

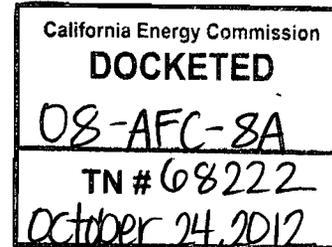
Nousaine, Aaron@Energy

From: Doug Peters [DoPeters@chp.ca.gov]
Sent: Wednesday, October 24, 2012 1:58 PM
To: Nousaine, Aaron@Energy
Subject: Assessment report.
Attachments: CHP2HECA buttonwillow chp.docx

Aaron, I hope this helps and is enough. Our primary jurisdiction is traffic enforcement and the increase in traffic issues might be of concern.

Any questions, give me a call.

Doug Peters
Sergeant
(661) 764-5580



Law Enforcement Needs Assessment Form	
Project Characteristics, as Proposed by the Project Applicant	
Location, Size, and Site Access:	The Project site consists of approximately 453 acres in Kern County, California. The Project site is located two miles northwest of the unincorporated community of Tupman and approximately four miles southeast of the unincorporated community of Buttonwillow. Primary access to the site is from Dairy Road. Stockdale Highway and I-5 are located approximately one mile to the north and three miles to the east, respectively. The street address of the Project site is 7361 Adohr Road, Buttonwillow, CA 93206.
Estimated Schedule:	The proposed Project schedule would be over 42-month construction period: Pre-construction and construction activities beginning June 2013; truck deliveries and ground disturbance August 2013; pre-commissioning and commissioning beginning March 2016; completion of construction February 2017 and commencement of commercial operation of the Project in September 2017.
Construction (Traffic and Work Force):	The construction trade projections provided by the Applicant estimate that during the peak construction month approximately 2,500 workers would be working on site on a daily basis. The Applicant proposes that the majority of workers would come from metropolitan Bakersfield and adjoining communities. The traffic analysis assumed that some workers would carpool and that one-third of the worker vehicles would arrive during the morning peak hour (7:00 a.m. to 9:00 a.m.), and also assumed that all would depart during the evening peak hour (4:00 p.m. to 6:00 p.m.).
Operation (Staff and Traffic):	The operating staff would consist of management and engineers, shift supervision, and shift operating personnel. It is expected that there would be four operating shifts with a shift supervisor and an operating/maintenance crew of approximately 22 people on each shift on a rotation basis. In addition to operation and management personnel, the Project would require staffing in areas such as: production planning; equipment maintenance; instrument, electrical, and control support; material coordinating/inventory/procurement; health/safety/security/environmental protection; administrative support; benefits/human relations; training; laboratory; and in other necessary functions. It is estimated that the Project would employ approximately 200 full-time workers; of these, approximately 80 to 90 would be shift workers, and the rest would be day workers. For operations staff it is assumed that the majority of workers would come from metropolitan Bakersfield and adjoining communities.
Security:	Cameras in the plant would monitor for environmental issues, process safety, and security. A motorized actuator would control the access gates. Gate actuators would include inputs from control room and receptionist switches, the exit loop, and a local keypad or card reader station. Gate intercom stations would be near the local keypad or card reader. Site access would be controlled for personnel and vehicles. A security fence would be installed around the Project site boundary.
Existing Law Enforcement Resources and Services in the Project Area (Please attach additional paper if more room is needed to answer questions)	
Names and addresses of the facilities (e.g., CHP offices) serving the project area, and distance of closest dispatch facility to the project site:	California Highway Patrol Buttonwillow Area 29449 Stockdale Highway Bakersfield, CA 93314

Law Enforcement Needs Assessment Form

Adopted or desired service standard (e.g., one sworn officer per 1,000 population) applicable to the project site:	Staffing levels come from our Headquarters office in Sacramento.
Existing staffing levels for facilities serving the project area (including sworn officers and civilians, totals and per shift):	1-Lieutenant Commander 3-Sergeants 31-Officers 4-Civilians
Estimated response times to the project site: <div style="margin-left: 100px;"> Priority calls: </div> <div style="margin-left: 100px;"> Non-Priority calls: </div>	Priority calls – 5 to 10 minutes Non-priority calls – 10 to 20 minutes
Current projected needs (e.g., facilities and staff) to maintain or meet existing service levels: Additional needs beyond those identified above to maintain or meet existing service levels with the project:	Unknown, but likely minimal.
Exchange of general law enforcement responsibilities (e.g., formal and/or informal agreements with local municipalities for provision of services) in the project area:	Primary responsibility is Traffic Enforcement. Secondary responsibility is General Law Enforcement.
Current inventory of specialized equipment (e.g., helicopters or other aircraft):	None.
Estimated Need for Law Enforcement Services, Equipment, and Facilities (Please attach additional paper if more room is needed to answer questions)	
Is there a process or formula used by your department to determine the need for additional law enforcement services to serve a new large-scale power plant? Please explain.	No.
Could the project trigger a need for additional law enforcement services for on-site crimes against persons, theft of materials, and/or vandalism? Please explain. During project construction: During project operation:	Possibly, which would be primarily handled by Kern County Sheriff's Department with the CHP as secondary/assisting agency.

Law Enforcement Needs Assessment Form

Could increased project-related traffic affect circulation and access on roads near the project site to the extent that an impact to emergency response times might occur? Please explain.

During project construction:

During project operation:

Yes, response times could be effected with the increase of traffic. Also, traffic incidents, traffic collisions, violations, and congestions, could see an increase during construction and operations.

Do law enforcement personnel review development site plans for projects to assess potential law enforcement issues (e.g., lighting and other safety factors)? Please explain.

We review Environmental Impact Reports.

Are specific measures recommended to reduce the potential for crimes to occur at or near the project site (e.g., specific types of security fencing)? Please explain.

N/A

Please explain any other law enforcement concerns that have not been addressed by this needs assessment form.

None.

Person(s) Completing This Needs Assessment Form

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