

BEFORE THE GOVERNING BOARD OF THE
SIERRA JOINT COMMUNITY COLLEGE DISTRICT

In the matter of: Resolution Adopting the Initial Study for the Sierra College Applied Technology Center Modernization and Student Housing projects.

RESOLUTION# 2022-19

The following RESOLUTION was duly passed and adopted by the above governing board at a regular meeting held on the 9th day of August 2022 by the following vote on roll call:

AYES: **BANCROFT, DAWSON BARTLEY, GARCIA, LESLIE, PALMER, ROMNESS, SINCLAIR**

NOES:

ABSENT:

ABSTENTIONS:

STUDENT TRUSTEE ADVISORY VOTE: **AYE - MOSELEY**

Signed and approved by me after its passage.


Carol Garcia (Aug 10, 2022 21:50 PDT)

Carol Garcia, President, Board of Trustees
Sierra Joint Community College District

ATTEST:


Paul Bancroft (Aug 11, 2022 10:11 PDT)

Paul Bancroft, Vice President/Clerk
Board of Trustees
Sierra Joint Community College District

Whereas, the Governing Board of the Sierra Joint Community College District (Board) prepared an Initial Study for the Sierra College Applied Technology Center Modernization and Student Housing projects pursuant to the California Environmental Quality Act (CEQA)(Public Resources Code 21000-21189) and the CEQA Guidelines (California Code of Regulations Title 14 Division 6, Chapter 3, Sections 15000-15387); and

Whereas the Initial Study is tiered from the Environmental Impact Report (EIR) prepared for the Sierra College Rocklin Campus Facilities Master Plan Update, certified by the Board on May 21, 2019 (State Clearinghouse No. 2014042088); and

Whereas the Board adopts the following findings of fact for the Initial Study:

1. The Board, on the basis of the whole record before it finds that there is no substantial evidence that the projects will have a significant effect on the environment that was not adequately addressed in the prior EIR.
2. The Initial Study reflects the Board's independent judgment and analysis.
3. All documents and materials relating to the proceedings for the Sierra College Applied Technology Modernization and Student Housing projects are maintained at the Sierra Community College Facilities and Construction Office, 5100 Sierra College Blvd., Rocklin, California 95677.

Now, therefore be it resolved that the Board finds, declares and orders as follows:

1. The above recitals are true and correct.
2. The Board adopts the Initial Study prepared for the Sierra College Applied Technology Center Modernization and Student Housing projects.

Exhibit 1: Initial Study - Sierra College Applied Technology Center Modernization and Student Housing Projects.

Initial Study for the Sierra College Applied Technology Center Modernization and Student Housing Projects

Prepared for:

Sierra College
5100 Sierra College Boulevard
Rocklin, California 95677
Contact: Laura Doty

Prepared by:

DUDEK

1102 R Street
Sacramento, California 95811
Contact: Brian Grattidge

JUNE 2022

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
ATC	Applied Technology Center
BMP	Best Management Practice
BSA	Biologically Sensitive Area
CARB	California Air Resources Board
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CWA	Clean Water Act
DPM	Diesel particulate matter
EIR	Environmental Impact Report
EOP	Emergency Operations Plan
FMP	Facilities Master Plan
GHG	Greenhouse gases
FMP	Facilities Master Plan
KWh	Kilowatt hours
MM	Mitigation measure
MND	Mitigated Negative Declaration
MT CO ₂ e	metric tons of CO ₂ equivalent
MTP/SCS	Metropolitan Transportation Plan / Sustainable Communities Strategy
MWh	Megawatt hours
NAHC	Native American Heritage Commission
ND	Negative Declaration
NPDES	National Pollutant Discharge Elimination System
OEHHA	Office of Environmental Health Hazard Assessment
P/QP	Public / Quasi Public
PCAPCD	Placer County Air Pollution Control District
PCEHD	Placer County Environmental Health Department
PCWA	Placer County Water Agency
SACOG	Sacramento Area Council of Governments
SIP	State Implementation Plan
SVAB	Sacramento Valley Air Basin
SWMP	Stormwater Management Plan
TAC	Toxic air contaminant
UST	Underground storage tank
USFWS	U.S. Fish and Wildlife Service
UWMP	Urban Water Management Plan
VELB	Valley elderberry longhorn beetle
VMT	Vehicle miles travelled
WSA	Water Supply Assessment

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1 Introduction

1.1 Introduction

Sierra College proposes to develop two projects identified in the Sierra College Rocklin Campus Facilities Master Plan (FMP): the Student Housing Project and Applied Technology Center (ATC) Modernization Project (projects). The Student Housing Project is a 3 to 4-story student housing building. The ATC Modernization Project would modernize the existing automotive technology and woods/metals technology instructional buildings. The Student Housing Project would construct a three to four story student residence hall.

1.2 Project Background

The FMP was prepared in 2018 to address anticipated increases in student population, update classroom and campus technology, and implement building and site improvements needed on the campus. The FMP describes a 20-year, conceptual development program, which includes demolition of certain existing structures, construction of new structures, and rehabilitation of numerous existing structures.

The FMP Draft Environmental Impact Report (EIR) was prepared in November 2018 (2018 FMP EIR) to evaluate potential environmental impacts associated with implementation of the FMP. The 2018 FMP EIR was certified by Sierra College on May 21, 2019 (State Clearinghouse No. 2014042088). The 2018 FMP EIR contemplated both “near-term projects” and “long-term projects” to be implemented under the FMP. Near-term projects were evaluated within the 2018 FMP EIR at the project-level, while long-term projects were evaluated at the programmatic level. Both the ATC Modernization and Student Housing Project were evaluated as long-term projects under buildout of the FMP.

As described on page 3-19 through 3-20 of the 2018 FMP EIR, the FMP includes the modernization of the current automotive technology and wood/metals technology instructional buildings which require upgrades to address consistency with current building and accessibility requirements. As described on page 3-11 of the 2018 FMP EIR, the FMP addresses the need for additional on-campus student housing. The existing campus dormitory houses a maximum of 121 students. In a typical year, the requests for dormitory space outnumber the existing space by a ratio of 3 to 1. The dormitory is proposed to be phased out and replaced with a larger dormitory as part of the FMP.

1.3 California Environmental Quality Act Compliance

CEQA, a statewide environmental law described in Public Resources Code Sections 21000–21177, applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to adversely affect the environment. The overarching goal of CEQA is to protect the physical environment. To achieve that goal, CEQA requires that public agencies identify the environmental consequences of their discretionary actions and consider alternatives and mitigation measures that could avoid or reduce significant adverse impacts when avoidance or reduction is feasible. It also gives other public agencies and the general public an opportunity to comment on the information. If significant adverse impacts cannot be avoided, reduced, or mitigated to below a level of

significance, the public agency is required to prepare an EIR and balance the project's environmental concerns with other goals and benefits in a statement of overriding considerations.

As described above, the projects are identified in the 2018 FMP EIR at a "program" level. Per Section 15168(c) of the CEQA Guidelines, review of subsequent projects identified in a program EIR may be limited as follows:

- (2) If the agency finds that pursuant to Section 15162, no subsequent EIR would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required. Whether a later activity is within the scope of a program EIR is a factual question that the lead agency determines based on substantial evidence in the record. Factors that an agency may consider in making that determination include, but are not limited to, consistency of the later activity with the type of allowable land use, overall planned density and building intensity, geographic area analyzed for environmental impacts, and covered infrastructure, as described in the program EIR.
- (3) An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into later activities in the program.
- (4) Where the later activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were within the scope of the program EIR.

This Initial Study evaluates the projects in light of the 2018 FMP EIR to determine if the potential environmental impacts of the project have been adequately addressed. In making this evaluation, the Initial Study considers the factors described above and Section 15162 of the CEQA Guidelines, which provides the following:

1. When an EIR has been certified or a negative declaration for a project has been prepared, no subsequent EIR or negative declaration shall be prepared for that project unless the District determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:
 - a. Substantial changes are proposed in the project which will require major revisions of the EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
 - b. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
 - c. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - Significant effects previously examined will be substantially more severe than shown in the previous EIR;

- Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.
- i. If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

1.4 Project Documents

This initial study relies upon the EIR prepared for the Sierra College Rocklin Campus FMP Update in 2018. The 2018 FMP EIR was certified by Sierra College on May 21, 2019 (State Clearinghouse No. 2014042088). The 2018 FMP and FMP EIR are available for review at the following locations:

Facilities and Construction Office Sierra Community College
5100 Sierra College Blvd.
Rocklin, California 95677

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2 Summary of Findings

2.1 Environmental Factors Potentially Affected

The discussion provided in Section 3, Initial Study Checklist, finds that the proposed projects are within the scope of 2018 FMP EIR. Potential project-related environmental impacts have been adequately addressed in the 2018 FMP EIR. Mitigation Measures identified in the 2018 FMP EIR would apply to the proposed projects and would reduce or avoid impacts related to biological resources, cultural resources, geology and soils, and hazardous materials.

2.2 Mitigation Measures

Mitigation Measures from the 2018 FMP EIR that would apply to the proposed projects are listed below.

MM BIO-3 (Pallid bat and Townsend's big-eared Bat): Preconstruction surveys shall be performed on the Project site in areas where there is a potential for the pallid bat to roost. Survey areas shall include all mature trees with cavities within woodland or riparian habitats on the Project site. Surveys shall include a daytime inspection to identify roosts, potential roosts, and signs of bat species (e.g., guano) and a subsequent flyout inspection at dusk. These surveys shall be performed between 14 and 30 days prior to construction. If bats are found to be present, then acoustical analysis shall be conducted to identify the species. If the pallid bat is determined to be roosting on the Project site, roosts shall be avoided by 100 feet unless CDFW is consulted and a CDFW approved exclusion plan and CDFW approved compensatory habitat is provided.

MM BIO-5 (Swainson's hawk): Nesting surveys for the Swainson's hawks shall be conducted by a qualified biologist in accordance with the protocol outlined in the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley (Swainson's Hawk Technical Advisory Committee 2000). If potential Swainson's hawk nests or nesting substrates are located within 0.5 mile of the Project, then those nests or substrates must be monitored for activity on a routine and repeating basis throughout the breeding season, or until Swainson's hawks or other raptor species are verified to be using them. The protocol recommends that ten visits be made to each nest or nesting site: one during January 1 to March 20 to identify potential nest sites, three during March 20 to April 5, three during April 5 to April 20, and three during June 10 to July 30. To meet the minimum level of protection for the species, surveys shall be completed for at least the two survey periods immediately prior to ground disturbance activities. If Swainson's hawks are not found to nest within the survey area, then no further action is warranted. If Swainson's hawks are found to nest within the survey area during the nesting period (February 15 through September 15), active Swainson's hawk nests shall be avoided by 0.5 mile unless this avoidance buffer is reduced through consultation with the CDFW.

MM BIO-6 (Other raptors and migratory birds): A qualified biologist shall conduct a preconstruction survey on the Project site and within 500 feet of its perimeter, if construction occurs during the breeding season (February 1 to August 31). Any survey will be conducted in areas where there is a potential for nesting raptors and nesting migratory birds to occur. These areas include power poles or trees that are suitable for the establishment of nests. These areas also include non-native annual grassland habitat and un-harvested alfalfa and grain crops (which occur off-site but within 500 feet of the Project), which provide potential breeding habitat for ground-nesting birds such as the California quail (*Callipepla californica*), killdeer (*Charadrius vociferus*), western meadowlark (*Sturnella neglecta*), and northern

harrier (*Circus cyaneus*). The preconstruction survey shall be performed within 30 days of construction to identify and mark active nests for avoidance.

- Construction activities shall not occur within 500 feet of active raptor nests or within 250 feet of all other migratory bird nests unless a qualified biologist determines that smaller buffers are sufficiently protective to avoid disrupting nesting activities. These avoidance areas shall be designated as Biologically Sensitive Areas (BSAs). No construction or earth-moving activity shall occur within the BSAs until it is determined by a qualified biologist that the young have fledged (that is, left the nest) and have attained sufficient flight skills to avoid project construction zones. This typically occurs by early July, but August 31st is considered the end of the nesting period unless otherwise determined by a qualified biologist. Once raptors have completed nesting and young have fledged, the BSAs will no longer be needed and can be removed, and monitoring can be terminated.

MM BIO-6 (Other raptors and migratory birds): A qualified biologist shall conduct a preconstruction survey on the Project site and within 500 feet of its perimeter, if construction occurs during the breeding season (February 1 to August 31). Any survey will be conducted in areas where there is a potential for nesting raptors and nesting migratory birds to occur. These areas include power poles or trees that are suitable for the establishment of nests. These areas also include non-native annual grassland habitat and un-harvested alfalfa and grain crops (which occur off-site but within 500 feet of the Project), which provide potential breeding habitat for ground-nesting birds such as the California quail (*Callipepla californica*), killdeer (*Charadrius vociferus*), western meadowlark (*Sturnella neglecta*), and northern harrier (*Circus cyaneus*). The preconstruction survey shall be performed within 30 days of construction to identify and mark active nests for avoidance.

Active raptor nests shall be avoided by 500 feet and all other migratory bird nests shall be avoided by 250 feet. These avoidance areas shall be designated as Biologically Sensitive Areas (BSAs). The standard sizes of the BSAs may be reduced through consultation with the CDFW and/or USFWS. No construction or earth-moving activity shall occur within the BSAs until it is determined by a qualified biologist that the young have fledged (that is, left the nest) and have attained sufficient flight skills to avoid project construction zones. This typically occurs by early July, but August 31st is considered the end of the nesting period unless otherwise determined by a qualified biologist. Once raptors have completed nesting and young have fledged, the BSAs will no longer be needed and can be removed, and monitoring can be terminated.

MM CUL-1: If any prehistoric or historic artifacts, or other indications of cultural deposits such as dark gray or black sediments with stone, bone or shell artifacts, or historic privy pits or trash deposits are found once ground-disturbing activities are underway, all ground disturbance activity within 50 feet of the find shall stop. The find(s) shall be immediately evaluated by a qualified archaeologist. If the find is determined to be a historical or unique archaeological resource, the qualified archaeologist shall formulate a proposed mitigation strategy including contingency funding and a time allotment to allow for implementation of avoidance measures or appropriate mitigation, consistent with the preferences set forth in §15064.5 of the CEQA Guidelines (favoring preservation in place where feasible). The District shall implement such recommended measures if the District determines that they are feasible in light of project design, logistics, and cost considerations. Work may continue on other parts of the Project site while mitigation of the historical or unique archaeological resource takes place.

MM CUL-2 Prior to demolition or modification of all structures in the built environment older than 50 years at the time of demolition, construction or modification, will be evaluated against the criteria for the National Register of Historic Places under Section 106 of the National Historic Preservation Act (Section 106) and the California Register of Historical Resources under CEQA. If it is determined a structure is an historic property (under Section

106) or a historic resource (under CEQA), all requirements for the evaluation, and mitigation of the structure will be complete before demolition or modification of the structure begins.

MM CUL-4: If any fossil remains such as but not limited to vertebrate bones or teeth, or preserved parts of plants are uncovered during construction:

- All work in that area shall cease and be diverted away until the qualified paleontologist can determine scientific importance of the find and whether it constitutes a unique paleontological resource. If the fossils are evaluated to be scientifically important, the qualified paleontologist shall remove them as soon as is practicable. If warranted, the qualified paleontologist shall make collections of exposed fossils from the lithologic units of high paleontological importance. All vertebrate and representative samples of mega-invertebrate and plant fossils shall be collected. The qualified paleontologist shall be equipped to allow for the rapid removal of fossil remains and/or matrix and thus reduce the potential for any construction delays.
- Depending upon the paleontologic importance of the rock unit, the rock shall be examined periodically for microfossils by wet or dry screening. If important fossil remains are found as a result of screening, samples of sufficient size to generate a representation of the organisms preserved shall be collected and processed, if warranted, onsite or at a convenient location.
- The reports documenting the fossil finds shall be submitted to the Sierra College Natural History Museum or the University of California, Museum of Paleontology (UCMP), at the Berkeley Natural History Museum. Any such fossils should be offered to an appropriate repository such as the Sierra College Natural History Museum or University of California Museum of Paleontology.

MM CUL-5: In the event that human remains are discovered, further excavation or disturbance shall be prohibited pursuant to Section 7050.5 of the California Health and Safety Code. The specific protocol, guidelines, and channels of communication outlined by the Native American Heritage Commission (NAHC), in accordance with Section 7050.5 of the Health and Safety Code, Section 5097.98 of the Public Resources Code (Chapter 1492, Statutes 1982, Senate Bill 297), and Senate Bill 447 (Chapter 44, Statutes of 1987), shall be followed. All reports, correspondence, and determinations regarding the discovery of human remains on the Project site shall be submitted to the Placer County Planning and Community Development Department.

In the event of the discovery of human remains, at the direction of the county coroner, Section 7050.5(c) shall guide potential Native American consultation.

MM GEO-1 - Prepare Geotechnical Study: Prior to final design of the near-term projects and prior to future development of the additional long-term projects, a design-level geotechnical study shall be prepared and recommendations of the study, pursuant to California Building Code requirements, shall be incorporated into the final design of proposed development. The District shall submit future studies for review and approval by the Department of the State Architect. The studies shall also include an analysis of the potential for collapsible and expansive soils at a site as well as design remedies in the event that such soils are present and could pose a geotechnical hazard to proposed facilities. All on-site soil engineering activities shall be conducted under the supervision of a licensed Geotechnical Engineer or Certified Engineering Geologist.

MM HAZ-1: Measures based on the recommendations outlined in the Phase I Environmental Site Assessment shall be implemented as follows:

- If the area west of MEI is planned to be redeveloped, petroleum impacts from a former UST may be encountered. If petroleum-based contaminated soil is present, the soil shall be removed with PCEHC oversight.
- If Buildings N and/or X are demolished or redeveloped, in-ground hydraulic hoists must be removed. If impacts to soil and groundwater around and beneath the hoists is encountered, the soil shall be removed with PCEHC oversight.
- If any of Buildings E, G-ME, H, N, S, T, W, X, and Yt2, the hazardous waste storage shed, or the grounds shed are renovated or demolished, the District shall either remove and The District shall perform lead-contaminated paint and asbestos contaminated material surveys of the site buildings planned for renovation or removal.
- If unknown USTs and/or impacted soil is encountered during redevelopment, they shall be assessed for removal and offsite disposal purposes. store hazardous materials in other suitable locations or properly dispose of the materials prior to renovation or demolition.

3 Initial Study Checklist

1. Project title:

Sierra College Applied Technology Center (ATC) Modernization and Student Housing Projects

2. Lead agency name and address:

Sierra Joint Community College District
5100 Sierra College Boulevard
Rocklin, California 95677

3. Contact person and phone number:

Laura W. Doty
Director of Facilities and Construction
916.660.7650

4. Project location:

The proposed projects are located on the Sierra College Rocklin Campus located in the City of Rocklin, Placer County, shown on Figure 1. The main campus is bounded by Interstate (I-80), Rocklin Road, and Sierra College Boulevard on three sides.

The project sites are located central to the campus and consists of the existing automotive technology and woods/metals technology instructional buildings (buildings H and N) and the area directly west of buildings H and N, which includes existing an existing classroom building, undeveloped space, as well as a portion of the campus parking lot (See Figure 2).

5. Project sponsor's name and address:

Sierra Joint Community College District (District)
5100 Sierra College Boulevard
Rocklin, California 95677

6. General plan designation:

Public/Quasi-Public (PQP)

7. Zoning:

Planned Development Community College (PD-CC)

8. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

A public agency other than the lead agency that has discretionary approval power over a project is a Responsible Agency, as defined by CEQA Guidelines Section 15381. No Responsible Agencies have been

identified for the proposed projects. However, there are agencies with ministerial approvals that are required for project implementation. These include:

- California Division of the State Architect: Approval of construction plans, structural safety, fire and life safety, and access compliance
- State Water Resources Control Board: Ground disturbance of more than one acre would require the District to file for coverage under the Nationwide Stormwater Permit for General Construction and prepare a Stormwater Pollution Prevention Plan.

9. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

The 2018 FMP EIR conducted an analysis, including extensive outreach to California Native American tribes, and determined no known tribal cultural resources would be affected by implementation of the FMP. Mitigation measures were identified to reduce the potential impacts of encountering previously unidentified resources during construction. These measures are incorporated into this tiered Initial Study. No California Native American tribes have requested written notification from the District pursuant to Public Resources Code section 21080.3.1.

10. Description of project, including surrounding land uses and setting:

College Campus

The existing campus is located in the eastern part of the City of Rocklin, California. The campus spans 311 acres within the Sierra Nevada foothills of South Placer County and is generally bounded by I-80 running diagonally from southwest to northeast; by Sierra College Boulevard and undeveloped land to the east; and by residences and Rocklin Road on the south (Sierra College 2017b) (see Figure 1). The campus is just south of the Rocklin Commons and Rocklin Crossings shopping centers. Secret Ravine cuts across campus and runs in the same direction as I-80. A nature trail preserve winds through the oak woodlands and the riparian communities of Secret Ravine (Sierra College 2004). Opened in 1961, the enrollment of 1,500 students grew to 14,300 by 2013. The College Research office determined in Fall of 2014 that the campus served as many as 6,000 students during peak times of the day, Monday through Thursday.

Project Site

The project sites are adjacent, located central to the campus, and consist of the existing automotive technology and woods/metals technology instructional buildings (buildings H and N) and the area directly west of buildings H and N, which includes existing an existing classroom building, undeveloped space, as well as a portion of the campus parking lot (See Figure 2).

Surrounding Land Uses

The project sites are bordered by buildings RN1, RN2, RN3 (nursing village), the multi-use plaza, and building G to the north, athletic fields and facilities to the east, student and faculty parking to the south, and the library and resource center as well as the campus center and café building to the west. Single-family and multi-family

residential uses are located to the south of Rocklin Road, and a swath of undeveloped land designated as Mixed Use and owned by the District is located to the east of Sierra College Boulevard. Two large shopping centers, Rocklin Commons and Rocklin Crossings, are divided by I-80 and Sierra College Boulevard and are located north of the project site. Businesses include grocery stores, restaurants, and retail chains. Retail commercial uses are also located along the I-80 corridor.

The project sites are designated Public/Quasi-Public (PQP) and zoned Planned Development Community College (PD-CC) by the City of Rocklin. The college campus use is consistent with the general plan and zoning designation.

Facilities Master Plan

The primary objective of the FMP is to accommodate the anticipated growth in student population, update campus and classroom technology, and implement needed building and site improvements. The FMP describes a conceptual development program spanning a 20-year horizon, and includes demolition of certain existing structures, construction of new structures, and modernization of numerous existing structures. The 2018 FMP EIR analyzed five “near-term” projects at the project level, including a new parking structure, infrastructure improvements on the north side of campus, a new instructional building, modernization of Weaver Hall, and modernization of the gymnasium.

The 2018 FMP EIR identifies the proposed projects as long term projects. While the EIR does not study the long term projects at the same level of detail as the near term projects (particularly with regards to construction impacts), these projects may be found within the scope of the FMP EIR.

Project Elements

The ATC Modernization Project would involve internal modernization activities, including upgrades, to campus buildings H and N. As described above, these buildings, which were built in the 1960s, are in need of new instructional delivery methods to catch up to current industry standards, and building/accessibility codes (i.e., Americans with Disabilities [ADA] compliance).

The Student Housing Project would involve construction of a three to four story new student housing dormitory directly east of buildings H and N. An existing classroom building is present within the student housing project site and would be demolished for construction of the new dormitory. Additionally, existing trees and landscaping would be removed to accommodate the new building. The 131,000 square foot (sf) dormitory would consist of three separate buildings that connect on the upper stories and would provide 354 beds for enrolled students. Additional site work, including construction of accessible pathways to and from the new student housing area would occur as part of the project. Some parking areas within the campus would be designated for students occupying the new dormitory, otherwise, campus residents would be required to utilize existing parking options within the campus. The FMP contemplates removal of the existing on-campus dormitory. However, this demolition is not proposed at the present time.

Project Construction

Construction of the Student Housing Project would start in December 2022 and be completed in the spring of 2025 (with students moving in for the Summer 2025 semester). The ATC Modernization Project

is anticipated to start in September 2023 and be completed by the end of 2025 (in time for the Spring 2026 semester).

Environmental Factors Potentially Affected

The environmental resources, if checked below, would be potentially affected by the proposed projects and would involve at least one impact that is a significant or potentially significant impact that has not been adequately addressed in the 2018 FMP EIR.

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

As indicated in this checklist and based on the analysis presented in this Initial Study, it has been determined that for all resource areas, the proposed projects would not result in any significant impacts that are not adequately addressed by the 2018 FMP EIR.

Determination (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Signature

Date

3.1 Aesthetics

	Potentially Significant Impact	Impact Adequately Addressed in 2018 FMP EIR	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Except as provided in Public Resources Code Section 21099, would the project:					
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

Section 4.1 of the 2018 FMP EIR evaluated aesthetic resources of FMP buildout, including the proposed projects. No new circumstances or changes have occurred, nor has any new information been found requiring new analysis or verification.

a) *Would the project have a substantial adverse effect on a scenic vista?*

The 2018 FMP EIR determined that impact related to scenic vistas would be less than significant, as the campus lacks remarkable scenery, resources, or views that could be categorized as a scenic vista. The built environment of the campus is consistent with surrounding properties, and there are only minimal views of a grassland and oak woodland landscape. Distant mountain terrain is visible to motorists near the project site; however, these features are already largely blocked from view due to intervening topography, landscaping, and structures. Building modifications for the new ATC would occur within existing campus buildings H and N and therefore would not be visible from distant viewpoints or viewpoints outside of the campus. Construction and operation of the new student housing dormitory would be visible to passersby along Sierra College Boulevard and Rocklin Road; however, the new dormitory structure would be consistent in size and height with existing and surrounding campus building.

Further, the new student housing buildings would not obstruct any scenic vista, as the area does not include any unique aesthetic resources that would be classified as a scenic vista. No new significant effect would occur. Impacts related to scenic vistas remain less than significant and are adequately addressed in the 2018 FMP EIR.

b) *Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

The 2018 FMP EIR concluded that there are no designated State or County Scenic Highways in Placer County identified by the California Scenic Highway Mapping System, and thus no impact would occur from buildout of the FMP. The 2018 FMP EIR notes that there are four eligible but not currently designated State Scenic Highway segments within the County. The closest eligible segment is SR-49, which is approximately 13 miles northeast of the campus. No other scenic resources are located within the vicinity of the college. Because the proposed projects are located within the campus and is approximately 13 miles from the nearest eligible scenic designated highway, implementation of the projects would not result in scenic resources impact. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

c) *In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

The visual character of the area consists of developed, academic uses within the campus as well as residential and open space areas outside of the campus. Due to the potential for buildout of the FMP to result in removal of oak trees within the campus, which could degrade the visual character and quality of the campus, the 2018 FMP EIR determined that visual impacts would be potentially significant. The 2018 FMP EIR includes Mitigation Measure BIO-8 (Oak trees) (EIR pages 4.3-27 through 4.3-29) which would continue to apply to buildout of the FMP. The 2018 FMP EIR concluded that implementation of Mitigation Measure BIO-8 (Oak trees) would reduce impacts related to visual character and quality to a less-than-significant level.

The proposed project site includes two academic buildings, landscaping, and parking areas. Surrounding uses around the project site include academic buildings ranging in height from one to three stories, parking areas, internal campus landscaping, and designated sport fields for baseball and football. The size and character of the proposed projects is consistent with the development described in the 2018 FMP EIR. The projects would not require removal of oak trees. The Student Housing Project would require removal of landscaping trees in the parking area, but those trees are not oak trees (see Biological Resources, below). Therefore, implementation of Mitigation Measure BIO-8 is not necessary for the proposed project. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

d) *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Impacts related to light and glare were evaluated in the 2018 FMP EIR and were determined to be less than significant. Modifications of the technology buildings may include updated lighting but would not

substantially expand the existing lighting sources. The student housing buildings would include lighting for safe access and pedestrian circulation. Operational lighting would be similar to existing lighting for campus uses (i.e., buildings, parking lot, pathways, etc.). Further, lighting installed along the building exterior would be angled downwards such that it would be shielded and prevent light spillover towards surrounding uses. The building exteriors would be comparable to existing campus structures and is not anticipated to create new sources of glare. As such, the projects would not result in adverse effects related to light and glare. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

Conclusion

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the projects would not result in new or substantially more severe environmental impacts, compared to those discussed in the 2018 FMP EIR. Therefore, the conclusions regarding impacts on aesthetics included in the 2018 FMP EIR remain valid.

3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Impact Adequately Addressed in 2018 FMP EIR	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

Chapter 4, Environmental Impact Analyses, of the 2018 FMP EIR determined that because there are no lands designated as agricultural within the campus, and no forestry resources present, agricultural resources impacts

would not be significant. No new circumstances or changes have occurred, nor has any new information been found requiring new analysis or verification.

- a-e) *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***

Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

Would the project result in the loss of forest land or conversion of forest land to non-forest use?

Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

The 2018 FMP EIR determined that there would be no Agricultural and Forestry resources impacts, as there are no lands designated as agricultural on campus, and no trees or other plant materials harvested as forestry resources on campus. The proposed project site is within the campus. Therefore, project implementation would also not result in any agricultural or forestry resource impacts. No new significant effect would occur, and the conclusions regarding Agricultural and Forestry resources impacts included in the 2018 FMP EIR remain valid.

Conclusion

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the projects would not result in new or substantially more severe environmental impacts, compared to those discussed in the 2018 FMP EIR. Therefore, the conclusions regarding impacts on agricultural and forestry resources included in the 2018 FMP EIR remain valid.

3.3 Air Quality

	Potentially Significant Impact	Impact Adequately Addressed in 2018 FMP EIR	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

Section 4.2 of the 2018 FMP EIR evaluated potential air quality impacts associated with implementation of the FMP. No new circumstances or changes have occurred, nor has any new information been found requiring new analysis or verification.

a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

The 2018 FMP EIR determined that impacts associated with the potential to conflict with or obstruct implementation of applicable Placer County Air Pollution Control District (PCAPCD) air quality plans including the 8-Hour Ozone Attainment Plan and Reasonable Further Progress Plan (2013 SIP Revisions) would be less than significant.

The campus, including the ATC and student housing sites, is under the jurisdiction of the PCAPCD within the Sacramento Valley Air Basin (SVAB). The SVAB is designated nonattainment for both national and California ozone standards. Accordingly, the PCAPCD, along with other local air districts in the SVAB, is required to comply with and implement the State Implementation Plan (SIP) to demonstrate when and how the region can attain the federal ozone (O₃) standards. As such, the PCAPCD, along with the other air districts in the region, prepared the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (2017 SIP Revisions). The Ozone Attainment Plan addresses attainment of the federal 8-hour O₃ standard, while the 2015 Triennial Report and Air Quality Plan Revision address attainment of the California 1-hour and 8-hour O₃ standards (SMAQMD 2016). These are the latest plans

adopted by the PCAPCD in coordination with the air quality management districts and air pollution control districts of El Dorado, Sacramento, Solano, Sutter, and Yolo counties, and they incorporate land use assumptions and travel demand modeling provided by Sacramento Area Council of Governments (SACOG). The purpose of a consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with federal and state air quality standards. In general, projects are considered consistent with, and would not conflict with or obstruct implementation of the air quality plan if the growth in socioeconomic factors is consistent with the underlying regional plans used to develop the air quality management plan.

Demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) were developed by SACOG for its Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) (SACOG 2016) based on general plans for cities and counties in the SVAB. The air quality management plans rely on the land use and population projections provided in the MTP/SCS, which is generally consistent with the local plans; therefore, the air quality management plans are generally consistent with local government plans.

The ATC Modernization and Student Housing projects would not conflict with or obstruct implementation of the MTP/SCS because it would not increase population, nor would it require additional employment. Therefore, the proposed projects would not increase development density and would be considered consistent with the emissions estimates in the air quality attainment plans described above. As a result, the projects would not conflict with an applicable air quality plan or potentially obstruct its implementation and the impact is adequately addressed in the 2018 FMP EIR.

b) *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*

The 2018 FMP EIR determined that impacts associated with construction and operational activities would not exceed the PCAPCD significance thresholds and would not result in a considerable contribution to the region's cumulative air quality impact.

Non-attainment pollutants of concern include O₃ and particulate matter with an aerodynamic diameter less than or equal to 10 microns in size (PM₁₀). If a project exceeds the identified thresholds of significance, its emissions would result in significant adverse air quality impacts to the region's existing air quality conditions. The following discussion evaluates the potential for the proposed projects' construction and operational emissions to result in a considerable contribution to the region's cumulative air quality impact.

Construction Emissions

Construction of the proposed projects would generate criteria air pollutant emissions. Exhaust from internal combustion engines used by construction equipment, vendor trucks (delivery trucks), haul trucks, and worker vehicles would result in emissions of reactive organic gases (ROGs), oxides of nitrogen (NO_x), and PM₁₀. Construction of the projects would also generate carbon monoxide (CO), sulfur oxides (SO_x), and particulate matter with an aerodynamic diameter less than or equal to 2.5 microns in size (PM_{2.5}) emissions. The 2018 FMP EIR considered construction emissions from the near term projects. Modelled construction emissions were well below PCAPCD thresholds, and the impact was therefore found less

than significant. The ATC and student housing projects were not considered in the near term emissions. Therefore, construction emissions have been estimated using CalEEMod (the model recommended by PCAPCD and used in the 2018 FMP EIR). The results are shown in Table 1. Note that only the criteria air pollutants that the PCAPCD have adopted thresholds for are presented in Table 1, though all criteria air pollutant emissions are included in Appendix A. For the purposes of estimating daily and annual construction emissions, activities for both projects were assumed to begin in late 2022 and finishing in 2025. Construction would involve grading and excavation activities. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM₁₀ and PM_{2.5} emissions. To account for compliance with PCAPCD Rule 228 (fugitive dust), it was assumed that the active sites would be watered at least twice daily, or as necessary depending on weather conditions.

Predicted construction emissions for the worst-case day for the proposed projects are presented in Table 1 and are compared to the PCAPCD significance thresholds. The maximum daily construction emissions are below the PCAPCD thresholds and would not result in a significant impact. Even when considering the potential overlap of the proposed projects with other near term projects, including the New Instructional Building, the modernization of Weaver Hall, and the modernization of the Gym, the combined projects would not result in a significant impact (see Tables 4.2-7 through 4.2-9 of the 2018 FMP EIR).

Table 1. Maximum Daily Construction Criteria Air Pollutant Emissions

Year	ROG	NO _x	PM ₁₀
	<i>Pounds per Day</i>		
2022	3.24	33.14	10.69
2023	47.43	30.06	6.37
2024	23.37	11.46	0.77
Maximum Daily Emissions	47.43	33.14	10.69
<i>PCAPCD Threshold</i>	82	82	82
Threshold Exceeded?	No	No	No

Source: See Appendix A for details.

Notes: ROG = reactive organic gas; NO_x = oxides of nitrogen; PM₁₀ = coarse particulate matter; PCAPCD = Placer County Air Pollution Control District.

The values shown are the maximum summer or winter daily emissions results from CalEEMod.

Operational Emissions

Operational impacts FMP buildout, including the proposed projects, was considered in the 2018 FMP EIR and found to be less than significant. The proposed projects would not result in an increase in operational criteria air pollutant emissions beyond what was considered in the prior EIR. The size and scope of the of the ATC and student housing projects are substantially the same. Therefore, the impact is adequately addressed by the 2018 FMP EIR.

c) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

The 2018 FMP EIR determined that implementation of the FMP would not expose sensitive receptors to substantial pollutant concentrations; impacts would be less than significant. Specifically, the 2018 FMP EIR found that (1) emissions of CO would not cause or contribute to local CO concentrations exceeding 20

parts per million (ppm) over a 1-hour averaging period or 9 ppm, and that (2) toxic air contaminants (TACs) generated during construction and operations would not be expected to result in concentrations causing significant health risks.

d) *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

The 2018 FMP EIR determined that impacts associated with objectionable odors would be less than significant.

Odors are a form of air pollution that is most obvious to the public. Odors can present significant problems for both the source and surrounding community. Although offensive odors seldom cause physical harm, they can be considered a nuisance and cause concern. Buildout of the FMP would not include land uses that are typically associated with odors, such as manufacturing, wastewater, and landfills.

Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment. In general, odors are highest near the source, but disperse quickly resulting in a reduced offsite exposure. Construction activities would use typical construction techniques in compliance with PCAPCD rules and any odors associated with project construction activities would be temporary and would cease upon completion of construction.

Conclusion

Construction activities of the proposed projects would generate ROG and NO_x emissions (which are precursors to ozone) and emissions of PM₁₀. However, as indicated in Table 1, project-generated construction emissions would not exceed the PCAPCD significance thresholds for ROG, NO_x, or PM₁₀. Operational emissions and health risk were considered in the 2018 FMP EIR. No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis. Therefore, the proposed projects would not result in a new or substantially greater air quality impact and is adequately addressed by the prior EIR.

3.4 Biological Resources

	Potentially Significant Impact	Impact Adequately Addressed in 2018 FMP EIR	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

Section 4.3 of the 2018 FMP EIR evaluated potential biological resources impacts associated with implementation of the FMP. No new circumstances or changes have occurred, nor has any new information been found requiring new analysis or verification.

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

Due to the potential for special-status species to be present at or within the vicinity of the campus, the 2018 FMP EIR determined that impacts related to special-status wildlife species would be potentially significant. The 2018 FMP EIR included the following mitigation measures (EIR pages 4.3-20 through 4.3-24) which would continue to apply to buildout of the FMP:

- Mitigation Measure BIO-1 (Western pond turtle)
- Mitigation Measure BIO-2 (Valley elderberry longhorn beetle)
- Mitigation Measure BIO-3 (Pallid bat and Townsend's big-eared Bat)
- Mitigation Measure BIO-4 (American badger)
- Mitigation Measure BIO-5 (Swainson's hawk)
- Mitigation Measure BIO-6 (Other raptors and migratory birds)

With implementation of Mitigation Measures BIO-1 through BIO-6, the 2018 FMP EIR concluded that impacts would be reduced to a less-than-significant level.

The projects, which are located within the campus, could result in activities (i.e., clearing, earth-moving) that could adversely affect special-status species, if present. Due to the location of the project site, in a previously developed area in the center of campus, the projects are not expected to impact riparian or aquatic habitat that may support western pond turtle or valley elderberry longhorn beetle (refer to 2018 FMP EIR Figure 3.4-1) nor does the site include the woodlands and grasslands that could support American badger. The other species could be present, in structures or trees on or near the project site. Therefore, Mitigation Measures BIO-3, -5, and -6 would apply to the proposed projects. With implementation of these measures, no new or substantially greater impact would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

- b) ***Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

The 2018 FMP EIR determined that impacts related to riparian habitats and sensitive communities would be potentially significant. These habitat types are located on the north and western sides of the campus. The 2018 FMP EIR included Mitigation Measures BIO-7 (Riparian habitat) and BIO-8 (Oak trees) (EIR pages 4.3-27 through 4.3-29) which would continue to apply to buildout of the FMP. With implementation of Mitigation Measures BIO-7 and BIO-8, the 2018 FMP EIR concluded that impacts would be reduced to a less-than-significant level.

The proposed project site is not located near riparian habitat or sensitive communities. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

- c) ***Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

The 2018 FMP EIR concluded that impacts related to wetlands would be potentially significant because buildout of the FMP could adversely affect waters protected under Section 404 of the Clean Water Act (CWA), Section 401 of the CWA, and Section 1600 of the California Fish and Game Code. The 2018 FMP EIR included Mitigation Measure BIO-9 (Wetlands and other waters) (EIR pages 4.3-30 through 4.3-32) which would continue to apply to buildout of the FMP. With implementation of Mitigation Measure BIO-9, the 2018 FMP EIR concluded that impacts would be reduced to a less-than-significant level.

No water features are present on the ATC site nor the student housing site, and as such, the projects would not result in adverse effects to protected wetlands. No new significant effect would occur, and impacts would remain less than significant, as addressed in the 2018 FMP EIR.

- d) ***Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

The 2018 FMP EIR concluded that impacts related to migratory fish and wildlife would be potentially significant because buildout of the FMP would affect approximately 0.02 acre of water features and 0.01 acre of riparian habitats, which likely function, to some extent, as wildlife corridors. The 2018 FMP EIR included the following mitigation measures (EIR pages 4.3-27 through 4.3-32) which would continue to apply to buildout of the FMP:

- Mitigation Measure BIO-7 (Riparian habitat)
- Mitigation Measure BIO-8 (Oak trees)
- Mitigation Measure BIO-9 (Wetlands and other waters)

With implementation of Mitigation Measures BIO-8 and BIO-9, the 2018 FMP EIR concluded that impacts would be reduced to a less-than-significant level.

None of the identified water features or riparian habitats exist within the ATC site, nor the student housing site. Thus, the projects would not result in adverse effects related to migratory fish and wildlife. No new significant effect would occur, and impacts would remain less than significant, as addressed in the 2018 FMP EIR.

- e) ***Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

The 2018 FMP EIR concluded that impacts related to conflicts with local policies or ordinance would be potentially significant because buildout of the FMP could result in removal of protected oak trees. The 2018 FMP EIR included the following Mitigation Measure BIO-8 (Oak Trees) (EIR pages 4.3-27 through

4.3-29) which would continue to apply to buildout of the FMP. With implementation of Mitigation Measure BIO-8, the 2018 FMP EIR concluded that impacts would be reduced to a less-than-significant level.

The ATC Modernization Project would not result in removal of any trees, as modernization activities would happen within existing buildings. The construction of the student housing buildings would result in removal of landscaping trees within with the project site. However, the Arborist Report prepared for the 2018 FMP EIR did not identify any oak trees within the project area (Foothill 2018). No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

f) *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

The 2018 FMP EIR concluded that because the campus is not located within the boundaries of any adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or any other conservation plan, impacts would be less than significant. The ATC Modernization and Student Housing projects are located within the campus boundaries and as such, would not conflict with the provisions of an adopted HCP, NCCP, or other conservation plan. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

Conclusion

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the projects would not result in new or substantially more severe environmental impacts, compared to those discussed in the 2018 FMP EIR. Therefore, the conclusions regarding impacts on biological resources included in the 2018 FMP EIR remain valid.

3.5 Cultural Resources

	Potentially Significant Impact	Impact Adequately Addressed in 2018 FMP EIR	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

Section 4.4 of the 2018 FMP EIR evaluated potential cultural resource impacts associated with implementation of the FMP. No new circumstances or changes have occurred, nor has any new information been found requiring new analysis or verification.

a) *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

Due to the potential to encounter previously undiscovered pre-historic or historic-era materials or features, the 2018 FMP EIR determined that impacts related to historic resources would be potentially significant. The 2018 FMP EIR included Mitigation Measures CUL-1 and CUL-2 (EIR page 4.4-22) which would continue to apply to buildout of the FMP. Even after implementation of Mitigation Measures CUL-1 and CUL-2, the 2018 FMP EIR concluded that buildout of the FMP would result in significant and unavoidable historic resource impacts.

The ATC Modernization Project would modify the existing buildings. The construction technology building and automotive technology building were built in 1961 and 1966, respectively. The automotive technology building was modified in 1976. Because the buildings are over 50 years of age, the project would include implementation of Mitigation Measure CUL-2, which requires an evaluation for eligibility on the National Register of Historic Places under Section 106 of the National Historic Preservation Act or the California Register of Historical Resources. If the buildings are found eligible, mitigation would be incorporated into the modernization, in the form of compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties (per CEQA Guidelines Section 15064.5). Implementation of CUL-2 would reduce potential project-specific impacts to less than significant.

Project activities associated with the Student Housing Project would involve ground disturbance and therefore the possibility to encounter previously undiscovered pre-historic and historic-era resources exists. The project would implement Mitigation Measure CUL-1, which would reduce potential impacts to a less- than-significant level by requiring stop-work protocol, evaluation, and appropriate treatment in the event of a discovery during construction activities.

There would be no new or increased impact beyond what was analyzed in the 2018 FMP EIR.

b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

Due to the potential to encounter previously undiscovered archaeological materials, the 2018 FMP EIR determined that impacts related to archaeological resources would be potentially significant. The 2018 FMP EIR included Mitigation Measure CUL-1 (EIR page 4.4-22) which would continue to apply to buildout of the FMP. Even after implementation of Mitigation Measure CUL-1, the 2018 FMP EIR concluded that buildout of the FMP would result in significant and unavoidable archaeological resource impacts.

Activities associated with the ATC Modernization would include upgrades within existing campus buildings. No ground disturbance or earth-moving activities would occur and therefore Mitigation Measure CUL-1 would not be required. As described above, project activities associated with the Student Housing Project would involve ground disturbance and therefore the possibility to encounter previously undiscovered archaeological materials exists. The project would implement Mitigation Measure CUL-1, which would reduce potential impacts to a less-than-significant level by requiring stop-work protocol, evaluation, and appropriate treatment in the event of a discovery during construction activities. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

c) *Would the project disturb any human remains, including those interred outside of dedicated cemeteries?*

Due to the potential to encounter human remains, the 2018 FMP EIR determined that impacts related to disturbance of human remains would be potentially significant. The 2018 FMP EIR included Mitigation Measure CUL-5 (EIR page 4.4-25) which would continue to apply to buildout of the FMP. The 2018 FMP EIR concluded that implementation of Mitigation Measure CUL-5 would reduce impacts related to disturbance of human remains to a less-than-significant level.

Activities associated with the ATC Modernization would include upgrades within existing campus buildings. No ground disturbance or earth-moving activities would occur and therefore the potential to encounter human remains is not anticipated; Mitigation Measure CUL-5 would not be required. As described above, project activities associated with the Student Housing Project would involve ground disturbance and therefore the potential to encounter human remains cannot be precluded. The project would implement Mitigation Measure CUL-5, which would reduce potential impacts to a less- than-significant level by requiring compliance with protocol, guidelines, and channels of communication outlined by the Native American Heritage Commission (NAHC), in accordance with Section 7050.5 of the Health and Safety Code, Section 5097.98 of the Public Resources Code (Chapter 1492, Statutes 1982, Senate Bill 297), and Senate Bill 447 (Chapter 44, Statutes of 1987). No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

Conclusion

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the projects would not result in new or substantially more severe environmental impacts, compared to those discussed in the 2018 FMP EIR. Therefore, the conclusions regarding impacts on cultural resources included in the 2018 FMP EIR remain valid.

Applicable Mitigation Measures from the 2018 FMP EIR

MM CUL-1: If any prehistoric or historic artifacts, or other indications of cultural deposits such as dark gray or black sediments with stone, bone or shell artifacts, or historic privy pits or trash deposits are found once ground-disturbing activities are underway, all ground disturbance activity within 50 feet of the find shall stop. The find(s) shall be immediately evaluated by a qualified archaeologist. If the find is determined to be a historical or unique archaeological resource, the qualified archaeologist shall formulate a proposed mitigation strategy including contingency funding and a time allotment to allow for implementation of avoidance measures or appropriate mitigation, consistent with the preferences set forth in §15064.5 of the CEQA Guidelines (favoring preservation in place where feasible). The District shall implement such recommended measures if the District determines that they are feasible in light of project design, logistics, and cost considerations. Work may continue on other parts of the Project site while mitigation of the historical or unique archaeological resource takes place.

MM CUL-2 Prior to demolition or modification of all structures in the built environment older than 50 years at the time of demolition, construction or modification, will be evaluated against the criteria for the National Register of Historic Places under Section 106 of the National Historic Preservation Act (Section 106) and the California Register of Historical Resources under CEQA. If it is determined a structure is an historic property (under Section 106) or a historic resource (under CEQA), all requirements for the evaluation, and mitigation of the structure will be complete before demolition or modification of the structure begins.

MM CUL-5: In the event that human remains are discovered, further excavation or disturbance shall be prohibited pursuant to Section 7050.5 of the California Health and Safety Code. The specific protocol, guidelines, and channels of communication outlined by the Native American Heritage Commission (NAHC), in accordance with Section 7050.5 of the Health and Safety Code, Section 5097.98 of the Public Resources Code (Chapter 1492, Statutes 1982, Senate Bill 297), and Senate Bill 447 (Chapter 44, Statutes of 1987), shall be followed. All reports, correspondence, and determinations regarding the discovery of human remains on the Project site shall be submitted to the Placer County Planning and Community Development Department.

In the event of the discovery of human remains, at the direction of the county coroner, Section 7050.5(c) shall guide potential Native American consultation.

3.6 Energy

	Potentially Significant Impact	Impact Adequately Addressed in 2018 FMP EIR	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy – Would the project:					
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

Section 6.5 of the 2018 FMP EIR evaluated potential energy impacts associated with implementation of the FMP. The 2018 FMP EIR did not directly discuss consistency with state or local plans for renewable energy or energy efficiency. As such, this is further discussed under criterion (b), below.

a) *Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

The 2018 FMP EIR determined that implementation of the FMP would increase the use of energy resources on the campus, however, would not result in wasteful, inefficient, or unnecessary consumption of these resources (EIR pages 6-7 through 6-14). The proposed projects, which were contemplated in the 2018 FMP EIR, would be consistent with planned buildout of the FMP. As such, these projects would not result in a wasteful, inefficient, or unnecessary consumption of energy resources. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

b) *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

The 2018 FMP EIR did not identify specific state or local plans that would apply to the projects. However, EIR did discuss Title 24 (California Code of Regulations), California's energy efficiency standards. The projects would be required to meet Title 24 energy efficiency and CALGreen code requirements (as described in pages 6-8 through 6-9 of the 2018 FMP EIR). Therefore, the projects would not conflict with or obstruct any state or local plans for renewable energy or energy efficiency. Impacts would be less than significant.

Conclusion

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new

or substantially more severe environmental impacts, compared to those discussed in the 2018 FMP EIR. Therefore, the conclusions regarding impacts on energy included in the 2018 FMP EIR remain valid.

3.7 Geology and Soils

	Potentially Significant Impact	Impact Adequately Addressed in 2018 FMP EIR	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS – Would the project:					
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

Section 4.5 of the 2018 FMP EIR evaluated potential geology and soil-related impacts associated with implementation of the FMP. No new circumstances or changes have occurred, nor has any new information been found requiring new analysis or verification.

a) *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

The 2018 FMP EIR indicated that buildout of the FMP would not result in fault rupture-related impacts because no portion of the campus is located on an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Zoning Act. The projects are also located within the campus boundaries and as such, would not result in impacts related to fault rupture. No new significant effect would occur, and the conclusions regarding fault rupture impacts included in the 2018 FMP EIR remain valid.

ii) *Strong seismic ground shaking?*

Due to the potential to expose people and structures to potential substantial adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking, the 2018 FMP EIR determined that impacts related to strong seismic ground shaking would be potentially significant. The 2018 FMP EIR included Mitigation Measure GEO-1 (EIR page 4.5-14) which would continue to apply to buildout of the FMP. The 2018 FMP EIR concluded that implementation of Mitigation Measure GEO-1 would reduce impacts related to strong seismic ground shaking to a less-than-significant level.

Activities associated with the ATC Modernization would include upgrades within existing campus buildings. No ground disturbance or earth-moving activities would occur and therefore Mitigation Measure GEO-1 would not be required for this project. The Student Housing Project would involve construction and operation of new student housing buildings within the campus and may require a geotechnical study to identify potential hazards, including seismic hazards. Therefore, the project would include implementation of GEO-1 which would reduce impacts to a less-than-significant level by requiring a design-level geotechnical study to be prepared and would include building and design recommendations, pursuant to California Building Code requirements. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

iii) *Seismic-related ground failure, including liquefaction?*

Due to the potential to expose people and structures to potential substantial adverse effects, including risk of loss, injury, or death involving liquefaction, the 2018 FMP EIR determined that impacts related to liquefaction would be potentially significant. The 2018 FMP EIR included Mitigation Measure GEO-1 (EIR page 4.5-14) which would continue to apply to buildout of the FMP. The 2018 FMP EIR concluded that implementation of Mitigation Measure GEO-1 would reduce impacts related to liquefaction to a less-than-significant level.

Activities associated with the ATC Modernization would include upgrades within existing campus buildings. No ground disturbance or earth-moving activities would occur and therefore Mitigation Measure GEO-1 would not be required for this project. The Student Housing Project would involve construction and operation of new student housing buildings within the campus and may require a geotechnical study to identify potential hazards, including those related to liquefaction. Therefore, the project would include implementation of GEO-1 which would reduce impacts to a less-than-significant level by requiring a design-level geotechnical study to be prepared and would include building and design recommendations, pursuant to California Building Code requirements, to reduce potential for liquefaction. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

iv) Landslides?

Due to the potential to expose people and structures to potential substantial adverse effects, including risk of loss, injury, or death involving landslides, the 2018 FMP EIR determined that impacts related to landslides would be potentially significant. The 2018 FMP EIR included Mitigation Measure GEO-1 (EIR page 4.5-14) which would continue to apply to buildout of the FMP. The 2018 FMP EIR concluded that implementation of Mitigation Measure GEO-1 would reduce impacts related to landslides to a less-than-significant level.

Activities associated with the ATC Modernization would include upgrades within existing campus buildings. No ground disturbance or earth-moving activities would occur and therefore Mitigation Measure GEO-1 would not be required for this project. The Student Housing Project would involve construction and operation of a new student housing facility within the campus and may require a geotechnical study to identify potential hazards, including those related to landslides. Therefore, the project would include implementation of GEO-1 which would reduce impacts to a less-than-significant level by requiring a design-level geotechnical study to be prepared and would include building and design recommendations, pursuant to California Building Code requirements, to reduce landslide hazards. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

b) *Would the project result in substantial soil erosion or the loss of topsoil?*

The 2018 FMP EIR determined that impacts related to soil erosion and topsoil would be less than significant. The ATC Modernization would include upgrades within existing campus buildings. No ground disturbance or earth-moving activities would occur and therefore no impacts related to soil erosion or topsoil would occur. The Student Housing Project would involve construction and operation of a new student housing facility within the campus. The project is sited in an area that is surrounded by existing developed academic uses and the possibility for landslides would be considered low. Further, the student housing buildings would be constructed to current CBC requirements. As such, no new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

c) *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

The 2018 FMP EIR determined that impacts related to landslides, lateral spreading, subsidence, liquefaction, or collapse would be less-than-significant because the campus is not known to be located on a geologic unit or soil that is unstable, or that would become unstable. However, the 2018 FMP EIR

included implementation of Mitigation Measure GEO-1 which would require project-specific geotechnical and soil studies to identify potential geologic hazards for individual projects under the FMP. Mitigation Measure GEO-1 (EIR page 4.5-14) would continue to apply to buildout of the FMP. The 2018 FMP EIR concluded that implementation of Mitigation Measure GEO-1 would reduce impacts related to a less-than-significant level.

Activities associated with the ATC Modernization would include upgrades within existing campus buildings. No ground disturbance or earth-moving activities would occur and therefore Mitigation Measure GEO-1 would not be required for this project. The Student Housing Project would involve construction and operation of new student housing buildings within the campus and may require a geotechnical study to identify potential hazards. Therefore, the project would include implementation of GEO-1 which would reduce impacts to a less-than-significant level by requiring a design-level geotechnical study to be prepared and would include building and design recommendations, pursuant to California Building Code requirements. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

d) *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

The 2018 FMP EIR concluded that impacts related to expansive soils would be less-than-significant because soils on campus are not considered clayey, nor are they subject to extreme expansion during periods of high rainfall. However, the 2018 FMP EIR included implementation of Mitigation Measure GEO-1 which would require project-specific geotechnical and soil studies to identify potential geologic hazards (including expansive soils) for individual projects under the FMP. Mitigation Measure GEO-1 (EIR page 4.5-14) would continue to apply to buildout of the FMP. The 2018 FMP EIR concluded that implementation of Mitigation Measure GEO-1 would reduce impacts related to landslides to a less-than-significant level.

The Student Housing Project would involve construction and operation of new student housing buildings within the campus and may require a geotechnical study to identify potential hazards, such as expansive soils. Therefore, the project would include implementation of GEO-1 which would reduce impacts to a less-than-significant level by requiring a design-level geotechnical study to be prepared and would include building and design recommendations, pursuant to California Building Code requirements. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

e) *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

The 2018 FMP EIR states that the entire campus is served by the Dry Creek wastewater treatment plant, and no septic tanks or alternative wastewater systems are present or will be constructed as part of the FMP; no impact would occur. The ATC Modernization and Student Housing Project sites are within the campus and would be connected to the same wastewater system. Because no use of septic systems would occur, no new significant effect would occur, and as addressed in the 2018 FMP EIR, no impact would occur.

f) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Due to the potential for buildout of the FMP to encounter previously undiscovered paleontological materials or features, the 2018 FMP EIR determined that impacts related to paleontological resources would be potentially significant. The 2018 FMP EIR included Mitigation Measures CUL-3 and CUL-4 (EIR page 4.4-24) which would continue to apply to buildout of the FMP. Implementation of these mitigation measures were determined to reduce potentially significant impacts to a less-than-significant level.

Activities associated with the Student Housing Project would involve ground disturbance and therefore the possibility to encounter previously undiscovered paleontological resources exists. The project would implement Mitigation Measure CUL-4 which would reduce potential impacts to a less-than-significant level by requiring stop-work protocol, evaluation, and appropriate treatment in the event of a discovery during construction activities. Measure CUL-3 would not apply, due to the distance of the project site from Secret Ravine Creek.

Applicable Mitigation Measures from the 2018 FMP EIR

MM GEO-1 - Prepare Geotechnical Study: Prior to final design of the near-term projects and prior to future development of the additional long-term projects, a design-level geotechnical study shall be prepared and recommendations of the study, pursuant to California Building Code requirements, shall be incorporated into the final design of proposed development. The District shall submit future studies for review and approval by the Department of the State Architect. The studies shall also include an analysis of the potential for collapsible and expansive soils at a site as well as design remedies in the event that such soils are present and could pose a geotechnical hazard to proposed facilities. All on-site soil engineering activities shall be conducted under the supervision of a licensed Geotechnical Engineer or Certified Engineering Geologist.

MM CUL-4: If any fossil remains such as but not limited to vertebrate bones or teeth, or preserved parts of plants are uncovered during construction:

- a. All work in that area shall cease and be diverted away until the qualified paleontologist can determine scientific importance of the find and whether it constitutes a unique paleontological resource. If the fossils are evaluated to be scientifically important, the qualified paleontologist shall remove them as soon as is practicable. If warranted, the qualified paleontologist shall make collections of exposed fossils from the lithologic units of high paleontological importance. All vertebrate and representative samples of mega-invertebrate and plant fossils shall be collected. The qualified paleontologist shall be equipped to allow for the rapid removal of fossil remains and/or matrix and thus reduce the potential for any construction delays.
- b. Depending upon the paleontologic importance of the rock unit, the rock shall be examined periodically for microfossils by wet or dry screening. If important fossil remains are found as a result of screening, samples of sufficient size to generate a representation of the organisms preserved shall be collected and processed, if warranted, onsite or at a convenient location.

- c. The reports documenting the fossil finds shall be submitted to the Sierra College Natural History Museum or the University of California, Museum of Paleontology (UCMP), at the Berkeley Natural History Museum. Any such fossils should be offered to an appropriate repository such as the Sierra College Natural History Museum or University of California Museum of Paleontology.

Conclusion

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the projects would not result in new or substantially more severe environmental impacts, compared to those discussed in the 2018 FMP EIR. Therefore, the conclusions regarding impacts on geology and soils included in the 2018 FMP EIR remain valid.

3.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Impact Adequately Addressed in 2018 FMP EIR	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS – Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

Section 4.6 of the 2018 FMP EIR evaluated potential impacts related to hazards and hazardous materials associated with implementation of the FMP. No new circumstances or changes have occurred, nor has any new information been found requiring new analysis or verification.

- a) ***Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

The 2018 FMP EIR determined that because specific reductions to greenhouse gas emissions are unknown, impacts would be potentially significant. The 2018 FMP EIR includes implementation of Mitigation Measures GHG-1 through GHG-6 TRA-1 (2018 FMP EIR pages 4.6-26) which would continue to apply to buildout of the FMP. Even after implementation of mitigation measures, the 2018 FMP EIR concluded that buildout of the FMP would result in significant and unavoidable greenhouse gas emission impacts.

Operational Emissions

The 2018 FMP EIR considered the operational emissions of FMP buildout, including the ATC Modernization and Student Housing project. As the proposed project is consistent with the development described in the FMP, no new or substantially greater impacts would occur.

Construction Emissions

Construction of the proposed projects would result in GHG emissions, which are primarily associated with use of off-road construction equipment, on-road vendor (material delivery) or haul trucks, and worker vehicles. The 2018 FMP EIR did not evaluate construction emissions for long range projects, including the proposed projects. Therefore, Table 2 presents construction emissions for the proposed projects and compares emissions with the EIR threshold of 1,100 MT CO₂e per year. It is noted that the PCAPCD has since revised its construction threshold to 10,000 MT CO₂e per year (Placer County 2017). 1,100 MT is now used by PCAPCD as a “de minimum” threshold for the operational phase.

Table 2. Estimated Annual Construction GHG Emissions

	CO ₂	CH ₄	N ₂ O	CO ₂ e
Year	<i>Metric Tons Per Year</i>			
2022	37.37	0.01	<0.01	37.71
2023	538.21	0.08	0.01	543.29
2024	130.26	0.02	<0.01	131.18
Total				712.18
<i>PCAPCD Threshold</i>				<i>1,100</i>
Threshold Exceeded?				No

Source: See Appendix A for detailed results

Notes: CH₄ = methane; CO₂ = carbon dioxide; CO₂e = carbon dioxide equivalent; N₂O = nitrous oxide; 0.01 = reported value less than 0.01;

As shown in Table 2, the estimated annual construction GHG emissions for the proposed projects would be highest in the second year of construction, with approximately 543 MT CO₂e (metric tons of CO₂ equivalent). The 2018 FMP EIR used 1,100 MT CO₂e as the construction standard of significance. As shown in Table 2, the proposed projects are below that level, both for highest year and in total. Therefore, the proposed project's construction-related GHG emissions would not result in a new or greater impact compared to 2018 FMP EIR, and this impact is adequately addressed.

b) *Would the project generate conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

The 2018 FMP EIR stated that buildout of the FMP would comply with all policies and requirements from the City General Plan and the Placer County Air Pollution Control District (PCAPCD). Additionally, the City has a Climate Action Plan (CAP) that was developed during the 2011 General Plan Update. The FMP buildout was found not to conflict with any applicable plan, policy, or regulation related to GHG reductions. The proposed projects are consistent with the FMP and would therefore not conflict with any applicable policies or measures. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

Conclusion

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the projects would not result in new or substantially more severe environmental impacts, compared to those discussed in the 2018 FMP EIR. Therefore, the conclusions regarding impacts on greenhouse gas emissions included in the 2018 FMP EIR remain valid.

3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Impact Adequately Addressed in 2018 FMP EIR	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

Section 4.7 of the 2018 FMP EIR evaluated potential impacts related to hazards and hazardous materials associated with implementation of the FMP. No new circumstances or changes have occurred, nor has any new information been found requiring new analysis or verification.

a) *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Due to the potential to the presence and use of hazardous materials throughout the campus, the 2018 FMP EIR determined that impacts related to the transport, use, or disposal of hazardous materials would be potentially significant. The 2018 FMP EIR included Mitigation Measure HAZ-1 (2018 FMP EIR pages 4.7-13 through 4.7-14) which would continue to apply to buildout of the FMP. The 2018 FMP EIR concluded that implementation of Mitigation Measure HAZ-1 would reduce impacts related to transport, use, or disposal of hazardous materials to a less-than-significant level.

Activities associated with the ATC Modernization would include upgrades within existing campus buildings (H and N), which are specifically identified in Mitigation Measure HAZ-1. As described on page 4.7-2 of the FMP EIR, Building N contains active in-ground hydraulic hoists, which constitute a recognized environmental condition as a material threat of release. Further, some building within the campus may contain lead-based paint and asbestos containing materials (ACMs) due to building ages. Building modifications associated with the ATC would likely not encounter these hydraulic hoists, and any hazardous materials would be transported and disposed of in compliance with federal and State hazardous materials transportation laws and the California Environmental Protection Agency's Unified Program. However, because the potential to encounter hazardous materials (lead-based pain and ACMs) during building upgrades exists, the project would include implementation of Mitigation Measure HAZ-1, which reduce impacts to a less-than-significant level by requiring removal of potentially hazardous building materials and features and performing surveys for the presence of ACMs and lead-based paint prior to disturbance/removal.

The Student Housing Project site is not located in an area previously identified for hazardous materials and/or hazardous conditions. As described above, any hazardous materials utilized for construction would be transported and disposed of in compliance with federal and State hazardous materials transportation laws and the California Environmental Protection Agency's Unified Program. Operation of the project could involve common household hazardous materials such as cleaning agents and paints and would not involve any acute hazardous waste. As such, no new significant effect related to the transport, use, or disposal of hazardous materials would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

b) *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

The 2018 FMP EIR determined that buildout of the FMP would not create a significant hazard through upset and accident conditions and relies on the discussion discussed under criterion (a). As described on page 4.7-14 of the 2018 FMP EIR, MM HAZ-1 is included to ensure impacts remain less than significant.

As discussed under criterion (a), the ATC Modernization Project would include implementation of Mitigation Measure HAZ-1 which would which reduce impacts to a less-than-significant level by requiring

removal of potentially hazardous building materials and features and performing surveys for the presence of ACMs and lead-based paint prior to disturbance/removal. Further, the proposed Student Housing Project is sited in an area that is not known to contain any hazardous materials or conditions. As such, no new significant effect would occur, and the proposed projects would result in less-than-significant impacts related to upset and accident conditions involving the release of hazardous materials as addressed in the 2018 FMP EIR.

- c) ***Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

The 2018 FMP EIR determined that because the campus is a permitted small quantity hazardous waste generator and hazardous material storage facility operating under a Hazardous Materials Business Plan approved by the Placer County Environmental Health Department, impacts would be less than significant. The proposed projects are both located within the campus boundaries. As such, these projects would also operate under the existing Hazardous Materials Business Plan. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

- d) ***Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

Because the campus is located on a list of hazardous materials sites, as further described on pages 4.7-15 through 4.7-16 of the EIR, the 2018 FMP EIR concluded that impacts would be potentially significant. The 2018 FMP EIR included Mitigation Measure HAZ-1 (2018 FMP EIR pages 4.7-13 through 4.7-14) which would continue to apply to buildout of the FMP. The 2018 FMP EIR concluded that implementation of Mitigation Measure HAZ-1 would reduce impacts related to transport, use, or disposal of hazardous materials to a less-than-significant level.

Because the proposed projects are located within the campus, which is included on a list of hazardous materials sites, mitigation measure HAZ-1 would be applied to the project. Implementation of Mitigation Measure would reduce potential impacts to a less-than-significant level by requiring removal of known or encountered hazardous materials such that a significant hazard to the public or environmental be avoided. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

- e) ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?***

The 2018 FMP EIR concluded that the campus was not located within an airport land use plan, or within two miles of a public airport or public use airport, and therefore, no impact would occur. The proposed projects, which are located within the campus, is also not located within an airport land use plan, or within two miles of a public-use airport. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

f) *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The 2018 FMP EIR concludes that buildout of the FMP would comply with the school's Emergency Operations Plan (EOP) and therefore, would not impair or interfere with an emergency response plan or emergency evacuation plan; impacts would be less than significant. The proposed projects are located within the campus and therefore would also comply with the school's existing EOP. As such, the projects would not impair or interfere with an emergency response plan or emergency evacuation plan. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

g) *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

The 2018 FMP EIR concluded that impacts related to wildland fire would be less than significant. The proposed projects have been contemplated in the 2018 FMP EIR and would be located within the campus. Should a fire event occur, the campus would rely on fire protection measures as outlined on pages 4.7-19 through 4.7-20 of the 2018 FMP EIR. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

Conclusion

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the projects would not result in new or substantially more severe environmental impacts, compared to those discussed in the 2018 FMP EIR. Therefore, the conclusions regarding impacts related to hazards and hazardous materials included in the 2018 FMP EIR remain valid.

Applicable Mitigation Measures from the 2018 FMP EIR

MM HAZ-1: Measures based on the recommendations outlined in the Phase I Environmental Site Assessment shall be implemented as follows:

- If the area west of MEI is planned to be redeveloped, petroleum impacts from a former UST may be encountered. If petroleum-based contaminated soil is present, the soil shall be removed with PCEHC oversight.
- If Buildings N and/or X are demolished or redeveloped, in-ground hydraulic hoists must be removed. If impacts to soil and groundwater around and beneath the hoists is encountered, the soil shall be removed with PCEHC oversight.
- If any of Buildings E, G-ME, H, N, S, T, W, X, and Yt2, the hazardous waste storage shed, or the grounds shed are renovated or demolished, the District shall either remove and The District shall perform lead-contaminated paint and asbestos contaminated material surveys of the site buildings planned for renovation or removal.
- If unknown USTs and/or impacted soil is encountered during redevelopment, they shall be assessed for removal and offsite disposal purposes. store hazardous materials in other suitable locations or properly dispose of the materials prior to renovation or demolition.

3.10 Hydrology and Water Quality

	Potentially Significant Impact	Impact Adequately Addressed in 2018 FMP EIR	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY – Would the project:					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:					
i) result in substantial erosion or siltation on or off site;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Impact Adequately Addressed in 2018 FMP EIR	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

Section 4.8 of the 2018 FMP EIR evaluated potential impacts related hydrology and water quality associated with implementation of the FMP. No new circumstances or changes have occurred, nor has any new information been found requiring new analysis or verification.

a) *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

The 2018 FMP EIR concluded that impacts related to water quality standards or waste discharge requirements would be less than significant as the FMP only includes modernization, replacement, or expansion of existing facilities and campus would comply with federal and State permitting requirements regarding water quality and waste discharge. Implementation of the proposed projects, which are evaluated under the FMP, would comply with existing regulations related to waste discharge, as well as surface and groundwater quality. As such, no new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

b) *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

The 2018 FMP EIR determined that no impact related to decreased groundwater supply would occur because the campus would primarily utilize potable water from the Placer County Water Agency (PCWA), only relying on groundwater for emergency situations. As the proposed projects are included in the FMP water use analysis and would rely on PCWA potable water, implementation is not expected to impact groundwater supplies. No new significant effect would occur, and no impact would occur as addressed in the 2018 FMP EIR.

c) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

i) *result in substantial erosion or siltation on or off site;*

Because there are water features within the campus that must be avoided or for which impacts must be mitigated (i.e., the Secret Ravine), the 2018 FMP EIR concluded that impacts would be potentially significant. The 2018 FMP EIR included Mitigation Measures HYD-1 and BIO-9 (2018 FMP EIR pages

4.8-18) which would continue to apply to buildout of the FMP. The 2018 FMP EIR concluded that implementation of Mitigation Measure HYD-1 and BIO-9 would reduce impacts to a less-than-significant level.

Activities associated with the ATC Modernization Project would include upgrades within existing campus buildings and no ground disturbance is proposed. Therefore, no impacts related to erosion nor on- or off-site siltation would occur.

Construction associated with the Student Housing Project would involve ground disturbing activities that could disturb site soils and result in erosion or siltation. However, the student housing project is located central to the campus and is not sited in area near sensitive hydrologic resources. As described on page 4.8-16 of the 2018 FMP EIR, projects within the campus are subject to the Division of the State Architect's requirements, which includes grading and erosion and sediment control standards. Further, best management practices (BMPs) related to erosion and soil disturbance would be implemented during project construction activities and the projects would be constructed in compliance with the current California Building Code, which provides specifications related to soil compaction and stability. Operation would not result in erosion or siltation impacts. Implementation of Mitigation Measures HYD-1 and BIO-9 would not be required for the proposed projects. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

ii) *substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;*

The 2018 FMP EIR concluded that, through implementation of Mitigation Measures HYD-1 and BIO-9, impacts would be less than significant. As discussed under criterion (a-i), above, construction and operation of the ATC would occur within existing buildings; no impacts related to surface runoff such that on or offsite flooding would occur are anticipated. Construction of the Student Housing Project would include implementation of BMPs and would comply with the CBC as well as the Division of the State Architect's standards related to runoff and inadvertent flooding. Operation of the Student Housing Project would not substantially alter the drainage system of the area such that increased surface runoff and flooding occur. Implementation of Mitigation Measures HYD-1 and BIO-9 would not be required. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

iii) *create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or*

The 2018 FMP EIR determined that impacts related to polluted runoff would be less than significant. As discussed under criterion (a-i and a-ii), above, construction and operation of the ATC would occur within existing buildings; no impacts related to polluted runoff would occur. As discussed on page 4.8-22 of the 2018 FMP EIR, subsequent projects under the FMP would be required to comply with NPDES permitting process, which includes implementation of BMPs related to erosion, sediment control, and runoff during and post-construction. As such, the Student Housing Project would be required to comply with these requirements and would include implementation of BMPs. The Student Housing Project therefore would not create or contribute runoff water to exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff. No

new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

iv) *impede or redirect flood flows?*

The 2018 FMP EIR determined that impacts related to flood flows would be less than significant because there are no flood hazard areas located within the campus (See Impact 4.8-h). However, the 2018 FMP EIR also determined that due to the proximity of Secret Ravine to the campus, additional drainage system improvements may be necessary to maintain minimal flood hazard exposure, impacts related to flood hazards would be potentially significant (See Impact 4.8-g). The 2018 FMP EIR includes implementation of Mitigation Measure HYD-2 (page 4.8-24), which would continue to apply to buildout of the FMP. The 2018 FMP EIR determined that implementation of HYD-2, which requires the campus to contribute a fair share of any additional drainage system improvements required for Secret Ravine in order to avoid significant impacts resulting from increased exposure to flood hazard, would reduce potential impacts to less than significant.

The proposed project were each evaluated as part of buildout of the FMP and are located within the campus boundaries. As such, both projects are not located within a flood zone and would not result in impedance or redirection of flood flows. Note that Mitigation Measure HYD-2 applies to the campus as a whole and is not necessarily triggered by a specific project. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

d) *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

The 2018 FMP EIR concluded that no impact related to release of pollutants due to a project's location in a flood hazard, tsunami, or seiche zone would occur because the campus is not within a coastal region that is subject to tsunami, an area with steep slopes that is subject to mudflows, or adjacent to a waterbody that would generate a seiche. The proposed projects are within the campus, consistent with the previous analysis, and as such would not release pollutants due to project inundation in these zones. No new significant effect would occur, and as addressed in the 2018 FMP EIR, no impact would occur.

e) *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

The 2018 FMP EIR considered consistency with water quality control plans in the analysis of degradation of water quality (item a, above). Activities associated with the proposed projects would not conflict with or obstruct a water quality control plan. The campus and the City of Rocklin are not covered by a sustainable groundwater management plan. No new significant effect would occur, and impacts would remain less than significant, per the 2018 FMP EIR.

Conclusion

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the projects would not result in new or substantially more severe environmental impacts, compared to those discussed in the 2018 FMP EIR. Therefore, the conclusions regarding impacts related to hydrology and water quality included in the 2018 FMP EIR remain valid.

3.11 Land Use and Planning

	Potentially Significant Impact	Impact Adequately Addressed in 2018 FMP EIR	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING – Would the project:					
a) Physically divide an established community?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

Section 4.9 of the 2018 FMP EIR evaluated potential impacts related land use associated with implementation of the FMP. No new circumstances or changes have occurred, nor has any new information been found requiring new analysis or verification.

a) *Would the project physically divide an established community?*

The 2018 FMP EIR concluded that buildout of the FMP would not physically divide an established community, as the FMP does not include any linear features such as roads, walls, or railroad lines; no impact would occur. The proposed projects would not include such features. No new significant effect would occur, and as addressed in the 2018 FMP EIR, no impact would occur.

b) *Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

The 2018 FMP EIR concluded that the FMP is consistent with all applicable land use plans, policies, and regulations except for the Rocklin Oak Tree Preservation Ordinance. Because of this, the 2018 FMP EIR includes implementation of Mitigation Measure BIO-8 (Oak Trees) which would continue to apply to buildout of the FMP. The 2018 FMP EIR concluded that implementation of Mitigation Measure BIO-8 would reduce impacts to a less-than-significant level.

The proposed projects are consistent with the FMP, as analyzed in the 2018 FMP EIR. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

Conclusion

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the projects would not result in new or substantially more severe environmental impacts, compared to those discussed in the 2018 FMP EIR. Therefore, the conclusions regarding impacts related to land use and planning included in the 2018 FMP EIR remain valid.

3.12 Mineral Resources

	Potentially Significant Impact	Impact Adequately Addressed in 2018 FMP EIR	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES – Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

Chapter 4, Environmental Impact Analyses, of the 2018 FMP EIR determined that buildout of the FMP would not result in mineral resource impacts because there are no records or other evidence of historical mining minerals or gravel within the FMP area. No new circumstances or changes have occurred, nor has any new information been found requiring new analysis or verification.

a-b) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

As described above, the 2018 FMP EIR found no records or evidence of historical mining of minerals or gravel within the campus and concluded there would be no significant impact. No new significant effect would occur, and as addressed in the 2018 FMP EIR, no impact would occur.

Conclusion

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the projects would not result in new or substantially more severe environmental impacts, compared to those discussed in the 2018 FMP EIR. Therefore, the conclusions regarding impacts related to mineral resources included in the 2018 FMP EIR remain valid.

3.13 Noise

	Potentially Significant Impact	Impact Adequately Addressed in 2018 FMP EIR	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE – Would the project result in:					
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

Section 4.9 of the 2018 FMP EIR evaluated potential impacts related land use associated with implementation of the FMP. No new circumstances or changes have occurred, nor has any new information been found requiring new analysis or verification.

- a) ***Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

The 2018 FMP EIR concluded that impacts related to ambient noise would be less than significant because buildout of the FMP would not result in the exposure of persons to or the generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Specifically, the 2018 FMP EIR stated that all phases of the FMP would comply with the requirements outlined in the City of Rocklin's Noise Element and Construction Noise Guidelines.

Construction associated with the proposed projects are expected to result in an increase of temporary construction noise. The proposed projects, located near the center of campus, is not near any off-site sensitive receptors. In addition, the project would comply with the City's construction noise requirements. The operation of the FMP was found to have a less than significant impact. The proposed projects are consistent with the FMP analysis. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

- b) ***Would the project result in generation of excessive groundborne vibration or groundborne noise levels?***

The 2018 FMP EIR concluded that the FMP would not result in the generation of excessive groundborne vibration or groundborne noise levels; impacts were determined to be less than significant. The proposed projects are considered in the 2018 FMP EIR and would not involve sources of groundborne vibration not already considered. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

- c) ***For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

The 2018 FMP EIR concluded that the FMP site, (i.e., Sierra College campus) is located more than two miles from a public or public use airport and no impact would occur. No new significant effect would occur, and as addressed in the 2018 FMP EIR, no impact would occur.

Conclusion

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the projects would not result in new or substantially more severe environmental impacts, compared to those discussed in the 2018 FMP EIR. Therefore, the conclusions regarding impacts related to noise included in the 2018 FMP EIR remain valid.

3.14 Population and Housing

	Potentially Significant Impact	Impact Adequately Addressed in 2018 FMP EIR	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING – Would the project:					
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

Section 4.9 of the 2018 FMP EIR evaluated potential impacts related population and housing associated with implementation of the FMP. No new circumstances or changes have occurred, nor has any new information been found requiring new analysis or verification.

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

The 2018 FMP EIR concluded that the FMP would not induce substantial population growth and impacts would be less than significant. The proposed projects involve building modifications within existing campus buildings as well as construction and operation of a new residence hall. The projects were evaluated as part of the FMP, which contemplated new student housing, and therefore were considered in the growth inducement discussion of the 2019 FMP EIR. Because these projects were both previously evaluated under buildout of the FMP and would be located within the campus, they would not result in unplanned population growth. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

- b) *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

The 2018 FMP EIR determined that no impact would occur regarding displacement of people or housing. The Student Housing Project would result in additional housing that what is currently available on campus and no displacement of people or housing would occur. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

Conclusion

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the projects would not result in new or substantially more severe environmental impacts, compared to those discussed in the 2018 FMP EIR. Therefore, the conclusions regarding impacts related to population and housing included in the 2018 FMP EIR remain valid.

3.15 Public Services

	Potentially Significant Impact	Impact Adequately Addressed in 2018 FMP EIR	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES					
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:					
Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

Section 4.15 of the 2018 FMP EIR evaluated potential impacts related public services associated with implementation of the FMP. No new circumstances or changes have occurred, nor has any new information been found requiring new analysis or verification.

- a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:*

Fire protection?

The 2018 FMP EIR determined that both the near-term and long-term projects of the FMP would not require the construction or expansion of any fire department facilities and impacts would be less than significant. Because the proposed projects are consistent with the 2018 FMP EIR and would not induce substantial campus population growth, no additional fire protection staff or equipment would be necessary. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

Police protection?

The 2018 FMP EIR determined that because the FMP is in compliance with growth projections used for the City General Plan and its policies related to police protection services, it was anticipated that existing and future Rocklin Police Department staff levels would be sufficient to meet the FMP demands at full build-out; impacts were determined to be less than significant. As described above, the proposed projects are consistent with the 2018 FMP EIR and would not induce substantial campus population growth. No additional police protection staff or equipment would be necessary. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

Schools?

The 2018 FMP EIR concluded that because there would be no increase in residential population that would increase demand on existing school facilities as a result of FMP buildout, impacts would be less than significant. Further, the 2018 FMP EIR determined that the FMP is in compliance with growth projections disclosed in the City General Plan. The proposed projects are consistent with the 2018 FMP EIR and would not result in any need for new or expanded school facilities. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

Parks?

The 2018 FMP EIR concluded that the FMP would not result in an increased residential population that would increase demand on park facilities or negatively affect service ratios; impacts were determined to be less than significant. As described above, the proposed projects would not induce any population growth, and therefore, an increased demand for park facilities would not occur and existing park facilities would not be adversely affected. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

Other public facilities?

The 2018 FMP EIR considered potential impacts to libraries and other public buildings and services provided by the city and concluded that there would be no increase in use of municipal services in Rocklin or other nearby communities; impacts were determined to be less-than-significant. The proposed projects are consistent with the 2018 FMP EIR and would not induce any population growth such that other public facilities would be affected. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

Conclusion

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the projects would not result in new or substantially more severe environmental impacts, compared to those discussed in the 2018 FMP EIR. Therefore, the conclusions regarding impacts related to public services included in the 2018 FMP EIR remain valid.

3.16 Recreation

	Potentially Significant Impact	Impact Adequately Addressed in 2018 FMP EIR	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

Section 4.12 of the 2018 FMP EIR evaluated potential impacts related to recreation associated with implementation of the FMP. No new circumstances or changes have occurred, nor has any new information been found requiring new analysis or verification.

a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

The 2018 FMP EIR concluded that the implementation of the FMP would not have a significant effect on existing neighborhood and regional parks, such that substantial physical deterioration of the facility would occur or be accelerated; impacts would be less than significant. While buildout of the FMP would increase the campus population, it utilizes a maximum projected enrollment of 22,500 students, which is consistent with the assumptions in the City General Plan (City of Rocklin 2012). Additionally, the FMP includes improvements and expansions to open space and recreational facilities. Thus, the EIR concluded that there would be a less-than-significant impact resulting from buildout of the FMP. The proposed project are consistent with the FMP and would not result in new or increased recreational impacts. Impacts would remain less than significant as addressed in the 2018 FMP EIR.

b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?*

The 2018 FMP EIR determined that buildout of the FMP would not require construction or expansion of recreational facilities such that an adverse effect may occur. Further, the FMP includes modernization of on-campus recreational facilities to serve the students and faculty of Sierra College, which are consistent

with the City General Plan policies as well as the FMP's overall campus vision. The proposed projects would not result in the need for new or expanded recreational facilities and students living on campus are expected to utilize existing and/or improved recreational resources. Therefore, the construction related to recreational facilities is adequately addressed by the prior EIR. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

Conclusion

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the projects would not result in new or substantially more severe environmental impacts, compared to those discussed in the 2018 FMP EIR. Therefore, the conclusions regarding impacts related to recreation included in the 2018 FMP EIR remain valid.

3.17 Transportation

	Potentially Significant Impact	Impact Adequately Addressed in 2018 FMP EIR	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII.TRANSPORTATION – Would the project:					
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

Section 4.13 of the 2018 FMP EIR evaluated potential impacts related to transportation associated with implementation of the FMP.

- a) *Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?*

Due to the FMP's potential to conflict with a program, plan, ordinance, or policy regarding transportation systems/facilities, the 2018 FMP EIR determined that impacts would be potentially significant. Specifically, bailout of the FMP was determined to affect Rocklin intersections due to an existing lack of capacity at the I-80/Rocklin interchange. The 2018 FMP EIR included Mitigation Measures TRA-1 through TRA-3. However, impacts would remain significant and unavoidable despite the implementation of mitigation measures. These MMs apply to the campus as a whole and are not specific to the proposed projects.

The proposed projects are consistent with FMP and the transportation analysis. There would be no new or increased impact beyond what was analyzed in the 2018 FMP EIR.

b) *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

As of July 1, 2020, CEQA Guidelines section 15064.3(b) states that the recommended metric for the evaluation of transportation impacts will be vehicle miles travelled (VMT). However, per CEQA Guidelines section 15007(c): "If a document meets the content requirements in effect when the document is sent out for public review, the document shall not need to be revised to conform to any new content requirements in Guideline amendments taking effect before the document is finally approved." Therefore, the 2018 FMP EIR, complied with the CEQA Guidelines in effect at that time. Once an EIR is certified by the lead agency and the statute of limitations to challenge the EIR has run, the EIR is conclusively presumed valid for all future discretionary actions taken by the lead agency and responsible agencies relating to the project unless the provisions of PRC section 21166 apply. PRC section 21166, in turn, provides that no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency, unless one or more of the following events occurs: (a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report; (b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or (c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

Furthermore, VMT has long been an input for air quality and GHG analysis, and in fact the emissions model used in the EIR (CalEEMod) incorporates VMT into its analysis. As discussed in this Initial Study, neither the projects nor the project circumstances have substantially changed. No new information has become available, therefore there would not be a new impact.

c) *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

The 2018 FMP EIR concluded that buildout of the FMP would not result in any impacts related to hazards due to a geometric design feature or incompatible uses. Buildout of the FMP would require improvements to roads, of which would be designed to applicable standards for motorists, bicyclists, and pedestrians. The proposed projects would not change any roadways or introduce incompatible traffic. Impacts would remain less than significant as addressed in the 2018 FMP EIR.

d) *Would the project result in inadequate emergency access?*

The 2018 FMP EIR concluded that buildout of the FMP would result in a less-than-significant impact to inadequate emergency access, as there is direct access along Rocklin Road to the campus, in which

emergency vehicles from Fire Station No. 23 would require a less than five-minute drive to access the campus via either of the two signalized accesses on Rocklin Road. There are additional access points to the football stadium via Sierra College Boulevard, which lead into the large parking lot north of the field. The ATC Modernization Project involves internal building modifications, which would not affect the accessibility of any roads or emergency access. The Student Housing Project would be constructed on undeveloped site within the campus and would not alter any roadways such that inadequate emergency access would occur. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

Conclusion

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the projects would not result in new or substantially more severe environmental impacts, compared to those discussed in the 2018 FMP EIR. Therefore, the conclusions regarding impacts related to transportation included in the 2018 FMP EIR remain valid.

3.18 Tribal Cultural Resources

	Potentially Significant Impact	Impact Adequately Addressed in 2018 FMP EIR	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES					
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

Section 4.14 of the 2018 FMP EIR evaluated potential impacts related to tribal cultural resources associated with implementation of the FMP. No new circumstances or changes have occurred, nor has any new information been found requiring new analysis or verification.

- a) *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

- i) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

Due to the potential to encounter previously undiscovered pre-historic and historic-era materials, the 2018 FMP EIR determined that impacts related to tribal cultural resources would be

potentially significant. The 2018 FMP EIR included Mitigation Measure CUL-1 and CUL-4 (EIR page 4.4-22 and 4.4-24) which would continue to apply to buildout of the FMP. The 2018 FMP EIR concluded that implementation of Mitigation Measure CUL-1 and CUL-4 would reduce impacts related to tribal cultural resources to a less-than-significant level.

Activities associated with the ATC Modernization Project would include upgrades within existing campus buildings and would involve minimal ground disturbance. Construction activities associated with the Student Housing Project would involve ground disturbance and therefore the possibility to encounter previously undiscovered tribal cultural materials or features exists. The project would implement Mitigation Measure CUL-1 and CUL-4, which would reduce potential impacts to a less- than-significant level by requiring stop-work protocol, evaluation, and appropriate treatment in the event of a discovery during construction activities. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

- ii) ***A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?***

Due to the to the cultural sensitivity of the campus, the 2018 FMP EIR determined that impacts related to tribal cultural resources would be potentially significant. The 2018 FMP EIR included Mitigation Measure CUL-1 and CUL-4 (EIR page 4.4-22 and 4.4-24) which would continue to apply to buildout of the FMP and would reduce impacts related to tribal cultural resources to a less-than-significant level.

As described on page 4.14-8 of the 2018 FMP EIR, NAHC was contacted in April of 2014 by QK. The NAHC responded with a list of 12 individuals from tribes who may have knowledge of tribal cultural resources on campus. This list included contacts representing the Shingle Springs Band of Miwok Indians, Maidu/Washoe, United Auburn Indian Community of the Auburn Rancheria, Tsi-Akim Maidu, Nisenan-Su Maidu-Konkow-Washoe, and Colfax-Todds Valley Consolidated Tribe. The NAHC was contacted again in October of 2017 and sent a list of six tribal contacts representing the Shingle Springs Band of Miwok Indians, United Auburn Indian Community of the Auburn Rancheria, Tsi Akim Maidu, Colfax-Todds Valley Consolidated Tribe, and the Washoe Tribe of Nevada and California. Responses indicated the campus is considered sensitive for tribal cultural resources, though none were identified.

The proposed projects would implement Mitigation Measure CUL-1 and CUL-4, which would reduce potential impacts to a less- than-significant level by requiring stop-work protocol, evaluation, and appropriate treatment in the event of a discovery during construction activities. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

Conclusion

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the projects would not result in new or substantially more severe environmental impacts, compared to those discussed in the 2018 FMP EIR.

Therefore, the conclusions regarding impacts related to tribal cultural resources included in the 2018 FMP EIR remain valid.

3.19 Utilities and Service Systems

	Potentially Significant Impact	Impact Adequately Addressed in 2018 FMP EIR	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:					
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

Section 4.15 of the 2018 FMP EIR evaluated potential impacts related utilities associated with implementation of the FMP. No new circumstances or changes have occurred, nor has any new information been found requiring new analysis or verification.

- a) *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

Water Facilities

The 2018 FMP EIR concluded that the FMP would not result in the construction of new water or expanded water facilities. The campus currently receives potable and raw water from PCWA, and from 2013 to 2017 there was a 48 percent reduction in potable water consumption due to campus water reduction measures. The WSA prepared for the FMP determined that estimated demand from full buildout of the FMP would be 52.9 AFY, a value less than the assumed treated water campus demand value of 84 AFY described in the 2015 UWMP. Given this information, it was determined that there are sufficient supplies to meet the needs of the FMP. Therefore, there would be a less-than-significant impact related to new or expanded water facilities. The 2018 FMP EIR analysis is applicable to the proposed projects, which were evaluated as long-term projects under the 2018 FMP EIR. Because the projects would be consistent with buildout of the FMP, no new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

Wastewater Treatment

The 2018 FMP EIR concluded that there would be a less-than-significant impact regarding new or wastewater treatment facilities, as consultation with Roseville wastewater treatment plant officials indicated that a proposed 50 percent increase in wastewater flows from campus over the 20-year horizon would be less than significant given the capacity of the system. The 2018 FMP EIR analysis is applicable to the proposed projects, which were evaluated as long-term projects under the FMP. As such, the projects would be consistent with buildout of the FMP, no new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

Stormwater Drainage

The 2018 FMP EIR concluded that long-term projects of the FMP may result in the need for new storm water drainage facilities or expansion of existing facilities; impacts would be potentially significant. The 2018 FMP EIR included Mitigation Measure HYD-1 (2018 FMP EIR pages 4.8-18) which would continue to apply to buildout of the FMP. The 2018 FMP EIR concluded that implementation of Mitigation Measure HYD-1 would reduce impacts related to tribal cultural resources to a less-than-significant level.

The proposed projects are consistent with the 2018 FMP EIR analysis, and is located within a developed area, thus resulting in minimal new impervious surfaces. Mitigation Measure HYD-1 applies to overall campus planning, particularly development near Secret Ravine, and does not place particular requirements on the proposed projects. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

Electric Power, Natural Gas, or Telecommunications Facilities

The 2018 FMP EIR concluded that PG&E, which serves the campus, would be able to adequately provide electric and gas services resulting from buildout of the FMP and impacts related to electric power facilities would be less than significant. The projects, which are evaluated as long-term projects of the FMP, would be consistent with the discussion described in the 2018 FMP EIR. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

- b) *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?***

As described above, the 2018 FMP EIR concluded that there would be sufficient water supplies available to serve FMP buildout; impacts would be less than significant. The WSA for the FMP evaluated the ability of PCWA to provide sufficient water supplies to the campus and determined that even in dry years and multiple dry years, the campus water supply would be secure and adequate. The proposed projects have been contemplated as part of overall buildout of the FMP. Because the projects would be consistent with the discussion described in the 2018 FMP EIR, no new significant effect would occur, and impacts would remain less than significant.

- c) *Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

See impact discussion (a). The 2018 FMP EIR concluded that there would be a less-than-significant impact related to wastewater treatment and facilities. The 2018 FMP EIR analysis is applicable to the proposed projects, which are evaluated as long-term projects under the FMP. As such, the projects would be consistent with buildout of the FMP, no new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

- d) *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?***

The 2018 FMP EIR concluded that although the FMP would result in an increase in solid waste, impacts would be less-than-significant because solid waste impacts because existing facilities have capacity to serve buildout of the FMP. The proposed projects were evaluated under the FMP and would be consistent with buildout of the FMP. Solid waste generated by the projects would therefore be adequately served by existing solid waste facilities. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

- e) *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

The 2018 FMP EIR concluded that because the FMP would comply with all federal, state, and local statutes and regulations related to solid waste, impacts would be less than significant. Approximately 59% of all solid waste recovered from the campus in 2017 was recycled, and any solid waste generated from FMP construction and operation would be consistent with the College's recycling program and the City's requirements. The proposed projects, which were evaluated as long-term projects under the FMP, would be consistent with buildout of the FMP. As such, both projects would also comply with the college's recycling program and city requirements. No new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

Conclusion

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the projects would not result in new or substantially more severe environmental impacts, compared to those discussed in the 2018 FMP EIR. Therefore, the conclusions regarding impacts related to utilities and service systems included in the 2018 FMP EIR remain valid.

3.20 Wildfire

	Potentially Significant Impact	Impact Adequately Addressed in 2018 FMP EIR	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

The 2018 FMP EIR does not have a separate wildfire hazard section, as the Draft EIR predates the recent update to Appendix G of the CEQA Guidelines on December 28, 2018. However, there is discussion of wildfire hazards in Section 4.5, Geology and Soils, Section 4.7, Hazards and Hazardous Materials, and Section 4.8, Hydrology and Water Quality. Per the 2018 FMP EIR, wildland fire hazards in Placer County occur mostly outside urban areas typically to the north and east of the campus. According to the Cal Fire's Fire Hazard Severity Zones in SRA, those areas are classified as having a moderate fire hazard (page 4.7-3).

a) *Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

As discussed in Section 3.9 of this Initial Study, the 2018 FMP EIR concludes that the FMP buildout would not impair or interfere with an emergency response plan or emergency evacuation plan, both of which are provided in the College's Emergency Operations Plan (EOP). Impacts were determined to be less than significant. The proposed projects are located within the campus and are guided by the same EOP. Thus, the projects would not impair the adopted campus EOP; no new significant effect would occur, and impacts would remain less than significant as addressed in the 2018 FMP EIR.

b) *Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

As discussed previously, the City of Rocklin does not contain any land classified by Cal Fire as a High Severity Zone. The campus utilizes managed grazing of goats and sheep to reduce vegetation. Goat herds clear weeds and grasses to establish a firebreak of at least 100 feet in width of the north side of the service road, and Cal Fire periodically cleans out dead wood in the nature area on campus. The ATC Modernization Project would occur within existing campus buildings H and N, while the Student Housing Project would be located in an area surrounded by existing academic sites. As such, the project sites are substantially surrounded by developed land and are not located near wildland areas that would be susceptible to wildfire. No new significant would occur. Impacts related to wildfire would less than significant and would be consistent with the discussion in the 2018 FMP EIR.

c) *Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

The Student Housing Project would require connections to the existing campus water, sewer, and storm drain facilities. No other infrastructure would be required for implementation of the proposed projects. No new significant would occur. Impacts related to wildfire would less than significant and would be consistent with the discussion in the 2018 FMP EIR.

d) *Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

The campus, including the proposed project sites, is relatively flat and within an urbanized area that does not contain a significant risk of flooding, landslides, slope instability, or drainage changes. The projects would not involve slope changes that could expose people to risks of flooding from post-fire instability.

Further, the campus and surrounding areas have not been subject to recent wildfire burns such that nearby areas would be affected by project implementation. No new significant would occur. Impacts related to wildfire would less than significant and would be consistent with the discussion in the 2018 FMP EIR.

Conclusion

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the projects would not result in new or substantially more severe environmental impacts, compared to those discussed in the 2018 FMP EIR. Therefore, the conclusions regarding impacts related to wildfire included in the 2018 FMP EIR remain valid.

3.21 Mandatory Findings of Significance

	Potentially Significant Impact	Impact Adequately Addressed in 2018 FMP EIR	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE					
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

As described in Section 3.4, "Biological Resources," there is potential for special-status species to be present at or within the vicinity of the campus. Because construction of the Student Housing Project could

result in activities (i.e., clearing, earth-moving) that could adversely affect special-status species, if present, 2018 FMP EIR Mitigation Measures BIO-3, -5, and -6 would be implemented. Implementation of these mitigation measures would reduce adverse effects towards special-status species to a less-than-significant level by requiring site-specific pre-construction surveys and monitoring, if necessary.

The projects' potential to degrade, threaten, or otherwise eliminate important historical or archaeological resources is analyzed in Section 3.5, "Cultural Resources," and Section 3.17, "Tribal Cultural Resources". Construction activities associated with the Student Housing Project would involve ground disturbance, and therefore, the possibility to encounter previously undiscovered archaeological materials exists. The project would implement Mitigation Measure CUL-1, which would reduce potential impacts to a less-than-significant level by requiring stop-work protocol, evaluation, and appropriate treatment in the event of a discovery during construction activities. The ATC Modernization Project would affect two buildings constructed in the 1960s. Therefore, implementation of mitigation Measure CUL-2 would be required.

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

The proposed projects are consistent with the FMP, and therefore may contribute to impacts identified in the 2018 FMP EIR, including cumulative impacts. Per CEQA Guidelines Sections 15152(f)(2) and 15168(d)(2), the 2018 FMP EIR adequately addresses the potential cumulative impacts associated with the proposed projects.

- c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?***

The projects would not cause any substantial adverse effects on human beings. The 2018 FMP EIR assessed direct and indirect environmental effects on human beings analyzed in the following sections: aesthetics, air quality, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, and transportation and traffic. As discussed in this Initial Study, the projects would not result in new or greater effects on human beings, either directly or indirectly. These impacts are less-than-significant, and consistent with the findings of the 2018 FMP EIR. Therefore, this impact has been adequately addressed in the prior EIR and there would not be a substantial adverse effect to human beings.

4 References and Preparers

4.1 References Cited

14 CCR 15000–15387 and Appendices A through N. Guidelines for Implementation of the California Environmental Quality Act, as amended.

California Public Resources Code, Section 21000–21189.3. California Environmental Quality Act, as amended.

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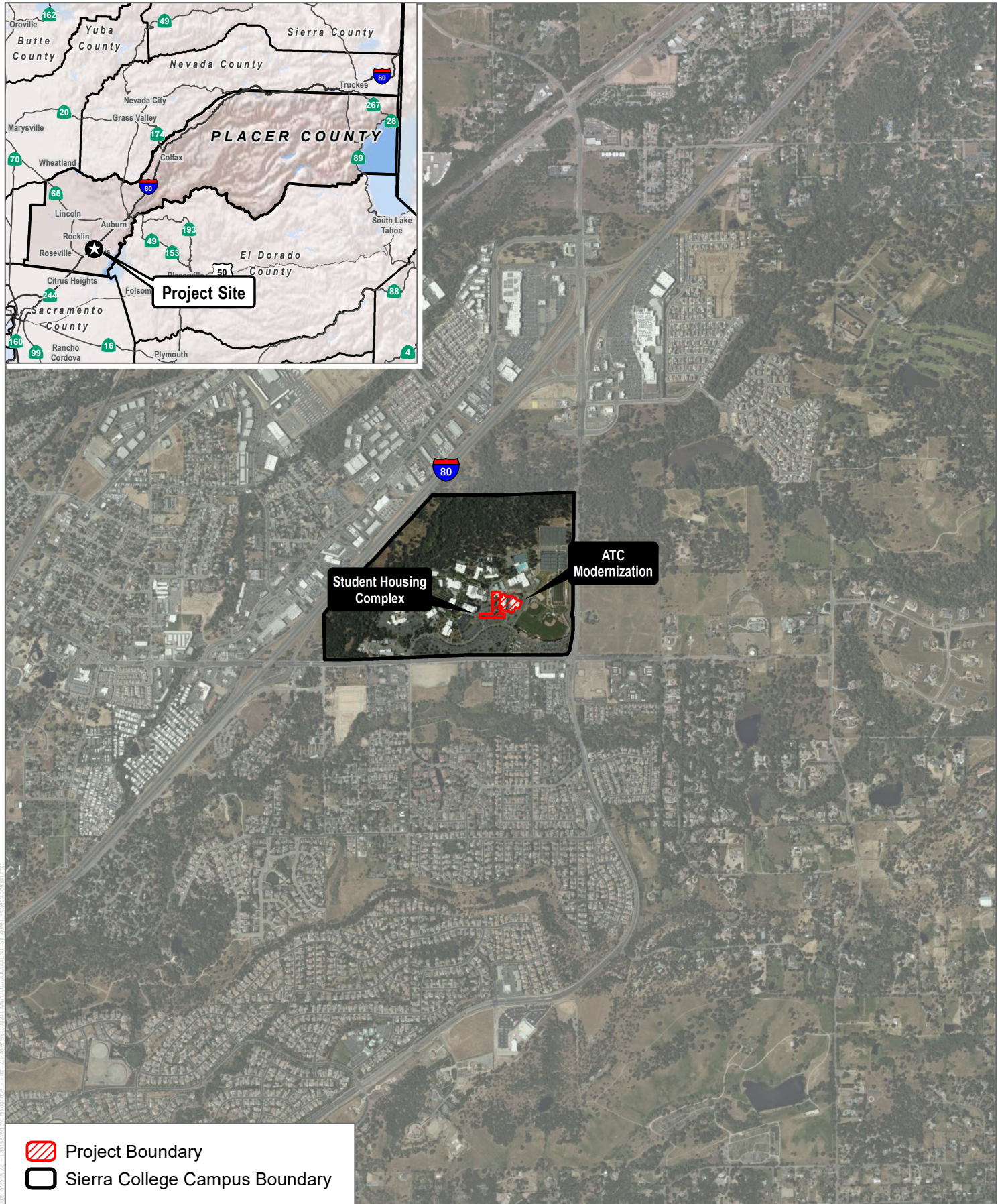
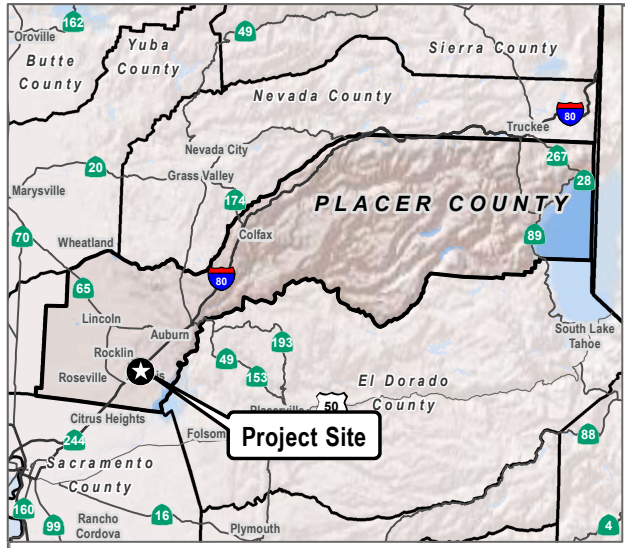
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4.2 List of Preparers

Dudek

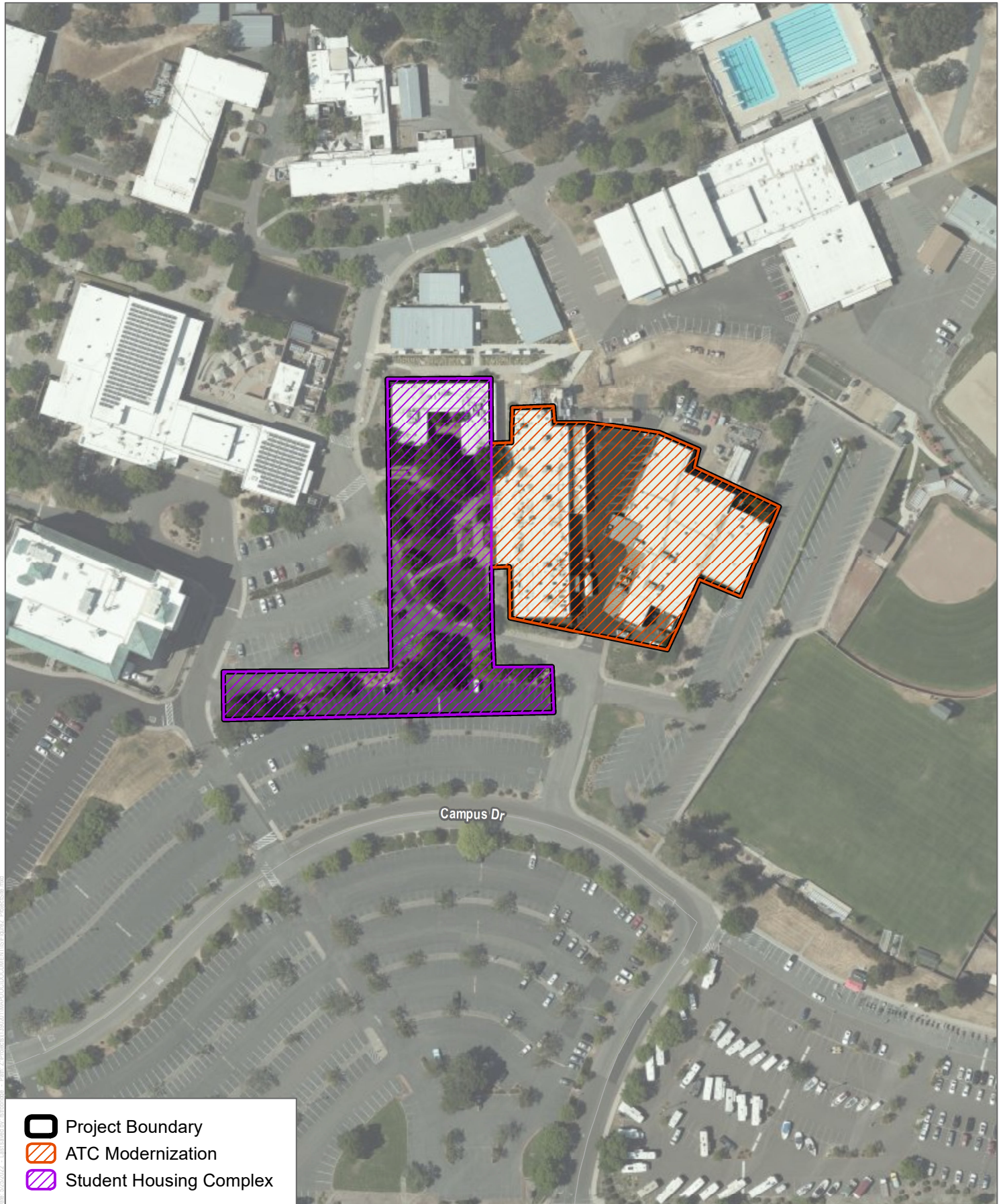
Brian Grattidge, Project Manager
Kirsten Burrowes, Environmental Planner
Ian McIntire, Air Quality and GHG
Rachel Strobridge, GIS Specialist



Project Boundary

Sierra College Campus Boundary

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FILE: 57575722 - 4-18-2021-1305011\MAP DOCUMENTS\FIGURE 2 - Project Site.mxd Page: 2 Printed On: 4/13/2021 10:08 AM

SOURCE: Bing Maps 2021, OpenStreetMaps 2019

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Appendix A

Air Quality Data

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Sierra College ATC and Student Housing Projects (Student Housing Component)****Placer County APCD Air District, Annual****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	177.00	Dwelling Unit	4.66	131,000.00	506

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	74
Climate Zone	2			Operational Year	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Sierra College Student Housing. PCAPCD.

Land Use - Student housing would have 354 beds (assume 2 beds to a room) and 131,000 SF.

Construction Phase - Construction for student housing would begin December 2022.

Off-road Equipment - Default equipment assumed.

Off-road Equipment - Default equipment assumed.

Off-road Equipment - Default equipment assumed.

Off-road Equipment - Default equipment assumed.

Off-road Equipment - Default equipment assumed.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Trips and VMT - Default trip characteristics assumed.

Grading - Assumed site would be balanced.

Construction Off-road Equipment Mitigation - Water two times daily.

Architectural Coating - Use of Low VOC arch coatings = 50 g/L.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	50.00
tblLandUse	LandUseSquareFeet	177,000.00	131,000.00
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural

Sierra College ATC and Student Housing Projects (Student Housing Component) - Placer County APCD Air District, Annual

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.0 Emissions Summary****2.1 Overall Construction****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0260	0.2425	0.2088	4.2000e-004	0.0862	0.0115	0.0978	0.0413	0.0107	0.0520	0.0000	37.3674	37.3674	8.7400e-003	4.1000e-004	37.7075
2023	0.6446	1.8057	2.4151	5.0500e-003	0.1887	0.0833	0.2720	0.0505	0.0783	0.1288	0.0000	446.5779	446.5779	0.0689	9.0100e-003	450.9843
Maximum	0.6446	1.8057	2.4151	5.0500e-003	0.1887	0.0833	0.2720	0.0505	0.0783	0.1288	0.0000	446.5779	446.5779	0.0689	9.0100e-003	450.9843

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0260	0.2425	0.2088	4.2000e-004	0.0436	0.0115	0.0551	0.0199	0.0107	0.0306	0.0000	37.3673	37.3673	8.7400e-003	4.1000e-004	37.7074
2023	0.6446	1.8057	2.4151	5.0500e-003	0.1887	0.0833	0.2720	0.0505	0.0783	0.1288	0.0000	446.5775	446.5775	0.0689	9.0100e-003	450.9840
Maximum	0.6446	1.8057	2.4151	5.0500e-003	0.1887	0.0833	0.2720	0.0505	0.0783	0.1288	0.0000	446.5775	446.5775	0.0689	9.0100e-003	450.9840

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	15.50	0.00	11.53	23.34	0.00	11.85	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	12/1/2022	12/7/2022	5	5	
2	Grading	Grading	12/8/2022	12/19/2022	5	8	
3	Building Construction	Building Construction	12/20/2022	11/6/2023	5	230	
4	Paving	Paving	11/7/2023	11/30/2023	5	18	
5	Architectural Coating	Architectural Coating	12/1/2023	12/26/2023	5	18	

Acres of Grading (Site Preparation Phase): 7.5**Acres of Grading (Grading Phase): 8****Acres of Paving: 0****Residential Indoor: 265,275; Residential Outdoor: 88,425; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	127.00	19.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	25.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.1 Mitigation Measures Construction**

Water Exposed Area

3.2 Site Preparation - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0491	0.0000	0.0491	0.0253	0.0000	0.0253	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.9300e-003	0.0827	0.0492	1.0000e-004		4.0300e-003	4.0300e-003		3.7100e-003	3.7100e-003	0.0000	8.3599	8.3599	2.7000e-003	0.0000	8.4274
Total	7.9300e-003	0.0827	0.0492	1.0000e-004	0.0491	4.0300e-003	0.0532	0.0253	3.7100e-003	0.0290	0.0000	8.3599	8.3599	2.7000e-003	0.0000	8.4274

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.2000e-004	1.5600e-003	0.0000	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4383	0.4383	1.0000e-005	1.0000e-005	0.4420
Total	1.6000e-004	1.2000e-004	1.5600e-003	0.0000	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4383	0.4383	1.0000e-005	1.0000e-005	0.4420

Sierra College ATC and Student Housing Projects (Student Housing Component) - Placer County APCD Air District, Annual

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0221	0.0000	0.0221	0.0114	0.0000	0.0114	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.9300e-003	0.0827	0.0492	1.0000e-004		4.0300e-003	4.0300e-003		3.7100e-003	3.7100e-003	0.0000	8.3598	8.3598	2.7000e-003	0.0000	8.4274
Total	7.9300e-003	0.0827	0.0492	1.0000e-004	0.0221	4.0300e-003	0.0261	0.0114	3.7100e-003	0.0151	0.0000	8.3598	8.3598	2.7000e-003	0.0000	8.4274

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.2000e-004	1.5600e-003	0.0000	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4383	0.4383	1.0000e-005	1.0000e-005	0.4420
Total	1.6000e-004	1.2000e-004	1.5600e-003	0.0000	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4383	0.4383	1.0000e-005	1.0000e-005	0.4420

Sierra College ATC and Student Housing Projects (Student Housing Component) - Placer County APCD Air District, Annual

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.3 Grading - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0283	0.0000	0.0283	0.0137	0.0000	0.0137	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7900e-003	0.0834	0.0611	1.2000e-004		3.7600e-003	3.7600e-003		3.4600e-003	3.4600e-003	0.0000	10.4219	10.4219	3.3700e-003	0.0000	10.5062
Total	7.7900e-003	0.0834	0.0611	1.2000e-004	0.0283	3.7600e-003	0.0321	0.0137	3.4600e-003	0.0172	0.0000	10.4219	10.4219	3.3700e-003	0.0000	10.5062

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	1.6000e-004	2.0800e-003	1.0000e-005	7.3000e-004	0.0000	7.4000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.5844	0.5844	1.0000e-005	2.0000e-005	0.5893
Total	2.2000e-004	1.6000e-004	2.0800e-003	1.0000e-005	7.3000e-004	0.0000	7.4000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.5844	0.5844	1.0000e-005	2.0000e-005	0.5893

Sierra College ATC and Student Housing Projects (Student Housing Component) - Placer County APCD Air District, Annual

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0128	0.0000	0.0128	6.1600e-003	0.0000	6.1600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7900e-003	0.0834	0.0611	1.2000e-004		3.7600e-003	3.7600e-003		3.4600e-003	3.4600e-003	0.0000	10.4219	10.4219	3.3700e-003	0.0000	10.5062
Total	7.7900e-003	0.0834	0.0611	1.2000e-004	0.0128	3.7600e-003	0.0165	6.1600e-003	3.4600e-003	9.6200e-003	0.0000	10.4219	10.4219	3.3700e-003	0.0000	10.5062

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	1.6000e-004	2.0800e-003	1.0000e-005	7.3000e-004	0.0000	7.4000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.5844	0.5844	1.0000e-005	2.0000e-005	0.5893
Total	2.2000e-004	1.6000e-004	2.0800e-003	1.0000e-005	7.3000e-004	0.0000	7.4000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.5844	0.5844	1.0000e-005	2.0000e-005	0.5893

Sierra College ATC and Student Housing Projects (Student Housing Component) - Placer County APCD Air District, Annual

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.6800e-003	0.0703	0.0736	1.2000e-004		3.6400e-003	3.6400e-003		3.4300e-003	3.4300e-003	0.0000	10.4276	10.4276	2.5000e-003	0.0000	10.4901
Total	7.6800e-003	0.0703	0.0736	1.2000e-004		3.6400e-003	3.6400e-003		3.4300e-003	3.4300e-003	0.0000	10.4276	10.4276	2.5000e-003	0.0000	10.4901

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.5000e-004	4.2800e-003	1.3300e-003	2.0000e-005	5.1000e-004	4.0000e-005	5.4000e-004	1.5000e-004	4.0000e-005	1.8000e-004	0.0000	1.5689	1.5689	1.0000e-005	2.4000e-004	1.6398
Worker	2.0700e-003	1.5600e-003	0.0198	6.0000e-005	6.9800e-003	4.0000e-005	7.0100e-003	1.8600e-003	3.0000e-005	1.8900e-003	0.0000	5.5664	5.5664	1.3000e-004	1.4000e-004	5.6127
Total	2.2200e-003	5.8400e-003	0.0212	8.0000e-005	7.4900e-003	8.0000e-005	7.5500e-003	2.0100e-003	7.0000e-005	2.0700e-003	0.0000	7.1353	7.1353	1.4000e-004	3.8000e-004	7.2525

Sierra College ATC and Student Housing Projects (Student Housing Component) - Placer County APCD Air District, Annual

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.6800e-003	0.0703	0.0736	1.2000e-004		3.6400e-003	3.6400e-003		3.4300e-003	3.4300e-003	0.0000	10.4276	10.4276	2.5000e-003	0.0000	10.4901
Total	7.6800e-003	0.0703	0.0736	1.2000e-004		3.6400e-003	3.6400e-003		3.4300e-003	3.4300e-003	0.0000	10.4276	10.4276	2.5000e-003	0.0000	10.4901

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.5000e-004	4.2800e-003	1.3300e-003	2.0000e-005	5.1000e-004	4.0000e-005	5.4000e-004	1.5000e-004	4.0000e-005	1.8000e-004	0.0000	1.5689	1.5689	1.0000e-005	2.4000e-004	1.6398
Worker	2.0700e-003	1.5600e-003	0.0198	6.0000e-005	6.9800e-003	4.0000e-005	7.0100e-003	1.8600e-003	3.0000e-005	1.8900e-003	0.0000	5.5664	5.5664	1.3000e-004	1.4000e-004	5.6127
Total	2.2200e-003	5.8400e-003	0.0212	8.0000e-005	7.4900e-003	8.0000e-005	7.5500e-003	2.0100e-003	7.0000e-005	2.0700e-003	0.0000	7.1353	7.1353	1.4000e-004	3.8000e-004	7.2525

Sierra College ATC and Student Housing Projects (Student Housing Component) - Placer County APCD Air District, Annual

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1738	1.5895	1.7950	2.9800e-003		0.0773	0.0773		0.0728	0.0728	0.0000	256.1442	256.1442	0.0609	0.0000	257.6676
Total	0.1738	1.5895	1.7950	2.9800e-003		0.0773	0.0773		0.0728	0.0728	0.0000	256.1442	256.1442	0.0609	0.0000	257.6676

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3300e-003	0.0905	0.0301	3.9000e-004	0.0124	5.3000e-004	0.0129	3.5900e-003	5.1000e-004	4.1000e-003	0.0000	37.2302	37.2302	1.1000e-004	5.6300e-003	38.9113
Worker	0.0473	0.0338	0.4511	1.4400e-003	0.1714	8.2000e-004	0.1722	0.0456	7.6000e-004	0.0464	0.0000	132.3454	132.3454	2.9900e-003	3.2800e-003	133.3978
Total	0.0496	0.1243	0.4811	1.8300e-003	0.1838	1.3500e-003	0.1851	0.0492	1.2700e-003	0.0505	0.0000	169.5755	169.5755	3.1000e-003	8.9100e-003	172.3091

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1738	1.5895	1.7950	2.9800e-003		0.0773	0.0773		0.0728	0.0728	0.0000	256.1439	256.1439	0.0609	0.0000	257.6673
Total	0.1738	1.5895	1.7950	2.9800e-003		0.0773	0.0773		0.0728	0.0728	0.0000	256.1439	256.1439	0.0609	0.0000	257.6673

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3300e-003	0.0905	0.0301	3.9000e-004	0.0124	5.3000e-004	0.0129	3.5900e-003	5.1000e-004	4.1000e-003	0.0000	37.2302	37.2302	1.1000e-004	5.6300e-003	38.9113
Worker	0.0473	0.0338	0.4511	1.4400e-003	0.1714	8.2000e-004	0.1722	0.0456	7.6000e-004	0.0464	0.0000	132.3454	132.3454	2.9900e-003	3.2800e-003	133.3978
Total	0.0496	0.1243	0.4811	1.8300e-003	0.1838	1.3500e-003	0.1851	0.0492	1.2700e-003	0.0505	0.0000	169.5755	169.5755	3.1000e-003	8.9100e-003	172.3091

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Paving - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	8.2600e-003	0.0791	0.1097	1.7000e-004		3.9200e-003	3.9200e-003		3.6200e-003	3.6200e-003	0.0000	14.7407	14.7407	4.6300e-003	0.0000	14.8565
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	8.2600e-003	0.0791	0.1097	1.7000e-004		3.9200e-003	3.9200e-003		3.6200e-003	3.6200e-003	0.0000	14.7407	14.7407	4.6300e-003	0.0000	14.8565

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.1000e-004	4.3000e-004	5.7900e-003	2.0000e-005	2.2000e-003	1.0000e-005	2.2100e-003	5.8000e-004	1.0000e-005	5.9000e-004	0.0000	1.6975	1.6975	4.0000e-005	4.0000e-005	1.7110
Total	6.1000e-004	4.3000e-004	5.7900e-003	2.0000e-005	2.2000e-003	1.0000e-005	2.2100e-003	5.8000e-004	1.0000e-005	5.9000e-004	0.0000	1.6975	1.6975	4.0000e-005	4.0000e-005	1.7110

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	8.2600e-003	0.0791	0.1097	1.7000e-004		3.9200e-003	3.9200e-003		3.6200e-003	3.6200e-003	0.0000	14.7407	14.7407	4.6300e-003	0.0000	14.8565
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	8.2600e-003	0.0791	0.1097	1.7000e-004		3.9200e-003	3.9200e-003		3.6200e-003	3.6200e-003	0.0000	14.7407	14.7407	4.6300e-003	0.0000	14.8565

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.1000e-004	4.3000e-004	5.7900e-003	2.0000e-005	2.2000e-003	1.0000e-005	2.2100e-003	5.8000e-004	1.0000e-005	5.9000e-004	0.0000	1.6975	1.6975	4.0000e-005	4.0000e-005	1.7110
Total	6.1000e-004	4.3000e-004	5.7900e-003	2.0000e-005	2.2000e-003	1.0000e-005	2.2100e-003	5.8000e-004	1.0000e-005	5.9000e-004	0.0000	1.6975	1.6975	4.0000e-005	4.0000e-005	1.7110

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.6 Architectural Coating - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4099					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.7200e-003	0.0117	0.0163	3.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	2.2979	2.2979	1.4000e-004	0.0000	2.3014
Total	0.4116	0.0117	0.0163	3.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	2.2979	2.2979	1.4000e-004	0.0000	2.3014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.6000e-004	5.4000e-004	7.2300e-003	2.0000e-005	2.7500e-003	1.0000e-005	2.7600e-003	7.3000e-004	1.0000e-005	7.4000e-004	0.0000	2.1219	2.1219	5.0000e-005	5.0000e-005	2.1388
Total	7.6000e-004	5.4000e-004	7.2300e-003	2.0000e-005	2.7500e-003	1.0000e-005	2.7600e-003	7.3000e-004	1.0000e-005	7.4000e-004	0.0000	2.1219	2.1219	5.0000e-005	5.0000e-005	2.1388

Sierra College ATC and Student Housing Projects (Student Housing Component) - Placer County APCD Air District, Annual

CalEEMod Version: CalEEMod.2020.4.0

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4099					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.7200e-003	0.0117	0.0163	3.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	2.2979	2.2979	1.4000e-004	0.0000	2.3014
Total	0.4116	0.0117	0.0163	3.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	2.2979	2.2979	1.4000e-004	0.0000	2.3014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.6000e-004	5.4000e-004	7.2300e-003	2.0000e-005	2.7500e-003	1.0000e-005	2.7600e-003	7.3000e-004	1.0000e-005	7.4000e-004	0.0000	2.1219	2.1219	5.0000e-005	5.0000e-005	2.1388
Total	7.6000e-004	5.4000e-004	7.2300e-003	2.0000e-005	2.7500e-003	1.0000e-005	2.7600e-003	7.3000e-004	1.0000e-005	7.4000e-004	0.0000	2.1219	2.1219	5.0000e-005	5.0000e-005	2.1388

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Sierra College ATC and Student Housing Projects (Student Housing Component)****Placer County APCD Air District, Summer****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	177.00	Dwelling Unit	4.66	131,000.00	506

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	74
Climate Zone	2			Operational Year	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Sierra College Student Housing. PCAPCD.

Land Use - Student housing would have 354 beds (assume 2 beds to a room) and 131,000 SF.

Construction Phase - Construction for student housing would begin December 2022.

Off-road Equipment - Default equipment assumed.

Off-road Equipment - Default equipment assumed.

Off-road Equipment - Default equipment assumed.

Off-road Equipment - Default equipment assumed.

Off-road Equipment - Default equipment assumed.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Trips and VMT - Default trip characteristics assumed.

Grading - Assumed site would be balanced.

Construction Off-road Equipment Mitigation - Water two times daily.

Architectural Coating - Use of Low VOC arch coatings = 50 g/L.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	50.00
tblLandUse	LandUseSquareFeet	177,000.00	131,000.00
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.0 Emissions Summary****2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.2420	33.1268	21.7347	0.0452	19.8869	1.6137	21.5006	10.1634	1.4846	11.6480	0.0000	4,420.0432	4,420.0432	1.1967	0.0907	4,463.2011
2023	45.8234	15.4350	21.2120	0.0446	1.7386	0.7119	2.4506	0.4637	0.6698	1.1336	0.0000	4,360.4758	4,360.4758	0.6375	0.0863	4,402.1329
Maximum	45.8234	33.1268	21.7347	0.0452	19.8869	1.6137	21.5006	10.1634	1.4846	11.6480	0.0000	4,420.0432	4,420.0432	1.1967	0.0907	4,463.2011

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.2420	33.1268	21.7347	0.0452	9.0756	1.6137	10.6893	4.6071	1.4846	6.0917	0.0000	4,420.0432	4,420.0432	1.1967	0.0907	4,463.2011
2023	45.8234	15.4350	21.2120	0.0446	1.7386	0.7119	2.4506	0.4637	0.6698	1.1336	0.0000	4,360.4758	4,360.4758	0.6375	0.0863	4,402.1328
Maximum	45.8234	33.1268	21.7347	0.0452	9.0756	1.6137	10.6893	4.6071	1.4846	6.0917	0.0000	4,420.0432	4,420.0432	1.1967	0.0907	4,463.2011

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	49.99	0.00	45.14	52.28	0.00	43.47	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	12/1/2022	12/7/2022	5	5	
2	Grading	Grading	12/8/2022	12/19/2022	5	8	
3	Building Construction	Building Construction	12/20/2022	11/6/2023	5	230	
4	Paving	Paving	11/7/2023	11/30/2023	5	18	
5	Architectural Coating	Architectural Coating	12/1/2023	12/26/2023	5	18	

Acres of Grading (Site Preparation Phase): 7.5**Acres of Grading (Grading Phase): 8****Acres of Paving: 0****Residential Indoor: 265,275; Residential Outdoor: 88,425; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	127.00	19.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	25.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.1 Mitigation Measures Construction**

Water Exposed Area

3.2 Site Preparation - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	19.6570	1.6126	21.2696	10.1025	1.4836	11.5860		3,686.0619	3,686.0619	1.1922		3,715.8655

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0719	0.0433	0.7202	2.0800e-003	0.2299	1.1100e-003	0.2310	0.0610	1.0200e-003	0.0620		209.9910	209.9910	4.5000e-003	4.6200e-003	211.4794
Total	0.0719	0.0433	0.7202	2.0800e-003	0.2299	1.1100e-003	0.2310	0.0610	1.0200e-003	0.0620		209.9910	209.9910	4.5000e-003	4.6200e-003	211.4794

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.8457	0.0000	8.8457	4.5461	0.0000	4.5461			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	8.8457	1.6126	10.4582	4.5461	1.4836	6.0297	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0719	0.0433	0.7202	2.0800e-003	0.2299	1.1100e-003	0.2310	0.0610	1.0200e-003	0.0620		209.9910	209.9910	4.5000e-003	4.6200e-003	211.4794
Total	0.0719	0.0433	0.7202	2.0800e-003	0.2299	1.1100e-003	0.2310	0.0610	1.0200e-003	0.0620		209.9910	209.9910	4.5000e-003	4.6200e-003	211.4794

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.3 Grading - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656		2,872.0464	2,872.0464	0.9289		2,895.2684
Total	1.9486	20.8551	15.2727	0.0297	7.0826	0.9409	8.0234	3.4247	0.8656	4.2903		2,872.0464	2,872.0464	0.9289		2,895.2684

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0599	0.0361	0.6002	1.7300e-003	0.1916	9.3000e-004	0.1925	0.0508	8.5000e-004	0.0517		174.9925	174.9925	3.7500e-003	3.8500e-003	176.2328
Total	0.0599	0.0361	0.6002	1.7300e-003	0.1916	9.3000e-004	0.1925	0.0508	8.5000e-004	0.0517		174.9925	174.9925	3.7500e-003	3.8500e-003	176.2328

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.1872	0.0000	3.1872	1.5411	0.0000	1.5411			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656	0.0000	2,872.0464	2,872.0464	0.9289		2,895.2684
Total	1.9486	20.8551	15.2727	0.0297	3.1872	0.9409	4.1280	1.5411	0.8656	2.4067	0.0000	2,872.0464	2,872.0464	0.9289		2,895.2684

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0599	0.0361	0.6002	1.7300e-003	0.1916	9.3000e-004	0.1925	0.0508	8.5000e-004	0.0517		174.9925	174.9925	3.7500e-003	3.8500e-003	176.2328
Total	0.0599	0.0361	0.6002	1.7300e-003	0.1916	9.3000e-004	0.1925	0.0508	8.5000e-004	0.0517		174.9925	174.9925	3.7500e-003	3.8500e-003	176.2328

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0341	0.9050	0.2897	3.6400e-003	0.1165	8.4700e-003	0.1249	0.0335	8.1000e-003	0.0416		384.1066	384.1066	1.7400e-003	0.0581	401.4645
Worker	0.5072	0.3056	5.0816	0.0147	1.6222	7.8500e-003	1.6300	0.4302	7.2300e-003	0.4374		1,481.6031	1,481.6031	0.0317	0.0326	1,492.1044
Total	0.5413	1.2105	5.3713	0.0183	1.7386	0.0163	1.7549	0.4637	0.0153	0.4791		1,865.7097	1,865.7097	0.0335	0.0907	1,893.5689

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0341	0.9050	0.2897	3.6400e-003	0.1165	8.4700e-003	0.1249	0.0335	8.1000e-003	0.0416		384.1066	384.1066	1.7400e-003	0.0581	401.4645
Worker	0.5072	0.3056	5.0816	0.0147	1.6222	7.8500e-003	1.6300	0.4302	7.2300e-003	0.4374		1,481.6031	1,481.6031	0.0317	0.0326	1,492.1044
Total	0.5413	1.2105	5.3713	0.0183	1.7386	0.0163	1.7549	0.4637	0.0153	0.4791		1,865.7097	1,865.7097	0.0335	0.0907	1,893.5689

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0219	0.7800	0.2675	3.5100e-003	0.1165	4.7700e-003	0.1212	0.0335	4.5700e-003	0.0381		371.0198	371.0198	1.1500e-003	0.0561	387.7658
Worker	0.4716	0.2701	4.7005	0.0142	1.6222	7.4400e-003	1.6296	0.4302	6.8500e-003	0.4370		1,434.2461	1,434.2461	0.0285	0.0302	1,443.9610
Total	0.4935	1.0501	4.9680	0.0177	1.7386	0.0122	1.7508	0.4637	0.0114	0.4751		1,805.2659	1,805.2659	0.0297	0.0863	1,831.7268

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0219	0.7800	0.2675	3.5100e-003	0.1165	4.7700e-003	0.1212	0.0335	4.5700e-003	0.0381		371.0198	371.0198	1.1500e-003	0.0561	387.7658
Worker	0.4716	0.2701	4.7005	0.0142	1.6222	7.4400e-003	1.6296	0.4302	6.8500e-003	0.4370		1,434.2461	1,434.2461	0.0285	0.0302	1,443.9610
Total	0.4935	1.0501	4.9680	0.0177	1.7386	0.0122	1.7508	0.4637	0.0114	0.4751		1,805.2659	1,805.2659	0.0297	0.0863	1,831.7268

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Paving - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9181	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025		1,805.4304	1,805.4304	0.5673		1,819.6122
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9181	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025		1,805.4304	1,805.4304	0.5673		1,819.6122

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0743	0.0425	0.7402	2.2300e-003	0.2555	1.1700e-003	0.2566	0.0678	1.0800e-003	0.0688		225.8655	225.8655	4.4900e-003	4.7600e-003	227.3954
Total	0.0743	0.0425	0.7402	2.2300e-003	0.2555	1.1700e-003	0.2566	0.0678	1.0800e-003	0.0688		225.8655	225.8655	4.4900e-003	4.7600e-003	227.3954

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9181	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025	0.0000	1,805.4304	1,805.4304	0.5673		1,819.6122
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9181	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025	0.0000	1,805.4304	1,805.4304	0.5673		1,819.6122

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0743	0.0425	0.7402	2.2300e-003	0.2555	1.1700e-003	0.2566	0.0678	1.0800e-003	0.0688		225.8655	225.8655	4.4900e-003	4.7600e-003	227.3954
Total	0.0743	0.0425	0.7402	2.2300e-003	0.2555	1.1700e-003	0.2566	0.0678	1.0800e-003	0.0688		225.8655	225.8655	4.4900e-003	4.7600e-003	227.3954

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.6 Architectural Coating - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	45.5389					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	45.7305	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0928	0.0532	0.9253	2.7900e-003	0.3193	1.4600e-003	0.3208	0.0847	1.3500e-003	0.0860		282.3319	282.3319	5.6200e-003	5.9500e-003	284.2443
Total	0.0928	0.0532	0.9253	2.7900e-003	0.3193	1.4600e-003	0.3208	0.0847	1.3500e-003	0.0860		282.3319	282.3319	5.6200e-003	5.9500e-003	284.2443

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	45.5389					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	45.7305	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0928	0.0532	0.9253	2.7900e-003	0.3193	1.4600e-003	0.3208	0.0847	1.3500e-003	0.0860		282.3319	282.3319	5.6200e-003	5.9500e-003	284.2443
Total	0.0928	0.0532	0.9253	2.7900e-003	0.3193	1.4600e-003	0.3208	0.0847	1.3500e-003	0.0860		282.3319	282.3319	5.6200e-003	5.9500e-003	284.2443

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Sierra College ATC and Student Housing Projects (Student Housing Component)****Placer County APCD Air District, Winter****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	177.00	Dwelling Unit	4.66	131,000.00	506

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	74
Climate Zone	2			Operational Year	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Sierra College Student Housing. PCAPCD.

Land Use - Student housing would have 354 beds (assume 2 beds to a room) and 131,000 SF.

Construction Phase - Construction for student housing would begin December 2022.

Off-road Equipment - Default equipment assumed.

Off-road Equipment - Default equipment assumed.

Off-road Equipment - Default equipment assumed.

Off-road Equipment - Default equipment assumed.

Off-road Equipment - Default equipment assumed.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Trips and VMT - Default trip characteristics assumed.

Grading - Assumed site would be balanced.

Construction Off-road Equipment Mitigation - Water two times daily.

Architectural Coating - Use of Low VOC arch coatings = 50 g/L.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	50.00
tblLandUse	LandUseSquareFeet	177,000.00	131,000.00
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.0 Emissions Summary****2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.2403	33.1377	21.0833	0.0438	19.8869	1.6137	21.5006	10.1634	1.4846	11.6480	0.0000	4,272.6417	4,272.6417	1.1971	0.0960	4,317.4675
2023	45.8214	15.5610	20.6150	0.0432	1.7386	0.7120	2.4506	0.4637	0.6699	1.1336	0.0000	4,218.5563	4,218.5563	0.6406	0.0913	4,261.7721
Maximum	45.8214	33.1377	21.0833	0.0438	19.8869	1.6137	21.5006	10.1634	1.4846	11.6480	0.0000	4,272.6417	4,272.6417	1.1971	0.0960	4,317.4675

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.2403	33.1377	21.0833	0.0438	9.0756	1.6137	10.6893	4.6071	1.4846	6.0917	0.0000	4,272.6417	4,272.6417	1.1971	0.0960	4,317.4675
2023	45.8214	15.5610	20.6150	0.0432	1.7386	0.7120	2.4506	0.4637	0.6699	1.1336	0.0000	4,218.5563	4,218.5563	0.6406	0.0913	4,261.7721
Maximum	45.8214	33.1377	21.0833	0.0438	9.0756	1.6137	10.6893	4.6071	1.4846	6.0917	0.0000	4,272.6417	4,272.6417	1.1971	0.0960	4,317.4675

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	49.99	0.00	45.14	52.28	0.00	43.47	0.00	0.00	0.00	0.00	0.00	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.0 Construction Detail****Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	12/1/2022	12/7/2022	5	5	
2	Grading	Grading	12/8/2022	12/19/2022	5	8	
3	Building Construction	Building Construction	12/20/2022	11/6/2023	5	230	
4	Paving	Paving	11/7/2023	11/30/2023	5	18	
5	Architectural Coating	Architectural Coating	12/1/2023	12/26/2023	5	18	

Acres of Grading (Site Preparation Phase): 7.5**Acres of Grading (Grading Phase): 8****Acres of Paving: 0****Residential Indoor: 265,275; Residential Outdoor: 88,425; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	127.00	19.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	25.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.1 Mitigation Measures Construction**

Water Exposed Area

3.2 Site Preparation - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	19.6570	1.6126	21.2696	10.1025	1.4836	11.5860		3,686.0619	3,686.0619	1.1922		3,715.8655

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0702	0.0542	0.6262	1.8700e-003	0.2299	1.1100e-003	0.2310	0.0610	1.0200e-003	0.0620		189.0302	189.0302	4.9600e-003	5.3500e-003	190.7500
Total	0.0702	0.0542	0.6262	1.8700e-003	0.2299	1.1100e-003	0.2310	0.0610	1.0200e-003	0.0620		189.0302	189.0302	4.9600e-003	5.3500e-003	190.7500

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.8457	0.0000	8.8457	4.5461	0.0000	4.5461			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	8.8457	1.6126	10.4582	4.5461	1.4836	6.0297	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0702	0.0542	0.6262	1.8700e-003	0.2299	1.1100e-003	0.2310	0.0610	1.0200e-003	0.0620		189.0302	189.0302	4.9600e-003	5.3500e-003	190.7500
Total	0.0702	0.0542	0.6262	1.8700e-003	0.2299	1.1100e-003	0.2310	0.0610	1.0200e-003	0.0620		189.0302	189.0302	4.9600e-003	5.3500e-003	190.7500

Sierra College ATC and Student Housing Projects (Student Housing Component) - Placer County APCD Air District, Winter

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.3 Grading - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656		2,872.0464	2,872.0464	0.9289		2,895.2684
Total	1.9486	20.8551	15.2727	0.0297	7.0826	0.9409	8.0234	3.4247	0.8656	4.2903		2,872.0464	2,872.0464	0.9289		2,895.2684

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0585	0.0452	0.5218	1.5600e-003	0.1916	9.3000e-004	0.1925	0.0508	8.5000e-004	0.0517		157.5252	157.5252	4.1400e-003	4.4600e-003	158.9584
Total	0.0585	0.0452	0.5218	1.5600e-003	0.1916	9.3000e-004	0.1925	0.0508	8.5000e-004	0.0517		157.5252	157.5252	4.1400e-003	4.4600e-003	158.9584

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.1872	0.0000	3.1872	1.5411	0.0000	1.5411			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656	0.0000	2,872.0464	2,872.0464	0.9289		2,895.2684
Total	1.9486	20.8551	15.2727	0.0297	3.1872	0.9409	4.1280	1.5411	0.8656	2.4067	0.0000	2,872.0464	2,872.0464	0.9289		2,895.2684

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0585	0.0452	0.5218	1.5600e-003	0.1916	9.3000e-004	0.1925	0.0508	8.5000e-004	0.0517		157.5252	157.5252	4.1400e-003	4.4600e-003	158.9584
Total	0.0585	0.0452	0.5218	1.5600e-003	0.1916	9.3000e-004	0.1925	0.0508	8.5000e-004	0.0517		157.5252	157.5252	4.1400e-003	4.4600e-003	158.9584

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0327	0.9697	0.3018	3.6400e-003	0.1165	8.5000e-003	0.1250	0.0335	8.1300e-003	0.0417		384.5948	384.5948	1.6800e-003	0.0582	401.9880
Worker	0.4953	0.3822	4.4181	0.0132	1.6222	7.8500e-003	1.6300	0.4302	7.2300e-003	0.4374		1,333.7133	1,333.7133	0.0350	0.0378	1,345.8473
Total	0.5280	1.3519	4.7199	0.0168	1.7386	0.0164	1.7550	0.4637	0.0154	0.4791		1,718.3081	1,718.3081	0.0367	0.0960	1,747.8353

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0327	0.9697	0.3018	3.6400e-003	0.1165	8.5000e-003	0.1250	0.0335	8.1300e-003	0.0417		384.5948	384.5948	1.6800e-003	0.0582	401.9880
Worker	0.4953	0.3822	4.4181	0.0132	1.6222	7.8500e-003	1.6300	0.4302	7.2300e-003	0.4374		1,333.7133	1,333.7133	0.0350	0.0378	1,345.8473
Total	0.5280	1.3519	4.7199	0.0168	1.7386	0.0164	1.7550	0.4637	0.0154	0.4791		1,718.3081	1,718.3081	0.0367	0.0960	1,747.8353

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0203	0.8385	0.2776	3.5200e-003	0.1165	4.8000e-003	0.1213	0.0335	4.5900e-003	0.0381		371.9158	371.9158	1.0800e-003	0.0563	388.7144
Worker	0.4618	0.3375	4.0935	0.0128	1.6222	7.4400e-003	1.6296	0.4302	6.8500e-003	0.4370		1,291.4305	1,291.4305	0.0317	0.0350	1,302.6516
Total	0.4820	1.1761	4.3710	0.0163	1.7386	0.0122	1.7509	0.4637	0.0114	0.4752		1,663.3464	1,663.3464	0.0328	0.0913	1,691.3660

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0203	0.8385	0.2776	3.5200e-003	0.1165	4.8000e-003	0.1213	0.0335	4.5900e-003	0.0381		371.9158	371.9158	1.0800e-003	0.0563	388.7144
Worker	0.4618	0.3375	4.0935	0.0128	1.6222	7.4400e-003	1.6296	0.4302	6.8500e-003	0.4370		1,291.4305	1,291.4305	0.0317	0.0350	1,302.6516
Total	0.4820	1.1761	4.3710	0.0163	1.7386	0.0122	1.7509	0.4637	0.0114	0.4752		1,663.3464	1,663.3464	0.0328	0.0913	1,691.3660

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Paving - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9181	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025		1,805.4304	1,805.4304	0.5673		1,819.6122
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9181	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025		1,805.4304	1,805.4304	0.5673		1,819.6122

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0727	0.0532	0.6446	2.0100e-003	0.2555	1.1700e-003	0.2566	0.0678	1.0800e-003	0.0688		203.3749	203.3749	4.9900e-003	5.5100e-003	205.1420
Total	0.0727	0.0532	0.6446	2.0100e-003	0.2555	1.1700e-003	0.2566	0.0678	1.0800e-003	0.0688		203.3749	203.3749	4.9900e-003	5.5100e-003	205.1420

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9181	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025	0.0000	1,805.4304	1,805.4304	0.5673		1,819.6122
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9181	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025	0.0000	1,805.4304	1,805.4304	0.5673		1,819.6122

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0727	0.0532	0.6446	2.0100e-003	0.2555	1.1700e-003	0.2566	0.0678	1.0800e-003	0.0688		203.3749	203.3749	4.9900e-003	5.5100e-003	205.1420
Total	0.0727	0.0532	0.6446	2.0100e-003	0.2555	1.1700e-003	0.2566	0.0678	1.0800e-003	0.0688		203.3749	203.3749	4.9900e-003	5.5100e-003	205.1420

Sierra College ATC and Student Housing Projects (Student Housing Component) - Placer County APCD Air District, Winter

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.6 Architectural Coating - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	45.5389					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	45.7305	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0909	0.0665	0.8058	2.5200e-003	0.3193	1.4600e-003	0.3208	0.0847	1.3500e-003	0.0860		254.2186	254.2186	6.2400e-003	6.8900e-003	256.4275
Total	0.0909	0.0665	0.8058	2.5200e-003	0.3193	1.4600e-003	0.3208	0.0847	1.3500e-003	0.0860		254.2186	254.2186	6.2400e-003	6.8900e-003	256.4275

Sierra College ATC and Student Housing Projects (Student Housing Component) - Placer County APCD Air District, Winter

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	45.5389					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	45.7305	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0909	0.0665	0.8058	2.5200e-003	0.3193	1.4600e-003	0.3208	0.0847	1.3500e-003	0.0860		254.2186	254.2186	6.2400e-003	6.8900e-003	256.4275
Total	0.0909	0.0665	0.8058	2.5200e-003	0.3193	1.4600e-003	0.3208	0.0847	1.3500e-003	0.0860		254.2186	254.2186	6.2400e-003	6.8900e-003	256.4275

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Sierra College ATC and Student Housing Projects (ATC Component)****Placer County APCD Air District, Annual****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior College (2yr)	50.00	1000sqft	1.15	50,000.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	74
Climate Zone	2			Operational Year	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Sierra College ATC Modernization. PCAPCD.

Land Use - Applied Tech Center would be 50,000 GSF.

Construction Phase - Construction for ATC would begin September 2023.

Off-road Equipment - Default equipment assumed.

Off-road Equipment - Default equipment assumed.

Off-road Equipment - Default equipment assumed.

Off-road Equipment - Default equipment assumed.

Off-road Equipment - Default equipment assumed.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Trips and VMT - Default trip characteristics assumed.

Grading - Assume site would be balanced.

Construction Off-road Equipment Mitigation - Water two times daily.

Architectural Coating - Use of Low VOC arch coatings = 50 g/L.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural

2.0 Emissions Summary**2.1 Overall Construction****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0680	0.5257	0.5610	1.0900e-003	0.0329	0.0224	0.0554	0.0132	0.0216	0.0348	0.0000	91.6322	91.6322	0.0142	1.0600e-003	92.3034
2024	0.2065	0.6932	0.8052	1.5500e-003	0.0185	0.0275	0.0460	4.9800e-003	0.0266	0.0316	0.0000	130.2619	130.2619	0.0185	1.5400e-003	131.1835
Maximum	0.2065	0.6932	0.8052	1.5500e-003	0.0329	0.0275	0.0554	0.0132	0.0266	0.0348	0.0000	130.2619	130.2619	0.0185	1.5400e-003	131.1835

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0680	0.5257	0.5610	1.0900e-003	0.0217	0.0224	0.0441	7.8000e-003	0.0216	0.0294	0.0000	91.6321	91.6321	0.0142	1.0600e-003	92.3033
2024	0.2065	0.6932	0.8052	1.5500e-003	0.0185	0.0275	0.0460	4.9800e-003	0.0266	0.0316	0.0000	130.2618	130.2618	0.0185	1.5400e-003	131.1834
Maximum	0.2065	0.6932	0.8052	1.5500e-003	0.0217	0.0275	0.0460	7.8000e-003	0.0266	0.0316	0.0000	130.2618	130.2618	0.0185	1.5400e-003	131.1834

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	21.88	0.00	11.09	29.78	0.00	8.17	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	9/1/2023	9/4/2023	5	2	
2	Grading	Grading	9/5/2023	9/8/2023	5	4	
3	Building Construction	Building Construction	9/9/2023	6/14/2024	5	200	
4	Architectural Coating	Architectural Coating	6/15/2024	6/28/2024	5	10	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Acres of Grading (Site Preparation Phase): 1.88****Acres of Grading (Grading Phase): 4****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 75,000; Non-Residential Outdoor: 25,000; Striped Parking Area: 0 (Architectural****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	21.00	8.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.1 Mitigation Measures Construction**

Water Exposed Area

3.2 Site Preparation - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.2700e-003	0.0000	6.2700e-003	3.0000e-003	0.0000	3.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1300e-003	0.0124	6.6400e-003	2.0000e-005		5.1000e-004	5.1000e-004		4.7000e-004	4.7000e-004	0.0000	1.5114	1.5114	4.9000e-004	0.0000	1.5236
Total	1.1300e-003	0.0124	6.6400e-003	2.0000e-005	6.2700e-003	5.1000e-004	6.7800e-003	3.0000e-003	4.7000e-004	3.4700e-003	0.0000	1.5114	1.5114	4.9000e-004	0.0000	1.5236

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.6000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0755	0.0755	0.0000	0.0000	0.0761
Total	3.0000e-005	2.0000e-005	2.6000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0755	0.0755	0.0000	0.0000	0.0761

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.8200e-003	0.0000	2.8200e-003	1.3500e-003	0.0000	1.3500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1300e-003	0.0124	6.6400e-003	2.0000e-005		5.1000e-004	5.1000e-004		4.7000e-004	4.7000e-004	0.0000	1.5114	1.5114	4.9000e-004	0.0000	1.5236
Total	1.1300e-003	0.0124	6.6400e-003	2.0000e-005	2.8200e-003	5.1000e-004	3.3300e-003	1.3500e-003	4.7000e-004	1.8200e-003	0.0000	1.5114	1.5114	4.9000e-004	0.0000	1.5236

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.6000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0755	0.0755	0.0000	0.0000	0.0761
Total	3.0000e-005	2.0000e-005	2.6000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0755	0.0755	0.0000	0.0000	0.0761

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.3 Grading - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0142	0.0000	0.0142	6.8500e-003	0.0000	6.8500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6700e-003	0.0289	0.0174	4.0000e-005		1.2100e-003	1.2100e-003		1.1100e-003	1.1100e-003	0.0000	3.6208	3.6208	1.1700e-003	0.0000	3.6501
Total	2.6700e-003	0.0289	0.0174	4.0000e-005	0.0142	1.2100e-003	0.0154	6.8500e-003	1.1100e-003	7.9600e-003	0.0000	3.6208	3.6208	1.1700e-003	0.0000	3.6501

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	5.0000e-005	6.4000e-004	0.0000	2.4000e-004	0.0000	2.5000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1886	0.1886	0.0000	0.0000	0.1901
Total	7.0000e-005	5.0000e-005	6.4000e-004	0.0000	2.4000e-004	0.0000	2.5000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1886	0.1886	0.0000	0.0000	0.1901

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.3700e-003	0.0000	6.3700e-003	3.0800e-003	0.0000	3.0800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6700e-003	0.0289	0.0174	4.0000e-005		1.2100e-003	1.2100e-003		1.1100e-003	1.1100e-003	0.0000	3.6208	3.6208	1.1700e-003	0.0000	3.6501
Total	2.6700e-003	0.0289	0.0174	4.0000e-005	6.3700e-003	1.2100e-003	7.5800e-003	3.0800e-003	1.1100e-003	4.1900e-003	0.0000	3.6208	3.6208	1.1700e-003	0.0000	3.6501

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	5.0000e-005	6.4000e-004	0.0000	2.4000e-004	0.0000	2.5000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1886	0.1886	0.0000	0.0000	0.1901
Total	7.0000e-005	5.0000e-005	6.4000e-004	0.0000	2.4000e-004	0.0000	2.5000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1886	0.1886	0.0000	0.0000	0.1901

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0609	0.4684	0.5044	8.8000e-004		0.0206	0.0206		0.0199	0.0199	0.0000	72.6397	72.6397	0.0123	0.0000	72.9480
Total	0.0609	0.4684	0.5044	8.8000e-004		0.0206	0.0206		0.0199	0.0199	0.0000	72.6397	72.6397	0.0123	0.0000	72.9480

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.6000e-004	0.0138	4.5800e-003	6.0000e-005	1.8900e-003	8.0000e-005	1.9700e-003	5.5000e-004	8.0000e-005	6.2000e-004	0.0000	5.6745	5.6745	2.0000e-005	8.6000e-004	5.9308
Worker	2.8300e-003	2.0200e-003	0.0270	9.0000e-005	0.0103	5.0000e-005	0.0103	2.7300e-003	5.0000e-005	2.7700e-003	0.0000	7.9218	7.9218	1.8000e-004	2.0000e-004	7.9848
Total	3.1900e-003	0.0158	0.0316	1.5000e-004	0.0122	1.3000e-004	0.0123	3.2800e-003	1.3000e-004	3.3900e-003	0.0000	13.5963	13.5963	2.0000e-004	1.0600e-003	13.9155

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0609	0.4684	0.5044	8.8000e-004		0.0206	0.0206		0.0199	0.0199	0.0000	72.6396	72.6396	0.0123	0.0000	72.9479
Total	0.0609	0.4684	0.5044	8.8000e-004		0.0206	0.0206		0.0199	0.0199	0.0000	72.6396	72.6396	0.0123	0.0000	72.9479

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.6000e-004	0.0138	4.5800e-003	6.0000e-005	1.8900e-003	8.0000e-005	1.9700e-003	5.5000e-004	8.0000e-005	6.2000e-004	0.0000	5.6745	5.6745	2.0000e-005	8.6000e-004	5.9308
Worker	2.8300e-003	2.0200e-003	0.0270	9.0000e-005	0.0103	5.0000e-005	0.0103	2.7300e-003	5.0000e-005	2.7700e-003	0.0000	7.9218	7.9218	1.8000e-004	2.0000e-004	7.9848
Total	3.1900e-003	0.0158	0.0316	1.5000e-004	0.0122	1.3000e-004	0.0123	3.2800e-003	1.3000e-004	3.3900e-003	0.0000	13.5963	13.5963	2.0000e-004	1.0600e-003	13.9155

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2024****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0852	0.6638	0.7510	1.3200e-003		0.0270	0.0270		0.0261	0.0261	0.0000	108.9668	108.9668	0.0182	0.0000	109.4204
Total	0.0852	0.6638	0.7510	1.3200e-003		0.0270	0.0270		0.0261	0.0261	0.0000	108.9668	108.9668	0.0182	0.0000	109.4204

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.2000e-004	0.0206	6.7800e-003	9.0000e-005	2.8400e-003	1.2000e-004	2.9600e-003	8.2000e-004	1.2000e-004	9.4000e-004	0.0000	8.3439	8.3439	2.0000e-005	1.2600e-003	8.7208
Worker	3.9600e-003	2.7000e-003	0.0377	1.3000e-004	0.0154	7.0000e-005	0.0155	4.0900e-003	6.0000e-005	4.1600e-003	0.0000	11.4922	11.4922	2.4000e-004	2.7000e-004	11.5800
Total	4.4800e-003	0.0233	0.0445	2.2000e-004	0.0182	1.9000e-004	0.0184	4.9100e-003	1.8000e-004	5.1000e-003	0.0000	19.8361	19.8361	2.6000e-004	1.5300e-003	20.3008

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0852	0.6638	0.7510	1.3200e-003		0.0270	0.0270		0.0261	0.0261	0.0000	108.9666	108.9666	0.0182	0.0000	109.4203
Total	0.0852	0.6638	0.7510	1.3200e-003		0.0270	0.0270		0.0261	0.0261	0.0000	108.9666	108.9666	0.0182	0.0000	109.4203

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.2000e-004	0.0206	6.7800e-003	9.0000e-005	2.8400e-003	1.2000e-004	2.9600e-003	8.2000e-004	1.2000e-004	9.4000e-004	0.0000	8.3439	8.3439	2.0000e-005	1.2600e-003	8.7208
Worker	3.9600e-003	2.7000e-003	0.0377	1.3000e-004	0.0154	7.0000e-005	0.0155	4.0900e-003	6.0000e-005	4.1600e-003	0.0000	11.4922	11.4922	2.4000e-004	2.7000e-004	11.5800
Total	4.4800e-003	0.0233	0.0445	2.2000e-004	0.0182	1.9000e-004	0.0184	4.9100e-003	1.8000e-004	5.1000e-003	0.0000	19.8361	19.8361	2.6000e-004	1.5300e-003	20.3008

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Architectural Coating - 2024****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1159					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.0000e-004	6.0900e-003	9.0500e-003	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	1.2766	1.2766	7.0000e-005	0.0000	1.2784
Total	0.1168	6.0900e-003	9.0500e-003	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	1.2766	1.2766	7.0000e-005	0.0000	1.2784

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	6.0000e-004	0.0000	2.4000e-004	0.0000	2.5000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1824	0.1824	0.0000	0.0000	0.1838
Total	6.0000e-005	4.0000e-005	6.0000e-004	0.0000	2.4000e-004	0.0000	2.5000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1824	0.1824	0.0000	0.0000	0.1838

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1159					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.0000e-004	6.0900e-003	9.0500e-003	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	1.2766	1.2766	7.0000e-005	0.0000	1.2784
Total	0.1168	6.0900e-003	9.0500e-003	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	1.2766	1.2766	7.0000e-005	0.0000	1.2784

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	6.0000e-004	0.0000	2.4000e-004	0.0000	2.5000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1824	0.1824	0.0000	0.0000	0.1838
Total	6.0000e-005	4.0000e-005	6.0000e-004	0.0000	2.4000e-004	0.0000	2.5000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1824	0.1824	0.0000	0.0000	0.1838

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Sierra College ATC and Student Housing Projects (ATC Component)****Placer County APCD Air District, Summer****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior College (2yr)	50.00	1000sqft	1.15	50,000.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	74
Climate Zone	2	Operational Year	2025		
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Sierra College ATC Modernization. PCAPCD.

Land Use - Applied Tech Center would be 50,000 GSF.

Construction Phase - Construction for ATC would begin September 2023.

Off-road Equipment - Default equipment assumed.

Off-road Equipment - Default equipment assumed.

Off-road Equipment - Default equipment assumed.

Off-road Equipment - Default equipment assumed.

Off-road Equipment - Default equipment assumed.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Trips and VMT - Default trip characteristics assumed.

Grading - Assumed site would be balanced.

Construction Off-road Equipment Mitigation - Water two times daily.

Architectural Coating - Use of Low VOC arch coatings = 50 g/L.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.0 Emissions Summary****2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.6104	14.4889	13.5009	0.0259	7.2103	0.6049	7.8153	3.4586	0.5565	4.0152	0.0000	2,395.1653	2,395.1653	0.6477	0.0286	2,412.3208
2024	23.3696	11.4299	13.3520	0.0258	0.3173	0.4538	0.7710	0.0853	0.4378	0.5230	0.0000	2,384.3800	2,384.3800	0.3381	0.0278	2,401.1224
Maximum	23.3696	14.4889	13.5009	0.0259	7.2103	0.6049	7.8153	3.4586	0.5565	4.0152	0.0000	2,395.1653	2,395.1653	0.6477	0.0286	2,412.3208

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.6104	14.4889	13.5009	0.0259	3.3149	0.6049	3.9198	1.5750	0.5565	2.1315	0.0000	2,395.1653	2,395.1653	0.6477	0.0286	2,412.3208
2024	23.3696	11.4299	13.3520	0.0258	0.3173	0.4538	0.7710	0.0853	0.4378	0.5230	0.0000	2,384.3800	2,384.3800	0.3381	0.0278	2,401.1224
Maximum	23.3696	14.4889	13.5009	0.0259	3.3149	0.6049	3.9198	1.5750	0.5565	2.1315	0.0000	2,395.1653	2,395.1653	0.6477	0.0286	2,412.3208

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	51.75	0.00	45.37	53.15	0.00	41.51	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	9/1/2023	9/4/2023	5	2	
2	Grading	Grading	9/5/2023	9/8/2023	5	4	
3	Building Construction	Building Construction	9/9/2023	6/14/2024	5	200	
4	Architectural Coating	Architectural Coating	6/15/2024	6/28/2024	5	10	

Acres of Grading (Site Preparation Phase): 1.88**Acres of Grading (Grading Phase): 4****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 75,000; Non-Residential Outdoor: 25,000; Striped Parking Area: 0 (Architectural**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	21.00	8.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.1 Mitigation Measures Construction**

Water Exposed Area

3.2 Site Preparation - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2662	0.0000	6.2662	3.0041	0.0000	3.0041			0.0000			0.0000
Off-Road	1.1339	12.4250	6.6420	0.0172		0.5074	0.5074		0.4668	0.4668		1,666.0573	1,666.0573	0.5388		1,679.5282
Total	1.1339	12.4250	6.6420	0.0172	6.2662	0.5074	6.7736	3.0041	0.4668	3.4709		1,666.0573	1,666.0573	0.5388		1,679.5282

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0297	0.0170	0.2961	8.9000e-004	0.1022	4.7000e-004	0.1027	0.0271	4.3000e-004	0.0275		90.3462	90.3462	1.8000e-003	1.9000e-003	90.9582
Total	0.0297	0.0170	0.2961	8.9000e-004	0.1022	4.7000e-004	0.1027	0.0271	4.3000e-004	0.0275		90.3462	90.3462	1.8000e-003	1.9000e-003	90.9582

Sierra College ATC and Student Housing Projects (ATC Component) - Placer County APCD Air District, Summer

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.8198	0.0000	2.8198	1.3518	0.0000	1.3518			0.0000			0.0000
Off-Road	1.1339	12.4250	6.6420	0.0172		0.5074	0.5074		0.4668	0.4668	0.0000	1,666.0573	1,666.0573	0.5388		1,679.5282
Total	1.1339	12.4250	6.6420	0.0172	2.8198	0.5074	3.3272	1.3518	0.4668	1.8186	0.0000	1,666.0573	1,666.0573	0.5388		1,679.5282

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0297	0.0170	0.2961	8.9000e-004	0.1022	4.7000e-004	0.1027	0.0271	4.3000e-004	0.0275		90.3462	90.3462	1.8000e-003	1.9000e-003	90.9582
Total	0.0297	0.0170	0.2961	8.9000e-004	0.1022	4.7000e-004	0.1027	0.0271	4.3000e-004	0.0275		90.3462	90.3462	1.8000e-003	1.9000e-003	90.9582

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.3 Grading - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	1.3330	14.4676	8.7038	0.0206	7.0826	0.6044	7.6869	3.4247	0.5560	3.9807		1,995.6147	1,995.6147	0.6454		2,011.7503

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0371	0.0213	0.3701	1.1200e-003	0.1277	5.9000e-004	0.1283	0.0339	5.4000e-004	0.0344		112.9328	112.9328	2.2500e-003	2.3800e-003	113.6977
Total	0.0371	0.0213	0.3701	1.1200e-003	0.1277	5.9000e-004	0.1283	0.0339	5.4000e-004	0.0344		112.9328	112.9328	2.2500e-003	2.3800e-003	113.6977

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.1872	0.0000	3.1872	1.5411	0.0000	1.5411			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503
Total	1.3330	14.4676	8.7038	0.0206	3.1872	0.6044	3.7915	1.5411	0.5560	2.0971	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0371	0.0213	0.3701	1.1200e-003	0.1277	5.9000e-004	0.1283	0.0339	5.4000e-004	0.0344		112.9328	112.9328	2.2500e-003	2.3800e-003	113.6977
Total	0.0371	0.0213	0.3701	1.1200e-003	0.1277	5.9000e-004	0.1283	0.0339	5.4000e-004	0.0344		112.9328	112.9328	2.2500e-003	2.3800e-003	113.6977

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
Total	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.2100e-003	0.3284	0.1126	1.4800e-003	0.0490	2.0100e-003	0.0510	0.0141	1.9200e-003	0.0160		156.2189	156.2189	4.9000e-004	0.0236	163.2698
Worker	0.0780	0.0447	0.7773	2.3500e-003	0.2682	1.2300e-003	0.2695	0.0711	1.1300e-003	0.0723		237.1588	237.1588	4.7200e-003	4.9900e-003	238.7652
Total	0.0872	0.3731	0.8899	3.8300e-003	0.3173	3.2400e-003	0.3205	0.0853	3.0500e-003	0.0883		393.3777	393.3777	5.2100e-003	0.0286	402.0350

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
Total	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.2100e-003	0.3284	0.1126	1.4800e-003	0.0490	2.0100e-003	0.0510	0.0141	1.9200e-003	0.0160		156.2189	156.2189	4.9000e-004	0.0236	163.2698
Worker	0.0780	0.0447	0.7773	2.3500e-003	0.2682	1.2300e-003	0.2695	0.0711	1.1300e-003	0.0723		237.1588	237.1588	4.7200e-003	4.9900e-003	238.7652
Total	0.0872	0.3731	0.8899	3.8300e-003	0.3173	3.2400e-003	0.3205	0.0853	3.0500e-003	0.0883		393.3777	393.3777	5.2100e-003	0.0286	402.0350

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2024****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348		2,001.9214	2,001.9214	0.3334		2,010.2563
Total	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348		2,001.9214	2,001.9214	0.3334		2,010.2563

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.0400e-003	0.3263	0.1111	1.4500e-003	0.0490	2.0100e-003	0.0510	0.0141	1.9200e-003	0.0160		153.1348	153.1348	4.7000e-004	0.0232	160.0486
Worker	0.0728	0.0398	0.7237	2.2700e-003	0.2682	1.1700e-003	0.2694	0.0711	1.0800e-003	0.0722		229.3238	229.3238	4.2500e-003	4.6600e-003	230.8176
Total	0.0818	0.3661	0.8348	3.7200e-003	0.3173	3.1800e-003	0.3204	0.0853	3.0000e-003	0.0883		382.4586	382.4586	4.7200e-003	0.0278	390.8661

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348	0.0000	2,001.9214	2,001.9214	0.3334		2,010.2563
Total	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348	0.0000	2,001.9214	2,001.9214	0.3334		2,010.2563

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.0400e-003	0.3263	0.1111	1.4500e-003	0.0490	2.0100e-003	0.0510	0.0141	1.9200e-003	0.0160		153.1348	153.1348	4.7000e-004	0.0232	160.0486
Worker	0.0728	0.0398	0.7237	2.2700e-003	0.2682	1.1700e-003	0.2694	0.0711	1.0800e-003	0.0722		229.3238	229.3238	4.2500e-003	4.6600e-003	230.8176
Total	0.0818	0.3661	0.8348	3.7200e-003	0.3173	3.1800e-003	0.3204	0.0853	3.0000e-003	0.0883		382.4586	382.4586	4.7200e-003	0.0278	390.8661

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Architectural Coating - 2024****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	23.1750					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	23.3558	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0139	7.5700e-003	0.1378	4.3000e-004	0.0511	2.2000e-004	0.0513	0.0136	2.0000e-004	0.0138		43.6807	43.6807	8.1000e-004	8.9000e-004	43.9653
Total	0.0139	7.5700e-003	0.1378	4.3000e-004	0.0511	2.2000e-004	0.0513	0.0136	2.0000e-004	0.0138		43.6807	43.6807	8.1000e-004	8.9000e-004	43.9653

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	23.1750					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	23.3558	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0139	7.5700e-003	0.1378	4.3000e-004	0.0511	2.2000e-004	0.0513	0.0136	2.0000e-004	0.0138		43.6807	43.6807	8.1000e-004	8.9000e-004	43.9653
Total	0.0139	7.5700e-003	0.1378	4.3000e-004	0.0511	2.2000e-004	0.0513	0.0136	2.0000e-004	0.0138		43.6807	43.6807	8.1000e-004	8.9000e-004	43.9653

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Sierra College ATC and Student Housing Projects (ATC Component)****Placer County APCD Air District, Winter****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior College (2yr)	50.00	1000sqft	1.15	50,000.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	74
Climate Zone	2			Operational Year	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Sierra College ATC Modernization. PCAPCD.

Land Use - Applied Tech Center would be 50,000 GSF.

Construction Phase - Construction for ATC would begin September 2023.

Off-road Equipment - Default equipment assumed.

Off-road Equipment - Default equipment assumed.

Off-road Equipment - Default equipment assumed.

Off-road Equipment - Default equipment assumed.

Off-road Equipment - Default equipment assumed.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Trips and VMT - Default trip characteristics assumed.

Grading - Assumed site would be balanced.

Construction Off-road Equipment Mitigation - Water two times daily.

Architectural Coating - Use of Low VOC arch coatings = 50 g/L.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.0 Emissions Summary****2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.6081	14.4942	13.4048	0.0257	7.2103	0.6049	7.8153	3.4586	0.5565	4.0152	0.0000	2,371.9275	2,371.9275	0.6479	0.0295	2,389.3541
2024	23.3694	11.4644	13.2634	0.0256	0.3173	0.4538	0.7710	0.0853	0.4378	0.5230	0.0000	2,361.9698	2,361.9698	0.3386	0.0286	2,378.9648
Maximum	23.3694	14.4942	13.4048	0.0257	7.2103	0.6049	7.8153	3.4586	0.5565	4.0152	0.0000	2,371.9275	2,371.9275	0.6479	0.0295	2,389.3541

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.6081	14.4942	13.4048	0.0257	3.3149	0.6049	3.9198	1.5750	0.5565	2.1315	0.0000	2,371.9275	2,371.9275	0.6479	0.0295	2,389.3541
2024	23.3694	11.4644	13.2634	0.0256	0.3173	0.4538	0.7710	0.0853	0.4378	0.5230	0.0000	2,361.9698	2,361.9698	0.3386	0.0286	2,378.9648
Maximum	23.3694	14.4942	13.4048	0.0257	3.3149	0.6049	3.9198	1.5750	0.5565	2.1315	0.0000	2,371.9275	2,371.9275	0.6479	0.0295	2,389.3541

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	51.75	0.00	45.37	53.15	0.00	41.51	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	9/1/2023	9/4/2023	5	2	
2	Grading	Grading	9/5/2023	9/8/2023	5	4	
3	Building Construction	Building Construction	9/9/2023	6/14/2024	5	200	
4	Architectural Coating	Architectural Coating	6/15/2024	6/28/2024	5	10	

Acres of Grading (Site Preparation Phase): 1.88**Acres of Grading (Grading Phase): 4****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 75,000; Non-Residential Outdoor: 25,000; Striped Parking Area: 0 (Architectural**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	21.00	8.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.1 Mitigation Measures Construction**

Water Exposed Area

3.2 Site Preparation - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2662	0.0000	6.2662	3.0041	0.0000	3.0041			0.0000			0.0000
Off-Road	1.1339	12.4250	6.6420	0.0172		0.5074	0.5074		0.4668	0.4668		1,666.0573	1,666.0573	0.5388		1,679.5282
Total	1.1339	12.4250	6.6420	0.0172	6.2662	0.5074	6.7736	3.0041	0.4668	3.4709		1,666.0573	1,666.0573	0.5388		1,679.5282

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0291	0.0213	0.2579	8.0000e-004	0.1022	4.7000e-004	0.1027	0.0271	4.3000e-004	0.0275		81.3500	81.3500	2.0000e-003	2.2000e-003	82.0568
Total	0.0291	0.0213	0.2579	8.0000e-004	0.1022	4.7000e-004	0.1027	0.0271	4.3000e-004	0.0275		81.3500	81.3500	2.0000e-003	2.2000e-003	82.0568

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.8198	0.0000	2.8198	1.3518	0.0000	1.3518			0.0000			0.0000
Off-Road	1.1339	12.4250	6.6420	0.0172		0.5074	0.5074		0.4668	0.4668	0.0000	1,666.0573	1,666.0573	0.5388		1,679.5282
Total	1.1339	12.4250	6.6420	0.0172	2.8198	0.5074	3.3272	1.3518	0.4668	1.8186	0.0000	1,666.0573	1,666.0573	0.5388		1,679.5282

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0291	0.0213	0.2579	8.0000e-004	0.1022	4.7000e-004	0.1027	0.0271	4.3000e-004	0.0275		81.3500	81.3500	2.0000e-003	2.2000e-003	82.0568
Total	0.0291	0.0213	0.2579	8.0000e-004	0.1022	4.7000e-004	0.1027	0.0271	4.3000e-004	0.0275		81.3500	81.3500	2.0000e-003	2.2000e-003	82.0568

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.3 Grading - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	1.3330	14.4676	8.7038	0.0206	7.0826	0.6044	7.6869	3.4247	0.5560	3.9807		1,995.6147	1,995.6147	0.6454		2,011.7503

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0364	0.0266	0.3223	1.0100e-003	0.1277	5.9000e-004	0.1283	0.0339	5.4000e-004	0.0344		101.6874	101.6874	2.4900e-003	2.7600e-003	102.5710
Total	0.0364	0.0266	0.3223	1.0100e-003	0.1277	5.9000e-004	0.1283	0.0339	5.4000e-004	0.0344		101.6874	101.6874	2.4900e-003	2.7600e-003	102.5710

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.1872	0.0000	3.1872	1.5411	0.0000	1.5411			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503
Total	1.3330	14.4676	8.7038	0.0206	3.1872	0.6044	3.7915	1.5411	0.5560	2.0971	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0364	0.0266	0.3223	1.0100e-003	0.1277	5.9000e-004	0.1283	0.0339	5.4000e-004	0.0344		101.6874	101.6874	2.4900e-003	2.7600e-003	102.5710
Total	0.0364	0.0266	0.3223	1.0100e-003	0.1277	5.9000e-004	0.1283	0.0339	5.4000e-004	0.0344		101.6874	101.6874	2.4900e-003	2.7600e-003	102.5710

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
Total	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.5300e-003	0.3531	0.1169	1.4800e-003	0.0490	2.0200e-003	0.0511	0.0141	1.9300e-003	0.0161		156.5961	156.5961	4.6000e-004	0.0237	163.6692
Worker	0.0764	0.0558	0.6769	2.1100e-003	0.2682	1.2300e-003	0.2695	0.0711	1.1300e-003	0.0723		213.5436	213.5436	5.2400e-003	5.7900e-003	215.3991
Total	0.0849	0.4089	0.7937	3.5900e-003	0.3173	3.2500e-003	0.3205	0.0853	3.0600e-003	0.0883		370.1398	370.1398	5.7000e-003	0.0295	379.0683

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
Total	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.5300e-003	0.3531	0.1169	1.4800e-003	0.0490	2.0200e-003	0.0511	0.0141	1.9300e-003	0.0161		156.5961	156.5961	4.6000e-004	0.0237	163.6692
Worker	0.0764	0.0558	0.6769	2.1100e-003	0.2682	1.2300e-003	0.2695	0.0711	1.1300e-003	0.0723		213.5436	213.5436	5.2400e-003	5.7900e-003	215.3991
Total	0.0849	0.4089	0.7937	3.5900e-003	0.3173	3.2500e-003	0.3205	0.0853	3.0600e-003	0.0883		370.1398	370.1398	5.7000e-003	0.0295	379.0683

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2024****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348		2,001.9214	2,001.9214	0.3334		2,010.2563
Total	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348		2,001.9214	2,001.9214	0.3334		2,010.2563

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.3600e-003	0.3509	0.1153	1.4500e-003	0.0490	2.0200e-003	0.0511	0.0141	1.9300e-003	0.0161		153.5124	153.5124	4.4000e-004	0.0232	160.4477
Worker	0.0715	0.0496	0.6310	2.0400e-003	0.2682	1.1700e-003	0.2694	0.0711	1.0800e-003	0.0722		206.5360	206.5360	4.7400e-003	5.3900e-003	208.2608
Total	0.0798	0.4005	0.7462	3.4900e-003	0.3173	3.1900e-003	0.3205	0.0853	3.0100e-003	0.0883		360.0484	360.0484	5.1800e-003	0.0286	368.7085

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348	0.0000	2,001.9214	2,001.9214	0.3334		2,010.2563
Total	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348	0.0000	2,001.9214	2,001.9214	0.3334		2,010.2563

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.3600e-003	0.3509	0.1153	1.4500e-003	0.0490	2.0200e-003	0.0511	0.0141	1.9300e-003	0.0161		153.5124	153.5124	4.4000e-004	0.0232	160.4477
Worker	0.0715	0.0496	0.6310	2.0400e-003	0.2682	1.1700e-003	0.2694	0.0711	1.0800e-003	0.0722		206.5360	206.5360	4.7400e-003	5.3900e-003	208.2608
Total	0.0798	0.4005	0.7462	3.4900e-003	0.3173	3.1900e-003	0.3205	0.0853	3.0100e-003	0.0883		360.0484	360.0484	5.1800e-003	0.0286	368.7085

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Architectural Coating - 2024****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	23.1750					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	23.3558	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0136	9.4500e-003	0.1202	3.9000e-004	0.0511	2.2000e-004	0.0513	0.0136	2.0000e-004	0.0138		39.3402	39.3402	9.0000e-004	1.0300e-003	39.6687
Total	0.0136	9.4500e-003	0.1202	3.9000e-004	0.0511	2.2000e-004	0.0513	0.0136	2.0000e-004	0.0138		39.3402	39.3402	9.0000e-004	1.0300e-003	39.6687

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	23.1750					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	23.3558	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0136	9.4500e-003	0.1202	3.9000e-004	0.0511	2.2000e-004	0.0513	0.0136	2.0000e-004	0.0138		39.3402	39.3402	9.0000e-004	1.0300e-003	39.6687
Total	0.0136	9.4500e-003	0.1202	3.9000e-004	0.0511	2.2000e-004	0.0513	0.0136	2.0000e-004	0.0138		39.3402	39.3402	9.0000e-004	1.0300e-003	39.6687