSC-2: A comprehensive system of interconnected open space areas that maximizes the potential for habitat preservation, compatible recreation, and scenic views.

Policy OSC-2.1: The City recognizes that open-space land is a limited and valuable resource that should be conserved wherever possible.

Policy OSC-2.2: The City, in cooperation with other agencies, organizations, and property owners, endeavors to maintain, preserve, and enhance an interconnected system of open space for the community's use, appreciation, and enjoyment and for the preservation and enhancement of natural habitat.

Program OSC-2A: Where practical, improve city-owned open space with designated access points, parking, trails, and other amenities.

Program OC-2B: Provide access to public open space areas, excluding those areas determined to be sensitive to human presence, through a network of pedestrian and bicycle trails that can be adequately managed.

Program OC-2C: Integrate, where feasible, active and passive recreational opportunities with the protection of natural areas

Program OC-2D: Continue to require the dedication of land, improvement of parks and open space, and/or the payment of in lieu fees in accordance with the Quimby Act and the City's Subdivision Ordinance.

Program OC-2E: Maintain a ratio of not less than five acres of park and open space land per 1,000 city residents.

GOAL OC-3: Preservation of cultural, historical, and paleontological resources.

Policy OC-3.1: The City desires to strengthen Montague's identify, safeguard the cultural identity of previously displaced tribes, and preserve the fossil record through protection of the cultural, historical, and paleontological resources in the City.

Policy OC-3.2: The City recognizes that although no paleontological resources or tribal cultural resources, places, features, or objects have been identified in the planning area, projects resulting in ground disturbance have the potential to uncover previously unknown resources.

Program OC-3A: Consult with local Native American Tribes that are traditionally and culturally affiliated with resources that could be affected by city plans or projects, identify areas that may be of tribal cultural significance, and determine appropriate treatment for the areas.

Program OC-3B: When items of historical, cultural, or paleontological significance are discovered, contact a qualified archaeologist or historian to evaluate the find and recommend proper action.

Program OC-3C: Where feasible, incorporate significant archaeological and tribal cultural resource sites into open space areas.

Program OC-3D: Coordinate with the appropriate federal, state, local agencies, and Native American Tribes upon discovery of tribal cultural resources and artifacts.

Program OC-3E Work with affected property owners in the City's historic town center to evaluate the possible creation of a historic district or similar mechanism to protect the historic character and charm of the downtown area.

Program OC-3F: Support interested property owners in the preservation, maintenance, and/or renovation of significant historic resources, consistent with applicable Department of the Interior historic preservation standards.

Program OC-3G: Safeguard the City's railroad identity and history through partnerships with the Montague Historical Society and other appropriate entities for the preservation of records, photographs, physical evidence, and other historic resources associated with Montague's past.

Program OC-3H: Support and encourage the railroad history of the community and the maintenance of significant historic structures and resources in the planning area.

GOAL OC-4: Protection of special-status species and other biological resources sensitive to human activities and development.

Policy OC-4.1: The City supports the restoration and management of natural habitats to improve the resilience of the community and environment to flood, drought, and wildfire hazards.

Program OC-4A: Work with the Siskiyou County Flood Control District, Shasta Valley Resource Conservation District, interested property owners, and other appropriate entities

to restore natural habitats in the planning area and improve the resilience of natural landscapes to hazards like drought, flood, and wildfire.

Program OC-4B: When activities involving modifications within or adjacent to wetland areas are planned or proposed, seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

Program OC-4C: Require buffer areas between development projects and significant watercourses, riparian vegetation, and wetlands.

Program OC-4D: Where practical and feasible, co-manage open space and wetlands for flood control.

GOAL OC-5: A sustainable and high-quality water supply.

Policy OC-5.1: The City collaborates with the State, regional water quality control boards, watermasters, water purveyors, and government agencies at all levels to ensure a safe supply of drinking water and a healthy environment.

Policy OC-5.2: The City supports the development, update, and implementation of groundwater and surface water management plans that emphasize sustainable use and/or water quality protection.

Program OC-5A: Work with local, state, and federal agencies, special districts, private landholders, and the Groundwater Sustainability Agency to promote management practices that protect the watershed and the City's municipal water supply.

Program OC-5B: Reduce soil erosion and sedimentation of water bodies to protect water quality by applying "best management practices" for projects in and around surface waters (e.g., storm drainage maintenance).

Program OC-5C: Integrate stormwater management techniques and low impact development best practices to minimize runoff.

Program OC-5D: Work with the Shasta Valley Resource Conservation District, landowners, and other appropriate entities to implement flood and erosion control measures, manage watershed health, and promote sustainable agricultural practices that reduce the risk of soil degradation, water contamination, and flooding in the community.

Program OC-5E: Develop a water conservation plan to reduce the impact of drought on the City's water supply.

Program OC-5F: Encourage water conservation efforts by residents, businesses, and industry.

Program OC-5G Protect riparian areas and wetlands by requiring setbacks from these features during project review.

GOAL OC-6: Industries that support the local and regional economy, minimize adverse impacts to the public and environment, and are compatible with development in the City.

Policy OC-6.1: The City supports the conservation of agricultural operations that are sustainable, economically viable, and compatible with development in the City.

Policy OC-6.2: The City permits small-scale, non-water-intensive agriculture where compatible with surrounding uses.

Policy OC-6.3: The City requires that all mining activity is properly permitted, conducted in accordance with the State Surface Mining and Reclamation Act of 1975 (SMARA), and that mines are effectively reclaimed.

Program OC-6A: Ensure that non-exempt mineral extraction activities within the City's planning area comply with SMARA, including requirements financial assurances and reclamation plans.

Program OC-6B: Monitor mineral extraction activities to ensure that the operation and reclamation of mined lands is consistent with SMARA.

Program OC-6C: Coordinate with Siskiyou County regarding proposed activities within the Sphere of Influence to ensure that activities which threaten the potential to extract mineral resources on approved sites are not permitted.

Program OC-6D: To protect agricultural uses from urban development, require new development adjacent to agricultural uses to provide fencing and/or establish buffer areas between the urban and agricultural uses.

Program OC-6E: Amend the Zoning Code to provide additional opportunities for urban agriculture and to support limited ancillary retail sales of agricultural products produced in the City.

GOAL OC-7: Montague's rural small town atmosphere conserved and enhanced.

Policy OC-7.1: The City endeavors to safeguard the community from the effects of urban blight.

Program OC-7A: Continue to utilize code enforcement as a means to eliminate property deterioration, and the accumulation of trash and junk that negatively impacts adjacent properties and the appearance of the community.

Program OC-7B: Work with property owners to improve the scenic quality along State Highway 3 as it proceeds through the community.

GOAL OC-8: Increased energy efficiency, where possible, to reduce costs and environmental impacts.

Policy OC-8.1: The City supports increased energy efficiency and the use and deployment of sustainable energy sources.

Program OC-8A: Continue to identify energy efficiency improvements that can be implemented by the City to reduce energy demand and cost, seek grant funding for implementation of the improvements, if necessary, and implement the improvements in a timely manner upon securing funds.

Program OC-8B: Cooperate with federal, state and local governments and other appropriate entities to accomplish energy conservation objectives throughout the State, and inform employees, its contractors, staff and the general public of the need for and methods of energy conservation.

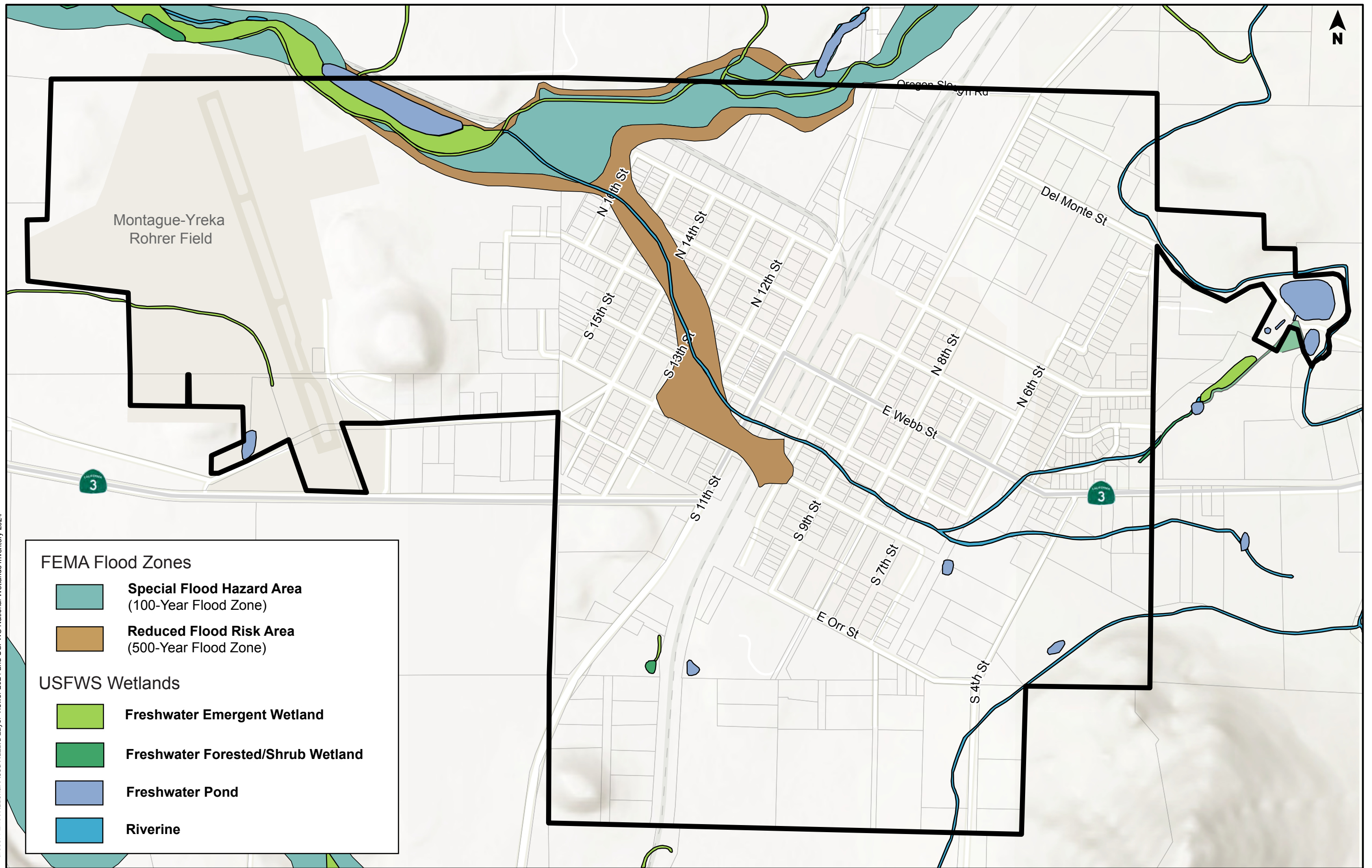


Figure 5-5, Natural Resources Constraints

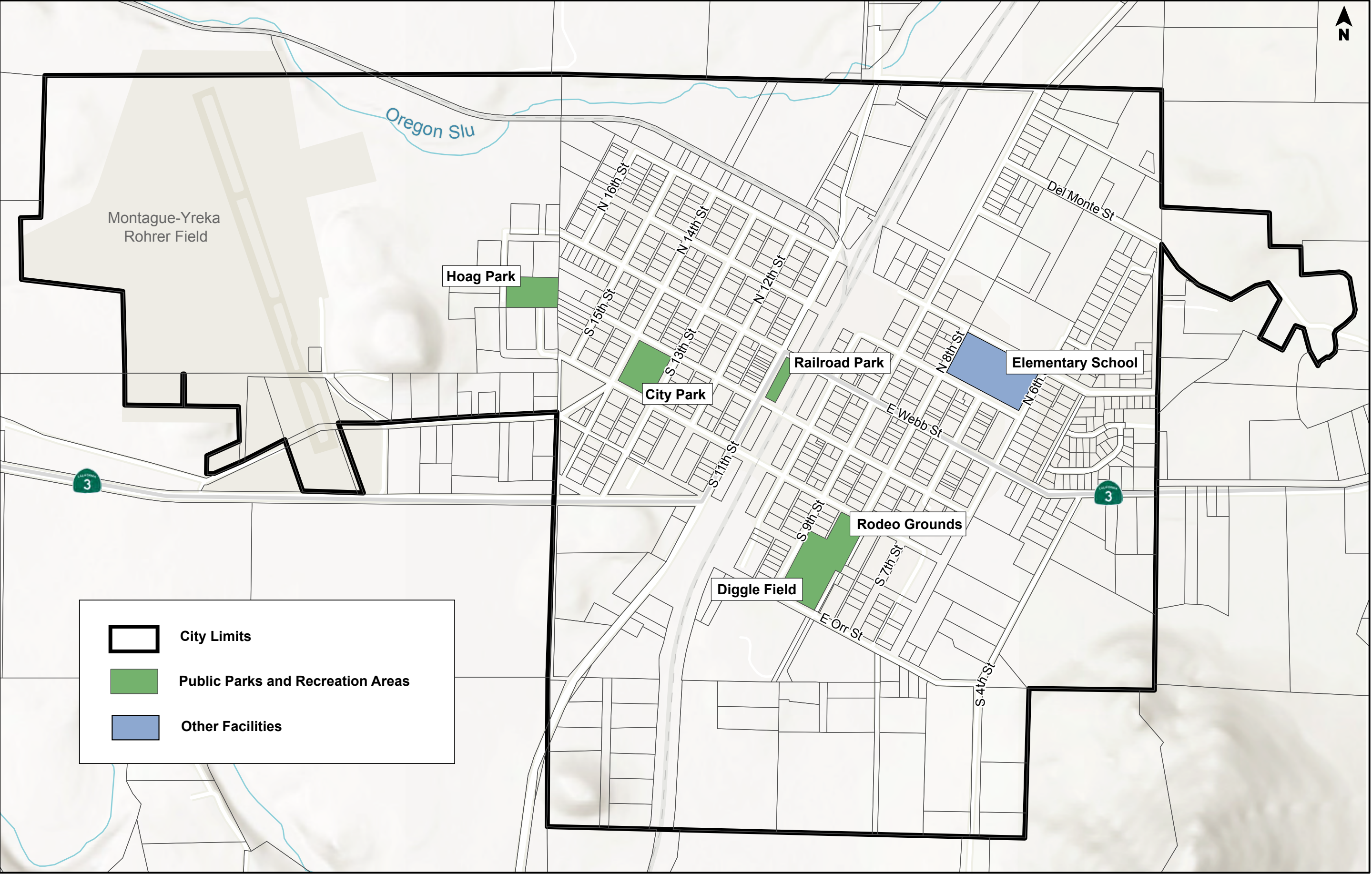


Figure 5-6, Parks and Recreation Areas

ATTACHMENT B

PLANNING COMMISSION RESOLUTION 24-06

(ADOPTED OCTOBER 16, 2024)

RESOLUTION 24-06

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MONTAGUE RECOMMENDING THE CITY COUNCIL OF THE CITY OF MONTAGUE ADOPT THE DRAFT CIRCULATION, NOISE, AND OPEN SPACE & CONSERVATION ELEMENT UPDATES

WHEREAS, the City of Montague was awarded a SB 2 Planning Grant (19-PGP-13834) and a Local Action Planning Grant (20-LEAP-14930) from the California Department of Housing and Community Development to prepare and update various planning documents to facilitate housing opportunities; and

WHEREAS, included in the grant awards was funding to update the City of Montague General Plan, including the Land Use, Housing, Circulation, Noise, Open Space & Conservation, and Safety Elements; and

WHEREAS, the update to City of Montague General Plan is needed to ensure that the General Plan meets current state requirements, that it continues to represent the community's vision for itself, and that it provides the guidance necessary to accomplish this vision; and

WHEREAS, due to the use of planning grants with completion deadlines that differ, the General Plan is being developed in phases; and

WHEREAS, the present phase provides for development and adoption of the Circulation, Noise, Open Space & Conservation Elements of the General Plan; and

WHEREAS, the City of Montague Planning Commission held workshops to solicit public input on the draft Circulation Element, Noise Element, and Open Space & Conservation Element updates on April 17, 2024, and August 21, 2024; and

WHEREAS, following the public workshops, notice of public hearing for the proposed Circulation Element, Noise Element, and Open Space & Conservation Element updates was provided in accordance with California Government Code Sec. 65090 et seq; and

WHEREAS, on October 16, 2024, planning staff presented oral and written staff reports on the proposed Circulation Element, Noise Element, and Open Space & Conservation Element updates at a regular meeting of the Planning Commission; and

WHEREAS, on October 16, 2024, the Chair of the Planning Commission of the City of Montague opened the duly noticed public hearing on the proposed Circulation Element, Noise Element, and Open Space & Conservation Element updates to receive public testimony, following which the Chair closed the public hearing and the Planning Commission discussed the proposed Circulation Element, Noise Element, and Open Space & Conservation Element updates prior to reaching its decision; and

WHEREAS, the Planning Commission found that the proposed Circulation Element, Noise Element, and Open Space & Conservation Element updates would not have a significant adverse effect on the environment, and that the project is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15061(b)(3) of the CEQA Guidelines.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission recommends the City Council adopt an exemption from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) for the Circulation Element, Noise Element, and Open Space & Conservation Element updates.

BE IT FURTHER RESOLVED that the Planning Commission recommends the City Council adopt the draft Circulation Element, Noise Element, and Open Space & Conservation Element updates.

IT IS HEREBY CERTIFIED that the foregoing Resolution 24-06 was duly adopted on a motion by Commission Member Dupre and seconded by Commission Member Soule at a regular meeting of the City of Montague Planning Commission held on the 16th day of October 2024, by the following vote:

AYES: Dupre, Risner, Soule, & Robinson

NOES: N/A

ABSENT: Petrack

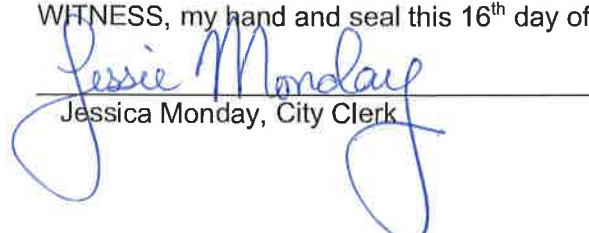
ABSTAIN: N/A

CITY OF MONTAGUE PLANNING COMMISSION



Marcus Robinson, Chair

WITNESS, my hand and seal this 16th day of October 2024



Jessica Monday, City Clerk



City Council Staff Report

AGENDA ITEM: IX 2

Meeting Date: November 7, 2024

Subject: Consideration of approval of the Final Budget for Fiscal Year 2024/2025

From: Dave Dunn, City Administrator

By: Jessie Monday, City Clerk

Introduction

On June 6, 2024, the City Council considered the Fiscal Year 2024/2025 Budget. The City Council provided direction that certain items be amended. The Council otherwise approved the remainder of the budget with direction to bring the budget back for formal approval. The attached budget includes the requested changes and is ready for final adoption.

Discussion/Analysis

On June 6, the City Council directed staff to make the following changes and return for final adoption of the FY 2024/25 budget:

<u>FUND</u>	<u>ACTION</u>
101.701.702.000	change to \$75,000
101.703.746.001	change to \$30,000
101.710.702.000	change to \$40,000
105.105.780.000	change to \$1,500
250.025.702.000	change to \$36,000
404.410.702.00	reduce by \$6,000 and direct such to 250.025.702.000
280.100.514.001	change to \$350,000
280.100.534.000	change to \$55,000
280.085.702.000	change to \$9,600

280.085.772.000	change to \$36,500
280.058.772.100	change to \$3,500
280.085.812.000	change to \$71,000
280.085.826.000	change to \$3,000
280.085.847.000	change to \$1,000

Staff presented the above changes to Will Sargent who made such edits to the attached as the [Draft] Fiscal Year 2024/2025 Final Budget.

Recommendation

That the City Council move to adopt the following motion:

Approve the attached [Draft] Fiscal Year 2024/2025 Final Budget, amended as presented as the Fiscal Year 2024/2025 Final Budget.

Attachments: [Draft] Fiscal Year 2024/2025 Final Budget

Action Taken: _____

City of Montague

Final Budget

FY 24-25

	FY24 Budget	July-April Actual	FY25 Original Budget
Fund: 101 - GENERAL FUND			
Revenues			
Dept: 100 GENERAL			
360.010 PROPERTY TAX	165,000.00	122,453.87	173,500.00
360.011 PROPERTY TAXES PRIOR	2,000.00	4,668.34	6,500.00
360.012 INT, PENALTIES, DELQ TAX	500.00	5,691.66	6,500.00
360.013 VLF Net	141,000.00	79,727.42	146,500.00
360.100 HOMEOWNERS	2,000.00	1,028.77	2,200.00
360.150 DOC TRANSFER TAX	4,800.00	1,716.42	5,500.00
360.200 VEHICLE CODE FEES & FINES	300.00	127.16	300.00
360.300 BOOKING FEES	200.00	50.99	200.00
364.010 SALES AND USE TAX-BOE	98,800.00	65,145.15	102,500.00
394.000 FRANCHISE PPL	11,000.00	10,021.53	12,500.00
395.000 FRANCHISE YREKA TRANSFER	4,500.00	0.00	4,700.00
396.000 FRANCHISE CABLE	2,000.00	1,169.38	2,500.00
416.000 PERMITS	3,000.00	1,159.00	3,500.00
417.000 BUSINESS LICENSE	2,500.00	1,041.00	2,800.00
417.001 BUSINESS LICENSE FEES	300.00	77.00	310.00
432.000 RENT & LEASES	300.00	0.00	310.00
436.000 INTEREST INVESTMENT EARNINGS	3,000.00	0.00	3,100.00
441.000 CONGESTION RELIEF	1,600.00	0.00	1,650.00
502.000 PARKS & REC INCOME	4,500.00	3,754.69	30,635.00
560.100 FITNESS PROGRAM	500.00	0.00	520.00
635.000 EVENT INSURANCE	3,500.00	0.00	3,650.00
640.400 COMMUNITY HALL - RENT	10,000.00	5,735.10	6,600.00
643.000 RECYCLE - Yreka Transfer	1,000.00	937.93	1,300.00
643.100 CAL RECYCLE GRANT - Restricted	5,000.00	5,000.00	5,000.00
644.000 MISCELLANEOUS REVENUE	0.00	162.58	45,600.00
Total GENERAL	467,300.00	309,667.99	568,375.00
Dept: 700 CITY COUNCIL/TREASURER			
702.000 SALARIES	12,500.00	7,291.25	12,500.00
722.000 TRAVEL	300.00	434.50	300.00
750.000 ELECTION EXPENSE	0.00	0.00	0.00
800.000 ADVERTISING & PRINTING	200.00	0.00	200.00
Total CITY COUNCIL/TREASURER	13,000.00	7,725.75	13,000.00
Dept: 701 CITY CLERK/ADMINISTRATOR			
702.000 SALARIES	105,800.00	34,167.77	75,000.00
714.000 PERS-Retirement	5,000.00	1,043.25	1,500.00
716.000 HEALTH INSURANCE	10,000.00	3,005.59	4,000.00
718.000 INSURANCE WC	4,000.00	2,374.60	2,600.00
722.000 TRAVEL	300.00	0.65	250.00
728.000 EDUCATION & TRAINING	1,000.00	685.00	1,000.00
754.000 PROFESSIONAL	5,000.00	4,166.70	4,500.00
772.000 REPAIR & MAINT. EQUIPMENT	500.00	16.30	250.00
800.000 ADVERTISING & PRINTING	200.00	187.78	200.00
806.000 EQUIPMENT- OFFICE	7,000.00	6,043.14	7,210.00
814.000 POSTAGE	1,000.00	756.40	1,030.00
820.000 UTILITIES	10,000.00	5,805.20	6,500.00
820.100 HEATING FUEL	3,000.00	1,176.06	2,500.00
826.000 TELEPHONE / INTERNET / WIRELES	4,000.00	6,601.69	6,800.00
848.000 COMPUTER / SOFTWARE / SUPPORT	14,500.00	15,000.54	15,000.00
852.000 OFFICE SUPPLIES	5,000.00	3,789.67	5,000.00
863.000 DUES & SUBSCRIPTIONS	6,000.00	1,728.77	2,500.00
867.000 BANK CHARGES	300.00	0.00	300.00
900.000 MISCELLANEOUS EXPENSE	0.00	32.00	0.00
Total CITY CLERK/ADMINISTRATOR	182,600.00	86,581.11	136,140.00
Dept: 702 AUDIT DEPT			
746.003 CONTRACT LABOR / AUDITOR	40,000.00	31,100.00	40,000.00
Total AUDIT DEPT	40,000.00	31,100.00	40,000.00
Dept: 703 CITY ATTORNEY			
746.001 CONTRACT LABOR ATTORNEY	20,000.00	23,440.56	30,000.00

City of Montague

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	FY24 Budget	July-April Actual	FY25 Original Budget
Total CITY ATTORNEY	20,000.00	23,440.56	30,000.00
Dept: 705 INSURANCE			
733.000 INSURANCE CRIME	1,200.00	1,213.00	1,250.00
734.000 INSURANCE LIABILITY	36,600.00	41,122.52	42,000.00
743.000 PROPERTY INSURANCE	35,900.00	36,448.00	38,000.00
Total INSURANCE	73,700.00	78,783.52	81,250.00
Dept: 710 BUILDINGS & GROUNDS			
702.000 SALARIES	38,700.00	26,700.14	40,000.00
714.000 PERS-Retirement	8,000.00	5,625.46	6,500.00
716.000 HEALTH INSURANCE	18,000.00	8,308.78	10,000.00
718.000 INSURANCE WC	4,500.00	3,957.68	4,500.00
755.000 FUEL	2,000.00	1,496.85	2,000.00
770.000 REPAIR AND MAINT BLDGS	2,000.00	173.56	1,000.00
772.000 REPAIR & MAINT. EQUIPMENT	2,000.00	4,329.24	2,000.00
774.000 MAINT GROUNDS	5,000.00	45,760.93	5,000.00
780.000 MAINT VEHICLES	1,200.00	2,063.44	2,000.00
820.000 UTILITIES	5,000.00	4,023.11	5,150.00
847.000 SECURITY CAMERAS	1,500.00	802.35	1,200.00
855.000 FIRE EXTINGUISHERS	800.00	0.00	0.00
857.000 JANITORIAL	2,000.00	1,620.09	2,000.00
858.000 SHOP SUPPLIES	300.00	108.72	300.00
Total BUILDINGS & GROUNDS	91,000.00	104,970.35	81,650.00
Dept: 711 PARKS & RECREATION			
803.000 FOOD PURCHASES	500.00	0.00	250.00
804.000 FIREWORKS	0.00	0.00	26,000.00
807.000 CITY SPONSORED EVENTS	1,200.00	1,505.00	1,250.00
820.000 UTILITIES	7,500.00	6,890.46	7,500.00
822.000 RENTALS & LEASES	1,000.00	832.83	1,000.00
Total PARKS & RECREATION	10,200.00	9,228.29	36,000.00
Dept: 720 PLANNING COMMISSION			
746.002 CONTRACT LABOR PLANNER	5,000.00	356.25	2,500.00
746.004 CONTRACT LABOR / ENGINEER	7,000.00	5,737.50	6,500.00
Total PLANNING COMMISSION	12,000.00	6,093.75	9,000.00
Dept: 775 COMMUNITY HALL			
745.000 EVENT INSURANCE - ALLIANT	2,000.00	0.00	1,500.00
770.000 REPAIR AND MAINT BLDGS	2,500.00	117.63	1,500.00
820.000 UTILITIES	8,000.00	6,989.28	7,500.00
847.000 SECURITY CAMERAS	1,000.00	746.73	1,000.00
Total COMMUNITY HALL	13,500.00	7,853.64	11,500.00
Fund: 101 - GENERAL FUND			
Expenditures			
Dept: 780 LIBRARY			
702.000 SALARIES	13,500.00	6,097.56	8,000.00
820.100 HEATING FUEL	2,000.00	1,543.33	1,600.00
832.400 FINGERPRINTING	1,000.00	0.00	500.00
Total LIBRARY	16,500.00	7,640.89	10,100.00
Total Expenditures	481,000.00	395,907.80	448,640.00
Fund: 105 - CE/AC OFFICER			
Revenues			
Dept: 100 GENERAL			
408.000 IMPOUND & PICK UP FEES ANIMAL	600.00	259.00	300.00
409.000 CITATIONS/PENALTIES	100.00	275.50	100.00
410.000 ANIMAL LICENSES	5,000.00	4,205.00	5,000.00
412.000 KENNEL BOARDING FEES	100.00	0.00	105.00
Total GENERAL	5,800.00	4,739.50	5,505.00

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	FY24 Budget	July-April Actual	FY25 Original Budget
Expenditures			
Dept: 105 CE/AC OFFICER			
702.000 SALARIES	49,000.00	34,112.13	35,000.00
714.000 PERS-Retirement	4,000.00	2,561.74	3,000.00
716.000 HEALTH INSURANCE	17,500.00	13,645.20	12,000.00
718.000 INSURANCE WC	6,500.00	5,936.52	6,000.00
722.000 TRAVEL	1,500.00	0.00	240.00
724.000 CLOTHING ALLOWANCE	200.00	0.00	100.00
728.000 EDUCATION & TRAINING	1,000.00	0.00	750.00
746.000 CONTRACT LABOR	200.00	55.55	100.00
746.100 KENNEL SUPPLIES	1,000.00	0.00	500.00
755.000 FUEL	800.00	504.11	700.00
765.000 ABATEMENT	10,000.00	7.85	2,000.00
766.000 ABATEMENT WEEDS	500.00	260.00	500.00
780.000 MAINT VEHICLES	500.00	300.83	1,500.00
800.000 ADVERTISING & PRINTING	300.00	34.22	250.00
814.000 POSTAGE	300.00	42.80	250.00
826.000 TELEPHONE / INTERNET / WIRELES	1,600.00	1,432.40	1,650.00
848.000 COMPUTER / SOFTWARE / SUPPORT	1,500.00	3,082.50	3,000.00
851.000 SPECIAL DEPT SUPPLIES	600.00	0.00	500.00
852.000 OFFICE SUPPLIES	0.00	266.14	0.00
863.000 DUES & SUBSCRIPTIONS	300.00	85.00	300.00
900.000 MISCELLANEOUS EXPENSE	0.00	10.00	0.00
Total CE/AC OFFICER	97,300.00	62,336.99	68,340.00
Total General Fund Revenue	473,100.00	314,407.49	573,880.00
Total General Fund Expenditures	578,300.00	458,244.79	516,980.00
Transfer to Other Funds	45,800.00		56,900.00
Net General Fund	-151,000.00	-143,837.30	0.00
Fund: 109 - SHERIFF CONTRACT			
Revenues			
Dept: 100 GENERAL			
360.350 PUBLIC SAFETY - MOE PROP 172	7,400.00	632.87	7,600.00
360.400 COPS	160,000.00	8.15	164,800.00
650.000 TRANSFER IN	45,800.00		43,600.00
Total GENERAL	213,200.00	641.02	216,000.00
Expenditures			
Dept: 740 LAW ENFORCEMENT			
747.000 POLICE PROTECTION	213,200.00	0.00	216,000.00
Total LAW ENFORCEMENT	213,200.00	0.00	216,000.00
Total SHERIFF CONTRACT	0.00	641.02	0.00
Fund: 201 - SPEC. GAS TAX ST. IMPROVEMENT			
Revenues			
Dept: 100 GENERAL			
443.000 2103 OPERATIONS GAS TAX	10,600.00	6,973.64	10,918.00
446.000 2106 CONSTRUCTION GAS TAX	11,000.00	7,122.83	11,330.00
448.000 2107.5 ENG GAS TAX	1,500.00	1,887.95	1,545.00
460.000 2105 GAS TAX FUNDS	8,000.00	5,177.92	8,240.00
462.000 2107 MAINTENANCE GAS TAX	10,000.00	6,633.70	10,300.00
463.000 SB1 LOCAL ST & RD IMPROV PROJ	28,000.00	20,257.70	28,840.00
Total GENERAL	69,100.00	48,053.74	71,173.00
Expenditures			
Dept: 205 GENERAL GT2105			
702.000 SALARIES	6,000.00	3,785.37	6,180.00
714.000 PERS-Retirement	2,500.00	1,675.56	2,575.00
716.000 HEALTH INSURANCE	2,500.00	1,452.06	2,575.00
718.000 INSURANCE WC	2,500.00	1,978.84	2,575.00

**City of Montague
Final Budget
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	<u>FY24 Budget</u>	<u>July-April Actual</u>	<u>FY25 Original Budget</u>
Total GENERAL GT2105	13,500.00	8,891.83	13,905.00
Dept: 206 GENERAL GAS TAX 2106			
702.000 SALARIES	6,000.00	3,785.37	6,180.00
714.000 PERS-Retirement	2,500.00	1,675.56	2,575.00
716.000 HEALTH INSURANCE	2,500.00	1,452.06	2,575.00
718.000 INSURANCE WC	2,500.00	1,820.52	2,575.00
Total GENERAL GAS TAX 2106	13,500.00	8,733.51	13,905.00
Dept: 207 GENERAL GAS TAX 2107			
755.000 FUEL	2,000.00	1,496.81	2,060.00
772.000 REPAIR & MAINT. EQUIPMENT	8,033.33	0.00	8,274.33
776.000 MAINTENANCE SIGNS	8,533.33	0.00	8,789.33
786.000 CONSTRUCTION C&E	11,533.34	0.00	11,879.34
820.000 UTILITIES	12,000.00	10,227.74	12,360.00
Total GENERAL GAS TAX 2107	42,100.00	11,724.55	43,363.00
Total Expenditures	69,100.00	29,349.89	71,173.00
Total SPEC. GAS TAX ST. IMPROVEMENT	0.00	18,703.85	0.00

City of Montague

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	FY24 Budget	July-April Actual	FY25 Original Budget
Fund: 250 - POOL			
Revenues			
Dept: 100 GENERAL			
545.000 DONATIONS	5,000.00	2,871.88	3,000.00
552.000 POOL LESSONS	6,000.00	2,417.81	4,000.00
553.000 POOL DINNER	9,000.00	11,638.00	13,000.00
556.000 FOOD SALES	6,000.00	4,532.09	6,000.00
558.000 POOL PARTIES	3,500.00	825.00	1,500.00
560.000 POOL ADMISSIONS	6,500.00	4,938.96	6,500.00
560.100 FITNESS PROGRAM	2,000.00	1,501.00	2,000.00
644.000 MISCELLANEOUS REVENUE	0.00	0.00	7,500.00
650.000 TRANSFERS IN	0.00	0.00	13,300.00
Total GENERAL	38,000.00	28,724.74	56,800.00
Expenditures			
Dept: 025 PARKS & RECREATION			
560.200 FITNESS EQUIPMENT	400.00	0.00	400.00
702.000 SALARIES	15,800.00	27,396.83	36,000.00
718.000 INSURANCE WC	2,500.00	1,978.84	2,200.00
728.000 EDUCATION & TRAINING	1,000.00	200.00	250.00
754.000 PROFESSIONAL	100.00	0.00	100.00
770.000 REPAIR AND MAINT BLDGS	500.00	0.00	250.00
771.000 CHEMICALS - TREATMENT	7,000.00	494.89	6,000.00
772.000 REPAIR & MAINT. EQUIPMENT	500.00	10.73	250.00
800.000 ADVERTISING & PRINTING	200.00	0.00	100.00
802.000 POOL DINNER	900.00	733.28	900.00
803.000 FOOD PURCHASES	2,000.00	2,101.04	2,200.00
812.000 EQUIP SAFETY	100.00	0.00	100.00
814.000 POSTAGE	100.00	0.00	100.00
820.000 UTILITIES	5,000.00	5,647.34	6,000.00
826.000 TELEPHONE / INTERNET / WIRELES	300.00	2.20	250.00
847.000 SECURITY CAMERAS	1,000.00	802.35	1,000.00
851.000 SPECIAL DEPT SUPPLIES	200.00	0.00	100.00
864.000 LICENSE & PERMITS	600.00	600.00	600.00
Total PARKS & RECREATION	38,200.00	39,967.50	56,800.00
Total POOL	-200.00	-11,242.76	0.00
Fund: 260 - CDBG			
Revenues			
Dept: 100 GENERAL			
437.000 INTEREST INCOME - CDBG	3,000.00	73.70	3,000.00
650.000 TRANSFER IN	0.00	0.00	0.00
Total GENERAL	3,000.00	73.70	3,000.00
Expenditures			
Dept: 060 GENERAL CDBG			
745.004 CITY GEN ADMIN	0.00	15.00	0.00
860.000 GEN ADMIN	3,000.00	6,116.45	3,000.00
Total GENERAL CDBG	3,000.00	6,131.45	3,000.00
Total Expenditures	3,000.00	6,131.45	6,116.45
Total CDBG	0.00	-6,057.75	0.00

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**City of Montague
Final Budget
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	<u>FY24 Budget</u>	<u>July-April Actual</u>	<u>FY25 Original Budget</u>
Fund: 270 - LTC			
Revenues			
Dept: 100 GENERAL			
436.000 INTEREST INVESTMENT EARNINGS	1,700.00	0.00	1,751.00
478.000 LOCAL TRANSPORTATION REV	15,000.00	3,835.21	15,450.00
Total GENERAL	16,700.00	3,835.21	17,201.00
Expenditures			
Dept: 075 LOCAL TRANSPORTATION DEPT			
892.400 STREET REPAIRS	0.00	130,070.00	17,201.00
Total LOCAL TRANSPORTATION DEPT	0.00	130,070.00	17,201.00
Total LTC	16,700.00	-126,234.79	0.00

City of Montague Final Budget FY 24-25

	FY24 Budget	July-April Actual	FY25 Original Budget
Fund: 280 - FIRE DEPARTMENT			
Revenues			
Dept: 100 GENERAL			
360.350 PUBLIC SAFETY - MOE PROP 172	1,700.00	144.12	1,700.00
436.000 INTEREST INVESTMENT EARNINGS	0.00	0.00	0.00
439.000 FIRE DISTRICT REVENUE	34,000.00	0.00	35,020.00
506.000 BURN PERMITS	300.00	156.00	300.00
514.001 PAID STATE FIRES	330,000.00	20,995.42	350,000.00
534.000 FIRE SUPPRESSION FEE	43,000.00	21,094.01	55,000.00
545.000 DONATIONS	0.00	2,600.00	2,600.00
641.000 DONATIONS	0.00	0.00	0.00
644.000 MISCELLANEOUS REVENUE	0.00	0.00	29,324.00
Total GENERAL	409,000.00	44,989.55	473,944.00
Expenditures			
Dept: 085 FIRE DEPT			
702.000 SALARIES	7,200.00	7,340.48	9,600.00
702.003 PAID STATE FIRE SALARIES	216,050.00	258,301.91	222,530.00
718.000 INSURANCE WC	32,400.00	29,856.12	33,372.00
728.100 TRAINING	1,000.00	142.98	1,030.00
734.000 INSURANCE LIABILITY	6,000.00	6,694.36	6,180.00
743.000 PROPERTY INSURANCE	19,400.00	39,251.70	19,982.00
755.000 FUEL	12,000.00	14,132.41	12,360.00
770.000 REPAIR AND MAINT BLDGS	6,000.00	2,623.58	4,000.00
772.000 REPAIR & MAINT. EQUIPMENT	29,868.79	35,496.23	36,500.00
772.100 MEDICAL SUPPLIES	2,000.00	1,451.71	3,500.00
812.000 EQUIP SAFETY	30,000.00	37,446.63	71,000.00
820.000 UTILITIES	6,000.00	6,416.26	6,500.00
820.100 HEATING FUEL	5,000.00	2,946.22	5,150.00
826.000 TELEPHONE / INTERNET / WIRELES	2,500.00	2,939.55	3,000.00
827.000 MEDICAL - SAFETY EXAMS	1,000.00	125.00	1,030.00
847.000 SECURITY CAMERAS	500.00	766.20	1,000.00
848.000 COMPUTER / SOFTWARE / SUPPORT	500.00	403.00	5,500.00
863.000 DUES & SUBSCRIPTIONS	200.00	285.00	293.00
900.000 MISCELLANEOUS EXPENSE	1,200.00	4,393.34	1,236.00
Total FIRE DEPT	378,818.79	451,012.68	443,763.00
Dept: 202 FIRE DISTRICT			
881.000 INTEREST EXPENSE	0.00	0.00	0.00
881.100 MFPD LOAN PAYMENT	30,181.21	30,181.21	30,181.00
Total FIRE DISTRICT	30,181.21	30,181.21	30,181.00
Total Expenditures	409,000.00	481,193.89	473,944.00
Total FIRE DEPARTMENT	0.00	-436,204.34	0.00

City of Montague

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	FY24 Budget	July-April Actual	FY25 Original Budget
Fund: 303 - SEWER			
Revenues			
Dept: 100 GENERAL			
436.000 INTEREST INVESTMENT EARNINGS	0.00	0.00	0.00
550.000 SEWER BONDS	0.00	0.00	0.00
646.000 SEWER REVENUE OMA	160,000.00	152,399.26	164,800.00
647.000 SEWER PENALTIES	4,500.00	4,833.05	4,635.00
649.000 SEWER REVENUE CAP RECOVERY	90,000.00	82,097.23	92,700.00
Total GENERAL	254,500.00	239,329.54	262,135.00
Expenditures			
Dept: 305 SEWER PLANT			
702.000 SALARIES	30,000.00	19,900.46	30,000.00
714.000 PERS-Retirement	4,500.00	3,809.76	4,635.00
716.000 HEALTH INSURANCE	8,000.00	4,490.04	8,240.00
718.000 INSURANCE WC	5,000.00	3,720.20	5,150.00
722.000 TRAVEL	200.00	0.00	206.00
724.000 CLOTHING ALLOWANCE	200.00	180.34	206.00
728.000 EDUCATION & TRAINING	200.00	0.00	206.00
755.000 FUEL	500.00	0.00	515.00
770.000 REPAIR AND MAINT BLDGS	300.00	0.00	309.00
771.000 CHEMICALS - TREATMENT	8,000.00	3,720.75	8,240.00
772.000 REPAIR & MAINT. EQUIPMENT	14,800.00	14,013.35	15,244.00
780.000 MAINT VEHICLES	1,000.00	157.49	1,030.00
814.000 POSTAGE	2,000.00	0.00	2,060.00
820.000 UTILITIES	23,000.00	20,122.57	23,690.00
826.000 TELEPHONE / INTERNET / WIRELES	600.00	574.66	618.00
849.000 LAB SAMPLES	1,000.00	1,163.48	2,000.00
863.000 DUES & SUBSCRIPTIONS	100.00	85.00	103.00
864.000 LICENSE & PERMITS	22,000.00	19,986.00	22,660.00
Total SEWER PLANT	121,400.00	91,924.10	125,112.00
Dept: 310 SEWER MAINTENANCE			
702.000 SALARIES	70,000.00	42,414.31	72,000.00
714.000 PERS-Retirement	10,000.00	6,860.41	10,300.00
716.000 HEALTH INSURANCE	25,000.00	11,434.69	25,000.00
718.000 INSURANCE WC	7,000.00	5,936.52	7,210.00
724.000 CLOTHING ALLOWANCE	200.00	268.38	300.00
728.000 EDUCATION & TRAINING	500.00	0.00	500.00
755.000 FUEL	2,000.00	1,516.85	2,060.00
770.000 REPAIR AND MAINT BLDGS	500.00	0.00	500.00
772.000 REPAIR & MAINT. EQUIPMENT	2,200.00	233.03	2,266.00
780.000 MAINT VEHICLES	1,000.00	583.49	1,030.00
800.000 ADVERTISING & PRINTING	100.00	0.00	103.00
812.000 EQUIP SAFETY	300.00	0.00	309.00
820.000 UTILITIES	3,000.00	1,213.18	3,000.00
820.100 HEATING FUEL	3,000.00	1,109.11	3,000.00
826.000 TELEPHONE / INTERNET / WIRELES	2,500.00	1,607.84	2,575.00
827.000 MEDICAL - SAFETY EXAMS	300.00	0.00	300.00
847.000 SECURITY CAMERAS	1,500.00	531.49	1,525.00
848.000 COMPUTER / SOFTWARE / SUPPORT	2,000.00	3,082.50	3,000.00
858.000 SHOP SUPPLIES	1,500.00	622.05	1,545.00
863.000 DUES & SUBSCRIPTIONS	200.00	150.00	200.00
864.000 LICENSE & PERMITS	300.00	0.00	300.00
Total SEWER MAINTENANCE	133,100.00	77,563.85	137,023.00
Total Expenditures	254,500.00	169,487.95	262,135.00
Total SEWER	0.00	69,841.59	0.00

City of Montague

Final Budget

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	FY24 Budget	July-April Actual	FY25 Original Budget
Fund: 404 - WATER			
Revenues			
Dept: 100 GENERAL			
436.000 INTEREST INVESTMENT EARNINGS	600,000.00	0.00	207,000.00
526.000 MCWD FEES	17,500.00	13,219.70	18,025.00
527.000 MCWD - PENALTIES	200.00	235.78	206.00
528.000 RETURN CHECK CHARGES	0.00	545.35	0.00
542.000 WATER CONNECTION FEES	800.00	1,750.00	824.00
544.000 WATER PENALTIES	5,500.00	5,810.93	5,665.00
564.000 WATER MAINTENANCE	35,000.00	24,938.48	29,000.00
618.000 WATER REVENUE OMA	185,000.00	168,487.90	190,550.00
619.000 WATER REVENUE CAPITAL RECOVERY	173,000.00	171,342.47	178,190.00
644.000 MISCELLANEOUS REVENUE	0.00	44.10	0.00
648.001 WATER MAINTENANCE PENALTIES	400.00	5,363.62	412.00
Total GENERAL	1,017,400.00	391,738.33	629,872.00
Expenditures			
Dept: 405 WATER PLANT			
702.000 SALARIES	45,000.00	36,351.51	66,350.00
714.000 PERS-Retirement	8,000.00	6,359.27	11,280.00
716.000 HEALTH INSURANCE	10,000.00	8,029.07	10,300.00
718.000 INSURANCE WC	8,000.00	3,957.68	8,240.00
722.000 TRAVEL	1,500.00	-394.69	1,545.00
724.000 CLOTHING ALLOWANCE	200.00	180.33	206.00
728.000 EDUCATION & TRAINING	300.00	0.00	309.00
770.000 REPAIR AND MAINT BLDGS	1,000.00	0.00	1,030.00
771.000 CHEMICALS - TREATMENT	20,500.00	5,544.60	21,115.00
772.000 REPAIR & MAINT. EQUIPMENT	11,200.00	7,254.83	11,536.00
780.000 MAINT VEHICLES	1,000.00	216.67	1,030.00
812.000 EQUIP SAFETY	300.00	55.50	309.00
814.000 POSTAGE	2,000.00	1,671.20	2,060.00
820.000 UTILITIES	35,000.00	29,570.11	36,050.00
824.000 WATER MWCD	27,000.00	20,051.50	27,810.00
826.000 TELEPHONE / INTERNET / WIRELES	2,500.00	1,802.67	2,575.00
827.000 MEDICAL - SAFETY EXAMS	300.00	35.00	309.00
848.000 COMPUTER / SOFTWARE / SUPPORT	3,500.00	1,733.80	3,605.00
849.000 LAB SAMPLES	6,500.00	4,707.94	6,695.00
863.000 DUES & SUBSCRIPTIONS	2,000.00	1,851.25	2,060.00
864.000 LICENSE & PERMITS	3,500.00	3,207.24	3,605.00
867.000 BANK CHARGES	0.00	0.00	0.00
880.000 LOAN PAYMENT	29,000.00	14,192.87	29,870.00
892.024 ACH POLYMER	17,000.00	0.00	27,000.00
892.025 CAPITAL-OUTLAY SCADA	42,000.00	0.00	43,260.00
Total WATER PLANT	277,300.00	146,378.35	318,149.00
Dept: 410 WATER MAINTENANCE			
617.001 BACKFLOW INSPECTION	1,000.00	0.00	1,030.00
702.000 SALARIES	110,333.33	74,689.84	200,000.00
714.000 PERS-Retirement	15,000.00	9,821.14	32,253.00
716.000 HEALTH INSURANCE	44,233.33	25,288.76	44,000.00
718.000 INSURANCE WC	12,333.34	7,915.36	12,703.00
724.000 CLOTHING ALLOWANCE	200.00	110.00	206.00
728.000 EDUCATION & TRAINING	500.00	230.00	515.00
755.000 FUEL	2,000.00	1,358.87	2,060.00
770.000 REPAIR AND MAINT BLDGS	500.00	19.38	515.00
772.000 REPAIR & MAINT. EQUIPMENT	1,000.00	33.97	1,030.00
780.000 MAINT VEHICLES	3,000.00	350.35	3,090.00
812.000 EQUIP SAFETY	300.00	0.00	310.00
820.000 UTILITIES	4,000.00	1,213.16	4,120.00
820.100 HEATING FUEL	2,000.00	1,109.11	2,060.00
826.000 TELEPHONE / INTERNET / WIRELES	1,500.00	1,607.85	1,638.00
827.000 MEDICAL - SAFETY EXAMS	300.00	0.00	309.00
847.000 SECURITY CAMERAS	1,000.00	531.50	1,030.00
848.000 COMPUTER / SOFTWARE / SUPPORT	1,000.00	3,082.50	3,000.00
858.000 SHOP SUPPLIES	1,000.00	261.04	1,030.00

DRAFT

**City of Montague
Final Budget
FY 24-25**

	<u>FY24 Budget</u>	<u>July-April Actual</u>	<u>FY25 Original</u>
			Budget
863.000 DUES & SUBSCRIPTIONS	500.00	560.00	515.00
864.000 LICENSE & PERMITS	300.00	274.00	309.00
Total WATER MAINTENANCE	202,000.00	128,456.83	311,723.00
Fund: 404 - WATER			
Expenditures			
Total Expenditures	479,300.00	274,835.18	629,872.00
Total WATER	538,100.00	116,903.15	0.00

City of Montague

Final Budget

FY 24-25

	FY24 Budget	July-April Actual	FY25 Original Budget
Fund: 505 - AIRPORT			
Revenues			
Dept: 200 CITY PORTION			
432.000 RENT & LEASES	5,000.00	3,227.68	5,150.00
434.000 TIE DOWN FEES & HANGAR	3,000.00	2,067.50	3,090.00
436.000 INTEREST INVESTMENT EARNINGS	0.00	0.00	0.00
522.000 FUEL FLOWAGE FEE	0.00	275.07	0.00
Total CITY PORTION	8,000.00	5,570.25	8,240.00
Dept: 505 AIRPORT PROJ			
436.000 INTEREST INVESTMENT EARNINGS	1,000.00	0.00	1,000.00
450.000 STATE ASST	10,000.00	0.00	10,000.00
638.000 YREKA ASSISTANCE	5,000.00	5,000.00	5,000.00
Total AIRPORT PROJ	16,000.00	5,000.00	16,000.00
Total Revenues	24,000.00	10,570.25	24,240.00
Expenditures			
Dept: 200 CITY PORTION			
702.000 SALARIES	7,000.00	4,221.13	7,110.00
714.000 PERS-Retirement	300.00	279.44	309.00
716.000 HEALTH INSURANCE	5,000.00	1,766.15	5,150.00
766.000 ABATEMENT WEEDS	1,500.00	0.00	1,545.00
770.000 REPAIR AND MAINT BLDGS	400.00	54.19	412.00
772.000 REPAIR & MAINT. EQUIPMENT	2,000.00	390.93	2,060.00
774.000 MAINT GROUNDS	300.00	0.00	309.00
Total CITY PORTION	16,500.00	6,711.84	16,895.00
Dept: 505 AIRPORT PROJ			
734.000 INSURANCE LIABILITY	2,400.00	0.00	2,400.00
766.000 ABATEMENT WEEDS	0.00	101.61	0.00
771.001 CHEMICALS - ABATEMENT	300.00	0.00	310.00
772.000 REPAIR & MAINT. EQUIPMENT	500.00	103.56	515.00
820.000 UTILITIES	4,000.00	0.00	4,120.00
900.000 MISCELLANEOUS EXPENSE	0.00	0.00	0.00
Total AIRPORT PROJ	7,200.00	205.17	7,345.00
Total Expenditures	23,700.00	6,917.01	24,240.00
Total AIRPORT	300.00	3,653.24	0.00

City Administrator/Public Works

11/7/2024

I was on vacation for a week and a half the first of the month.

I took and passed the PC-832 class.

Public works have been winterizing the parks and buildings.

We are getting ready for the tree lighting. We have all the lights ready we are just waiting to hear from PP&L about when they can put up the lights.

We had a brush day, and we had 52 loads of brush.

The water and sewer plants are doing good.

October 2024 Summary

Notice of Violation

500 W Webb St

Rubbish Pile Notice/violation Letter

410 Old Montague Rd Space 8

500 W Webb St

Dogs picked up

9th St & King

12th St & Prather

14th St & Scobie

Violation of Parking Notice

Violation of camping Notice

Weed Abatement Letter

Fencing Permit

231 S 10th St

251 S 10th St

105 E Buell St

Noise Complaints

460 W Scobie St

Dogs at Large Notice Letter

S 10th St & King

W Webb & 13th St

221 N 5th St

870 E Webb St

Roofing Permit

709 E Prather St

161 N 12th St

October City Clerk Report

Completed

- AP's
- Payroll
- CDBG Guidelines
- Collected vendor forms for the Christmas Bazaar
- Sent off invoices for reimbursement for LEAP grant
- Sent out CDBG application for housing rehab grant
- New website is live and updated
- Final FY 24/25 Budget

Working On

- CDBG audit
- 6th Street Project Grant Final Invoice
- Renewing SAM.GOV account
- Turning in invoice for Diggle Field project
- County COPS grant
- 12th and 14th Street Grant
- Public Record Requests

The whole City has been at a full run. I cannot get caught up on any of my work with all of the changes occurring and the duties that are getting added onto my plate with the current situation the City is financially and staff-wise. It has been very stressful and has caused us all mental and physical strain. We need to hire more people yet we don't have the finances to do so. The City cannot sustain in it's current situation and the staff are feeling the effects of it. I propose we have a workshop in the next upcoming weeks to make a game plan on how we are going to resolve this ongoing problem.

Things to remember in November:

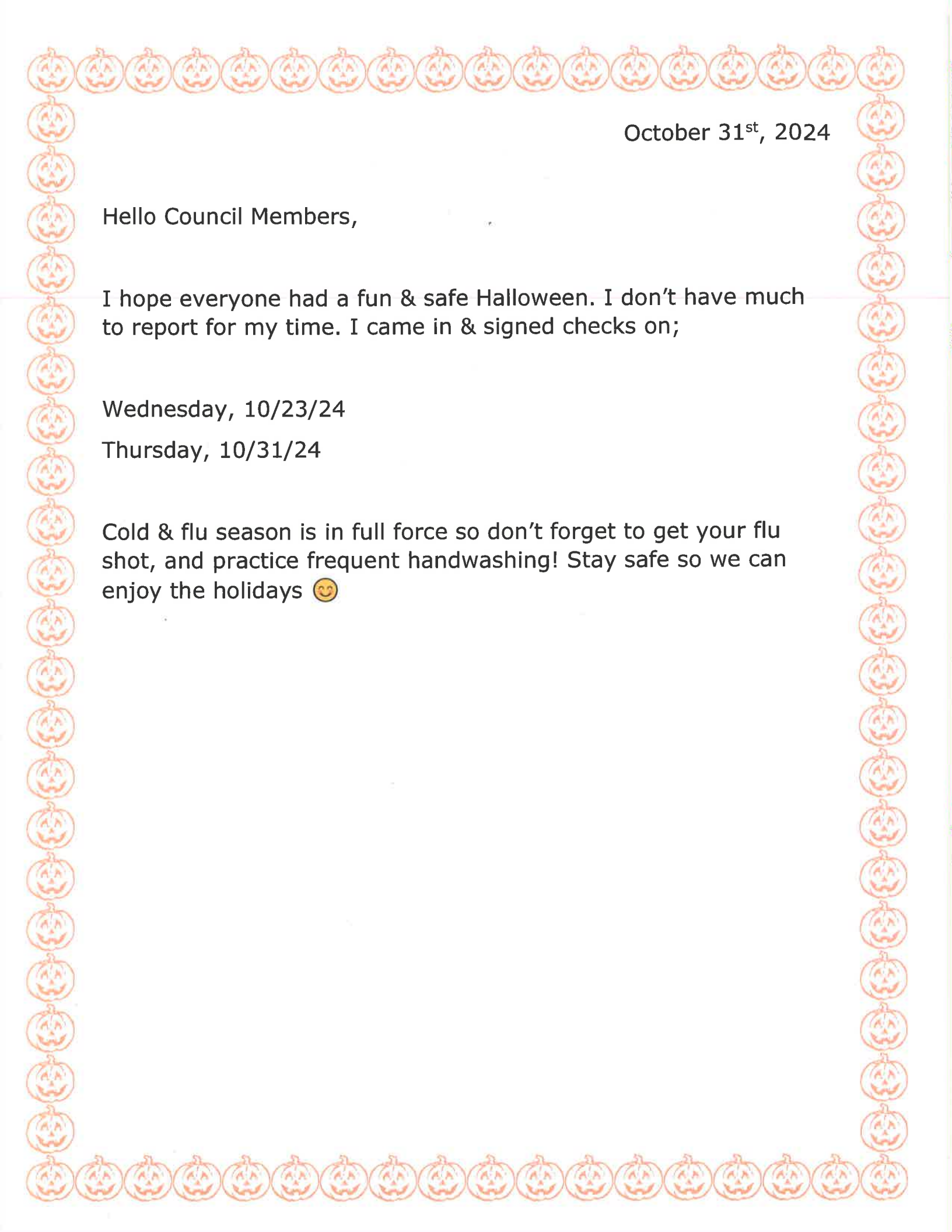
Dave Out- November 8th

Josh Out- November 8th-16th

No Work- November 11th, 28th, and 29th

Brush Day- November 23rd

DON'T FORGET YOUR BASKETS FOR THE CHRISTMAS BAZAAR! 😊



October 31st, 2024

Hello Council Members,

I hope everyone had a fun & safe Halloween. I don't have much to report for my time. I came in & signed checks on;

Wednesday, 10/23/24

Thursday, 10/31/24

Cold & flu season is in full force so don't forget to get your flu shot, and practice frequent handwashing! Stay safe so we can enjoy the holidays 😊