

BEFORE THE GOVERNING BOARD OF THE
SIERRA JOINT COMMUNITY COLLEGE DISTRICT

In the matter of: Resolution Adopting the Initial Study for the Sierra College Science Building Phase 1 project.

RESOLUTION# 2021-20

The following RESOLUTION was duly passed and adopted by the above governing board at a regular meeting held on the 14th day of September 2021 by the following vote on roll call:

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

NOES:

ABSENT:

ABSTENTIONS:

STUDENT TRUSTEE ADVISORY VOTE: **AYE - CHAVEZ DeCHAVEZ**

Signed and approved by me after its passage.

Carol Garcia

[Carol Garcia \(Sep 15, 2021 14:02 PDT\)](#)

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

ATTEST:

Paul Bancroft

[Paul Bancroft \(Sep 16, 2021 10:19 PDT\)](#)

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 Science Building Phase 1 project 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. Based on the whole record provided, the Board finds that there is no substantial evidence of additional environmental impacts from this project that were 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 Science Building Phase 1 project 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 Science Building Phase 1 project.
3. The Board approves the Sierra College Science Building Phase 1 project.
4. The Board directs District staff to incorporate all relevant mitigations identified in the prior EIR into the implementation of the Sierra College Science Building Phase 1 project, including the Mitigation, Monitoring, and Reporting Plan from the EIR.

Exhibit 1: Initial Study - Sierra College Science Building Phase 1

Exhibit 2: Sierra College Rocklin Campus Facilities Master Plan Update Environmental Impact Report - Mitigation, Monitoring, and Reporting Plan

Sierra College



Science Building Phase I

Initial Study Checklist

August 2021

Prepared by



1501 Sports Drive, Suite A, Sacramento, CA 95834

TABLE OF CONTENTS

A.	BACKGROUND	1
B.	INTRODUCTION	2
C.	PROJECT DESCRIPTION	3
D.	ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED	10
E.	DETERMINATION.....	11
F.	ENVIRONMENTAL CHECKLIST	12
	<i>I. AESTHETICS.</i>	<i>13</i>
	<i>II. AGRICULTURE AND FOREST RESOURCES.</i>	<i>16</i>
	<i>III. AIR QUALITY.</i>	<i>18</i>
	<i>IV. BIOLOGICAL RESOURCES.....</i>	<i>24</i>
	<i>V. CULTURAL RESOURCES.</i>	<i>30</i>
	<i>VI. ENERGY.</i>	<i>33</i>
	<i>VII. GEOLOGY AND SOILS.....</i>	<i>36</i>
	<i>VIII. GREENHOUSE GAS EMISSIONS.</i>	<i>41</i>
	<i>IX. HAZARDS AND HAZARDOUS MATERIALS.</i>	<i>43</i>
	<i>X. HYDROLOGY AND WATER QUALITY.....</i>	<i>48</i>
	<i>XI. LAND USE AND PLANNING.</i>	<i>53</i>
	<i>XII. MINERAL RESOURCES.</i>	<i>55</i>
	<i>XIII. NOISE.</i>	<i>56</i>
	<i>XIV. POPULATION AND HOUSING.....</i>	<i>59</i>
	<i>XV. PUBLIC SERVICES.....</i>	<i>61</i>
	<i>XVI. RECREATION.</i>	<i>63</i>
	<i>XVII. TRANSPORTATION.....</i>	<i>64</i>
	<i>XVIII. TRIBAL CULTURAL RESOURCES.</i>	<i>68</i>
	<i>XIX. UTILITIES AND SERVICE SYSTEMS.</i>	<i>70</i>
	<i>XX. WILDFIRE.....</i>	<i>74</i>
	<i>XXI.MANDATORY FINDINGS OF SIGNIFICANCE.</i>	<i>76</i>
G.	SOURCES	79

APPENDICES:

Appendix A: Air Quality and Greenhouse Gas Modeling Results

INITIAL STUDY CHECKLIST

AUGUST 2021

A. BACKGROUND

1. Project Title: Science Building Phase I
2. Lead Agency Name and Address: Sierra Joint Community College District
5100 Sierra College Blvd.
Rocklin, CA 95677
3. Contact Person and Phone Number: Laura Doty
Director, Facilities and Construction
(916) 660-7650
4. Project Location: 5100 Sierra College Blvd.
Rocklin, CA 95677
Assessor Parcel Numbers (APNs) 045-080-003 and -030
5. Project Sponsor's Name and Address: Sierra College Facilities Office
5100 Sierra College Blvd.
Rocklin, CA 95677
6. Existing General Plan Designation: Public/Quasi-Public
(PQP)
7. Existing Zoning Designation: Planned Development Community College
(PD-CC)
8. Required Discretionary Actions: None
9. Surrounding Land Uses and Setting:

The Science Building Phase I Project (proposed project) is located in the northwest area of the Sierra College Rocklin Campus, in Rocklin, California. The project site is identified by APNs 045-080-003 and -030. The location currently includes two classroom buildings (Buildings M and Mt), Carner Hall (Building B), and associated lawn areas and pedestrian walkways. The project site is bound to the north by Building C and an internal roadway, and to the west by oak woodland. Interstate 80 (I-80) is located further to the north and west of the project site, past the oak woodland. The Kevin M. Ramirez Building (Building V) is located adjacent to the project site to the southwest, along with associated lawn areas and pedestrian walkways. Sewell Hall is adjacent to the site to the south. Winstead Center (Building L) is located immediately to the east of the project site. The City of Rocklin's General Plan designates the site as PQP. The site's zoning district is PD-CC.

10. Project Description Summary:

The proposed project would include two primary components. The first component would consist of demolition of Buildings M and Mt. Building M has an area of 11,155 gross square feet (gsf)¹ and Building Mt is 3,840 gsf. The second component would then consist of construction of a new 60,605-gsf Science Building, which would include 38,001 assignable square feet (asf)² comprised of 936 asf of lecture space, 27,696 asf of laboratory space, 3,352 asf of office space, 1,497 asf of library space, and 4,520 asf of other instruction support spaces. The proposed project would be designed to exceed the requirements stipulated by the 2019 Building Energy Efficiency Standards (Title 24, Part 6 California Code of Regulations [CCR]) by 15 percent, consistent with the California Community Colleges Board of Governors' (Board of Governors) Energy and Sustainability Policy. Upon completion of the new Science Building, Sewell Hall (the current science building) would be taken offline and repurposed in Sierra College's (the College) Capital Outlay Plan in 2027-28.

B. INTRODUCTION

This Modified Initial Study identifies and analyzes the potential environmental impacts of the proposed project. The information and analysis presented in this document is organized in accordance with the order of the California Environmental Quality Act (CEQA) checklist in Appendix G of the CEQA Guidelines.

On May 14, 2019, the Sierra Joint Community College District Board of Trustees (District Board) approved a resolution to adopt the Sierra College Rocklin Campus Facilities Master Plan (FMP) and certify the associated Environmental Impact Report (EIR) (SCH# 2014042088).³ The FMP EIR includes a programmatic environmental analysis of the entire 20-year conceptual FMP development program, and project-level analysis of the following near-term projects: a parking garage, northside campus infrastructure, a new instructional building, modernization of Weaver Hall, and gym modernization. Phase I of the proposed Science Building project was identified as a long-term project in the FMP and was originally planned to be 50,000 gsf. Thus, the proposed project was subject to a programmatic level of environmental analysis within the FMP EIR.

The current science building, Sewell Hall, was built in 1961 and cannot meet the program needs for the College's science programs, demanded by students. Sewell Hall also has problems with plumbing, lab ventilation, HVAC, and roofing. Per project applicant-provided information, the Facilities Condition Index for Sewell Hall is 58 percent, meaning repair costs for Sewell Hall would be more than 50 percent of the cost to replace the building. Because Sewell Hall cannot meet the program needs for the various science programs demanded by students, replacing Sewell Hall with a new Science Building is necessary. The Board of Trustees and college administrators have budgeted approximately \$20.1 million in district funds to cover approximately 50 percent of the proposed project. State capital outlay resources would be required to finance the remaining 50 percent.

Under Public Resources Code (PRC) Section 21083.3 and Section 15168(c) of the CEQA Guidelines, later activities to a program EIR, such as the proposed project, must be examined in the light of the EIR to determine whether an additional environmental document must be prepared. More specifically, Section 15168(c)(4) states that when later activities involve site-specific

¹ Gross square feet (gsf) is measured from the exterior walls of a building and is inclusive of all space within.

² Assignable square feet (asf) represents the sum of all areas on all floors of a building assigned to a specific use.

³ Sierra Joint Community College District. *Sierra College Rocklin Campus Facilities Master Plan Revised Draft Environmental Impact Report*. May 2019.

operations, the lead agency should use a written checklist or similar device to document the evaluation of the project site and the activity to determine whether the environmental effects of the operation are within the scope of the program EIR.

For the purposes of this Initial Study, the checklist to document evaluation of the proposed project will be based, generally, on the Appendix G format. Modifications will be made to the checklist sections, generally consisting of additional questions related to CEQA Guidelines Section 15162. As indicated in Section 15168(c)(2), the written checklist should consider whether the later activity triggers any of the criteria found in Section 15162, regarding the preparation of a subsequent EIR. If the lead agency can make the determination that none of the criteria in Section 15162 has been triggered by the later activity, then the activity may be within the scope of the program EIR, and further environmental review would not be necessary. Per Section 15162(a), the proposed project would not require further environmental review if the proposed project would not result in any of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous 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;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous 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
3. 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 previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - b) Significant effects previously examined will be substantially more severe than shown in the previous EIR [or negative declaration];
 - c) 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
 - d) 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.

C. PROJECT DESCRIPTION

The following provides a description of the project site's current location and setting, as well as the proposed project components.

Project Location and Setting

The project site is located on campus property in the northwest area of the College's Rocklin Campus (Campus) in the City of Rocklin, California (see Figure 1 and Figure 2). The project site is identified by APNs 045-080-003 and -030. The location currently includes Buildings B, M, and Mt, and associated lawn areas and pedestrian walkways. The project site is bound to the north by Building C and an internal roadway, and to the west by oak woodland. I-80 is located further to the north and west of the project site, past the oak woodland. Building V is located adjacent to the project site to the southwest, along with associated lawn areas and pedestrian walkways. Sewell Hall is adjacent to the site to the south. Building L is located immediately to the east of the project site. The Rocklin Campus as a whole is situated to the west of Sierra College Boulevard and to the north of Rocklin Road. The City of Rocklin's General Plan designates the site as PQP. The site's zoning district is PD-CC.

Project Components

The proposed project would consist of demolition of Buildings M and Mt. Building M has an area of 11,155 gsf and Building Mt is 3,840 gsf. Following demolition, construction of a new 60,605-gsf Phase 1 Science Building would commence (see Figure 3), which would include 38,001 asf comprised of 936 asf of lecture space, 27,696 asf of laboratory space, 3,352 asf of office space, 1,497 asf of library space, and 4,520 asf of other instruction support spaces, including a theater/planetarium and exhibition atrium (see Figure 4 and Figure 5). In addition, the proposed project would include outdoor learning spaces and greenhouses.

The proposed project would be designed to exceed the requirements stipulated by the 2019 Building Energy Efficiency Standards (Title 24, Part 6 CCR) by 15 percent, consistent with the Board of Governors' Energy and Sustainability Policy. The design would incorporate sustainable goals for energy efficiency, water use reduction, and stormwater management to minimize the building's impact on the environment in both the building's construction and operations. Strategies that could be considered include:

- Natural and native planting materials around the building to minimize, if not eliminate, irrigation demand;
- Minimization of concrete walkways to reduce stormwater runoff and promote natural filtration into the soil and reduction of heat island effect;
- Overhangs for shade glazing;
- Cool roofing to reduce heat island effect and heat gain;
- Independent heating, ventilation, and air conditioning (HVAC) controls, where applicable;
- Incorporation of natural lighting in most spaces;
- Photovoltaic (PV) panels, where appropriate; and
- Interior design features that reduce consumption such as water-efficient fixtures, faucets, and devices as well as energy-saving lighting with automatic lighting controls and sensors.

The proposed project would include construction of new gas lines, water lines, sewer lines, storm drain lines, electricity lines, telecommunications lines, and HVAC lines, all of which would connect to existing infrastructure on the College Campus. Upon completion of the new Science Building, the current science building would be taken offline and repurposed in the College Capital Outlay Plan in 2027-28.

Figure 1
Regional Vicinity Map

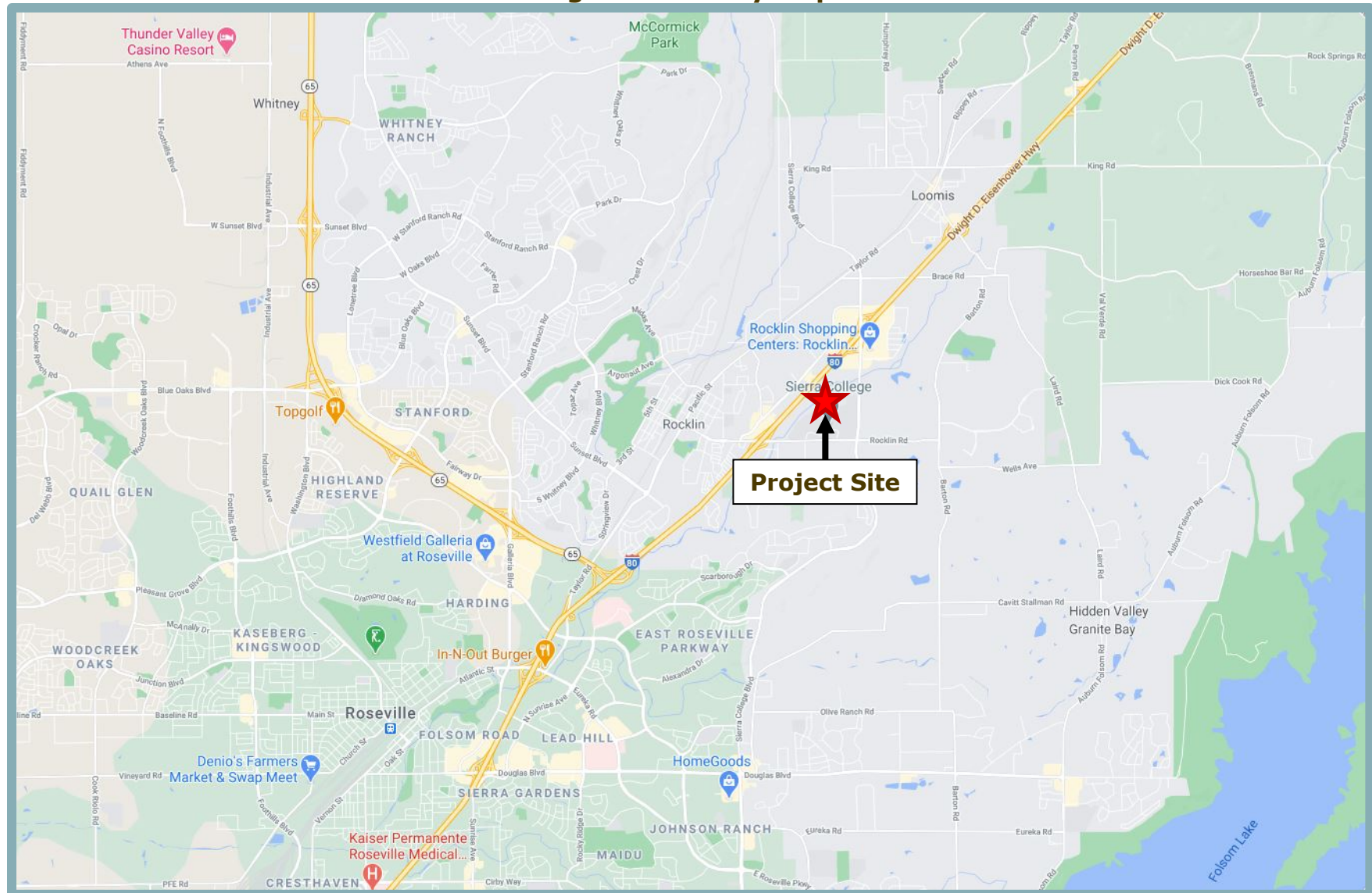
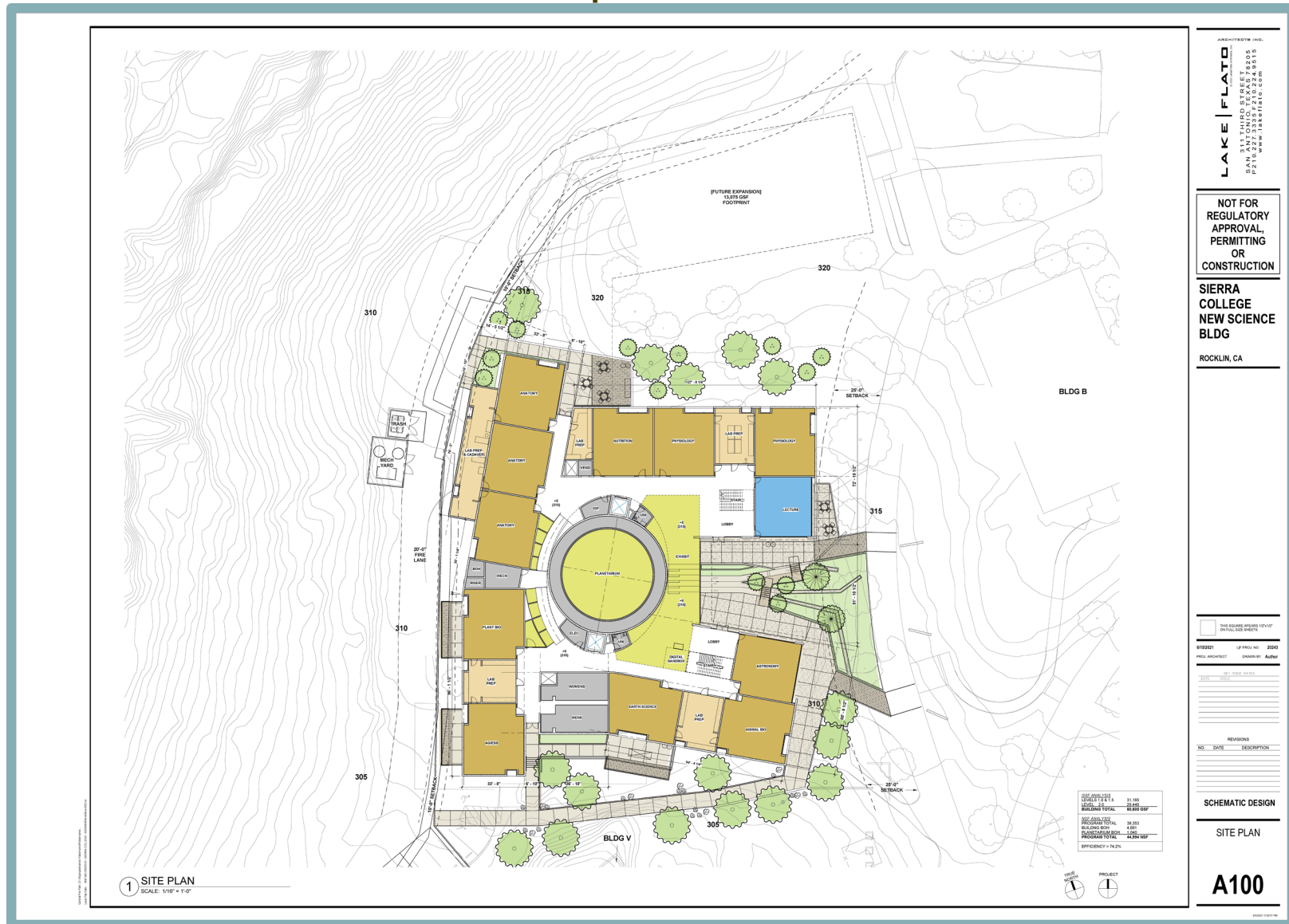


Figure 2
Project Site Boundaries



Figure 3
Conceptual Site Plan



NOT FOR
REGULATORY
APPROVAL,
PERMITTING
OR
CONSTRUCTION

ROCKLIN, CA



6/15/2021 LF PROJ. NO. 20243

SET YOUR DATES

REVISIONS		
NO.	DATE	DESCRIPTION

SCHEMATIC DESIGN

FLOOR PLAN - LV1.0 &

A201

Figure 5 Second Floor Concept Plan



In cases where an approved project has already undergone environmental review, and the environmental document has been certified by the lead agency, the lead agency can restrict its review to the incremental effects of the modified project, rather than having to reconsider the overall impacts of the project. In other words, if the project under review constitutes a modification of a previously approved project previously subjected to environmental review, then the “baseline” for purposes of CEQA is adjusted such that the originally approved project is assumed to exist.⁴ Thus, the environmental baseline for this analysis consists of the approved Sierra College Campus Facility Master Plan project, including a 50,000-gsf Science Building (Phase I). As the currently proposed project consists of a 60,605-gsf Science Building, this Initial Study evaluates to what extent the additional 10,605 gsf in the currently proposed Science Building would result in new significant impacts or substantially more severe impacts than were determined in the FMP EIR.

Discretionary Actions

The proposed project would require certification by the Division of the State Architect.

D. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

On the basis of the following Initial Study, the College has determined that the proposed project is consistent with the FMP EIR. All project impacts have been determined to be less than significant, or can be mitigated to a less-than-significant level given required compliance with mitigation measures specified by the FMP EIR.

- | | | |
|---|--|--|
| ☐ Aesthetics | ☐ Agriculture and Forest Resources | ☐ Air Quality |
| ☐ Biological Resources | ☐ Cultural Resources | ☐ Energy |
| ☐ Geology and Soils | ☐ Greenhouse Gas Emissions | ☐ Hazards and Hazardous Materials |
| ☐ Hydrology and Water Quality | ☐ Land Use and Planning | ☐ Mineral Resources |
| ☐ Noise | ☐ Population and Housing | ☐ Public Services |
| ☐ Recreation | ☐ Transportation | ☐ Tribal Cultural Resources |
| ☐ Utilities and Service Systems | ☐ Wildfire | ☐ Mandatory Findings of Significance |

⁴ See Michael H. Remy et al. *Guide to CEQA, 11th Edition*. Point Arena: Solano Press Books (2007), p. 207; Stephen L. Kostka and Michael H. Zischke. *Practice Under the Environmental Quality Act, Second Edition* (Vol. 1). Oakland: Continuing Education of the Bar (2018), p. 12-32; *Benton v. Board of Supervisors* (1st Dist. 1991) 226 Cal. App. 3d 1467.

E. DETERMINATION

On the basis of this Modified Initial Study Checklist:

- ☐ 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 applicant. 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” 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, pursuant to CEQA Guidelines Section 15168, the proposed project is within the scope of activities evaluated in the FMP EIR in that the proposed project would not trigger any of the criteria in Section 15162 of the Guidelines. Thus, pursuant to CEQA Guidelines Section 15168(c), the Sierra Joint Community College District can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document is required.

Signature

Laura Doty,
Director of Facilities and Construction

Printed Name

Date

Sierra Joint Community College District
For

F. ENVIRONMENTAL CHECKLIST

The purpose of the comparison is to evaluate the categories in terms of any “**changes**” or “**new information**” that may result in a changed environmental impact evaluation. A “no” answer does not necessarily mean that potential impacts do not exist relative to the environmental category, but that a relevant change would not occur in the condition or status of the impact due to its insignificance or its treatment in a previous environmental document.

Explanation Of Impact Evaluation Categories

Where Impact Was Analyzed in the Previous CEQA Documents: This column provides a reference to the page(s) of the FMP EIR where information and analysis may be found relative to the environmental issue listed under each topic.

Do Proposed Changes Involve New or More Severe Impacts? Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the current project will result in new impacts that have not already been considered and mitigated by a previous EIR or that substantially increase the severity of a previously identified impact. If a “yes” answer is given and more severe impacts are specified, additional mitigations will be specified in the discussion section including a statement of impact status after mitigation.

Any New Circumstances Involving New or More Severe Impacts? Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (environmental setting) that have occurred subsequent to the certification of an EIR, which would result in the current project having significant impacts that were not considered or mitigated by that EIR or which substantially increase the severity of a previously identified impact.

Any New Information Requiring New Analysis or Verification? Pursuant to Section 15162(a)(3)(A-D) of the CEQA Guidelines, this column indicates whether 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 previous environmental documents were certified as complete is available, requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigation measures remain valid. If the new information shows that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; or (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; or (C) that 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 (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative, the question would be answered ‘Yes’ requiring the preparation of a subsequent EIR or supplement to the EIR. However, if the additional analysis completed as part of this Environmental Checklist Review finds that the conclusions of the prior environmental documents remain the same and no new significant impacts are identified, or identified significant environmental impacts are not found to be substantially more severe, the question would be answered ‘No’ and no additional EIR documentation (supplement to the EIR or subsequent EIR) would be required.

I. AESTHETICS. <i>Would the project:</i>		Where Impact Was Analyzed in Previous CEQA Document(s)?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
a.	Have a substantial adverse effect on a scenic vista?	Pgs. 4.1-11 to 4.1-12	No	No	No
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	Pg. 4.1-12	No	No	No
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?	Pgs.4.1-13 to 4.1-17	No	No	No
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Pgs. 4.1-17 to 4.1-18	No	No	No

Discussion

- a. The FMP EIR analyzed the FMP's potential impacts to scenic vistas and concluded the FMP would result in a less-than-significant impact. In support of the conclusion, the FMP EIR noted that a scenic vista is generally considered a view of an area that has remarkable scenery or a resource that is indigenous to the area. The FMP EIR determined that the FMP was in a site considered an urban area without unique aesthetic resources that could be categorized as a scenic vista and that the developed environment comprising the site was consistent with the properties surrounding the College, which contained similar visual built-environment resources. As such, the FMP EIR concluded the FMP site provided minimal views of grassland/oak woodland landscape and did not contain resources exemplary or unique to the area or the region.

The currently proposed project would be built within the area of impact previously analyzed by the FMP EIR. Given that new scenic vistas would not have formed within the area of impact, the currently proposed project would not result in an impact that was not previously assessed by the FMP EIR.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts related to scenic vistas than were previously analyzed in the FMP EIR. Therefore, the proposed project would be consistent with the conclusions of the FMP EIR.

- b. The FMP EIR concluded the FMP would not substantially damage scenic resources, including, but not limited to rock outcroppings, and historic buildings within a State scenic highway. While the FMP EIR noted that there were four eligible State highway segments that could eventually be designated as a State scenic highway – the closest being State Route (SR) 49 – at the time of the EIR's preparation and adoption, a designated State or County scenic highway did not exist in Placer County (County). As such, the FMP EIR determined no impact would occur related to the FMP.

Per the California Department of Transportation's (Caltrans) Scenic Highway System Lists,⁵ the County still does not include an officially designated State scenic highway. As such, the currently proposed project would not substantially damage scenic resources, including, but not limited to rock outcroppings, and historic buildings within a State scenic highway. Thus, the proposed project would not result in new significant impacts or substantially more severe impacts than were previously analyzed in the FMP EIR, and the proposed project would be consistent with the conclusions of the FMP EIR.

- c. The FMP EIR assessed the FMP's potential to substantially degrade the existing visual character or quality of the site and its surroundings and concluded the FMP would result in a less-than-significant impact, with implementation of Mitigation Measure MM BIO-8. MM BIO-8 requires the avoidance of oak trees to the maximum extent practicable during buildout of the FMP's near-term projects, such as the North Parking Structure project and New Instructional Building project, which were both sited near the northern portions of the campus. The locations place the near-term projects immediately to the south of the oak woodland that is located between I-80 and the northern portion of campus. If oak trees cannot be avoided, MM BIO-8 requires the loss of oak trees to be compensated through one or more mechanisms described in the mitigation. MM BIO-8 also applies to FMP projects located within the interior portions of campus such as the near-term Gym Modernization project, which could potentially impact oak trees along interior footpaths. Ultimately, the FMP EIR concluded buildout of the proposed FMP would result in an architecturally consistent, highly landscaped appearance that would blend with the built-environment of the existing campus, along with undeveloped, oak-studded grasslands that are already present along the northern boundary of the campus.

Although the currently proposed project would be located near the northwest perimeter of campus, the footprint of the modified Science Building Phase 1 would not extend past the development footprint evaluated within the FMP EIR. Thus, impacts to oak trees would not be increased as a result of the modified project, when compared to the extent of impacts identified for the approved FMP. Further, the proposed project would be subject to MM BIO-8; thus, any oak trees removed during project construction would be mitigated. Similar to previously analyzed near-term projects in the FMP EIR, the proposed project could potentially be publicly viewed from I-80 by passing vehicular traffic. However, a dense lining of mature oak woodland vegetation exists north of campus and softens the transition from oak woodland to campus buildings. The dense lining would similarly soften the transition from oak woodland to the currently proposed project. The project site would be shielded from public views from passing vehicular and pedestrian traffic along Rocklin Road and Sierra College Boulevard by existing campus buildings. Finally, as the proposed project would be designed to be architecturally consistent with the built-environment of the existing campus, the proposed project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts than what were previously analyzed in the FMP EIR. Thus, the proposed project is consistent with the conclusions of the FMP EIR.

- d. The FMP EIR analyzed the FMP's potential to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, and concluded buildout of the FMP would result in a less-than-significant impact. The FMP EIR noted that

⁵ California Department of Transportation. *Scenic Highways*. Available at: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>. Accessed March 2021.

although the FMP would construct facilities using reflective surfaces that could inadvertently cause light and glare for motorists on I-80, Sierra College Boulevard, Rocklin Road and adjacent land uses under day and nighttime conditions, construction would be setback from roadways and screened by existing and new vegetation. Additionally, proposed exterior lighting sources would be downward-facing, shielded, and masked by dense vegetation throughout and along campus.

The currently proposed project would involve the introduction of new sources of light and glare, such as exterior building lights, lighting associated with landscape improvements, and building windows. However, the proposed project would be subject to the 2019 Building Energy Efficiency Standards (Title 24, Part 6 CCR), which regulates outdoor lighting characteristics of non-residential development such as maximum power and brightness, shielding, and sensor controls to turn lighting on and off.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impact than what were previously analyzed in the FMP EIR. Therefore, the proposed project is consistent with the conclusions of the FMP EIR.

II. AGRICULTURE AND FORESTRY RESOURCES.

Would the project:

	Where Impact Was Analyzed in Previous CEQA Document(s)?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping Program of the California Resources Agency, to non-agricultural use?	Pg. 6-1	No	No	No
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Pg. 6-1	No	No	No
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))?	Pg. 6-1	No	No	No
d. Result in the loss of forest land or conversion of forest land to non-forest use?	Pg. 6-1	No	No	No
e. Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use?	Pg. 6-1	No	No	No

Discussion

- a,e. The FMP EIR determined lands designated as agricultural did not exist within the FMP's area of impact. Therefore, the FMP EIR dismissed potential agriculture and forestry resources impacts in the Effects Not Found to be Significant section of Chapter 6, Mandatory CEQA Sections.

With respect to the currently proposed project, per the California Department of Conservation's California Important Farmland Finder tool, the project site is considered 100 percent Urban and Built-up Land. Therefore, the proposed project would have no impact related to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, to a non-agricultural use and further review is not required for this topic.

- b. The project site is not under a Williamson Act contract. Additionally, the project site is currently zoned PD-CC. Therefore, buildout of the proposed project would not conflict with agricultural zoning. As such, the currently proposed project would have no impacts related to conflicting with a Williamson Act contract or agricultural zoning.
- c,d. The currently proposed project's area of impact includes existing structures associated with the College, associated lawn areas, and pedestrian walkways. The project site's land use designation is PQP and the site is zoned PD-CC. As such, the project site is not considered forest land (as defined in PRC Section 12220[g]), timberland (as defined by PRC Section 4526), and is not zoned Timberland Production (as defined by Government

Code Section 51104[g]). Therefore, the proposed project would have no impact with regard to conversion of forest land or any potential conflict with forest land, timberland, or Timberland Production zoning.

III. AIR QUALITY. <i>Would the project:</i>		Where Impact Was Analyzed in Previous CEQA Document(s)?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
a.	Conflict with or obstruct implementation of the applicable air quality plan?	Pgs. 4.2-29 to 4.2-34	No	No	No
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?	Pgs. 4.2-34 to 4.2-35	No	No	No
c.	Expose sensitive receptors to substantial pollutant concentrations?	Pgs. 4.2-35 to 4.2-40	No	No	No
d.	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Pgs. 4.2-40 to 4.2-42	No	No	No

Discussion

- a,b. The FMP EIR assessed the potential for buildout of the FMP to conflict with or obstruct implementation of an applicable air quality plan and concluded the FMP would result in a less-than-significant impact. The FMP site is located within the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). At the time of the EIR's adoption, the SVAB was designated nonattainment for the federal particulate matter 2.5 microns in diameter (PM_{2.5}) and the State particulate matter 10 microns in diameter (PM₁₀) standards, as well as for both the federal and State ozone standards. The federal Clean Air Act (CAA) requires areas designated as federal nonattainment to prepare an air quality control plan referred to as the State Implementation Plan (SIP). The SIP contains the strategies and control measures for states to use to attain the national ambient air quality standards (NAAQS). The SIP is periodically modified to reflect the latest emissions inventories, planning documents, rules, and regulations of air basins as reported by the agencies with jurisdiction over them. In compliance with regulations, the PCAPCD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the NAAQS, including control strategies to reduce air pollutant emissions via regulations, incentive programs, public education, and partnerships with other agencies.

General conformity requirements of the regional air quality plan include whether a project would cause or contribute to new violations of any NAAQS, increase the frequency or severity of an existing violation of any NAAQS, or delay timely attainment of any NAAQS. In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that the area is designated nonattainment, the PCAPCD has established significance thresholds for emissions of particulate matter, carbon monoxide (CO), and ozone precursors – reactive organic gases (ROG) and nitrous oxides (NO_x).

A project would conflict with or obstruct implementation of the PCAPCD's air quality planning efforts if it exceeds the PCAPCD's mass emission thresholds for operational or construction emissions of ROG, NO_x, or PM₁₀. Additionally, project emissions that are not consistent with the air quality attainment plan or SIP, or that exceed PCAPCD thresholds, would have a significant cumulative impact. The PCAPCD's significance thresholds, expressed in pounds per day (lbs/day), are listed in Table 1.

Table 1 PCAPCD Thresholds of Significance		
Pollutant	Construction Threshold (lbs/day)	Operational Threshold (lbs/day)
ROG	82	55
NO _x	82	55
PM ₁₀	82	82
<i>Source: Placer County Air Pollution Control District. CEQA Handbook. 2017.</i>		

Implementation of the proposed project would contribute local emissions in the area during both the construction and operation of the proposed project. The proposed project's construction and operational emissions were quantified using the California Emissions Estimator Model (CalEEMod) software version 2020.4.0 – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including construction data, trip generation rates, vehicle mix, trip length, average speed, etc. Where project-specific information is available, such information should be applied in the model. All CalEEMod results are included as Appendix A to this Modified Initial Study.

Construction

The proposed project would include demolition of Buildings M and Mt (a total of 14,995 gsf) and the subsequent construction of a 60,605-gsf Science Building. Construction-related emissions of ROG, NO_x, and PM₁₀ were estimated and are presented in comparison to the PCAPCD's thresholds of significance in Table 2.

Table 2 Maximum Unmitigated Construction Emissions (lbs/day)			
	ROG	NO_x	PM₁₀
Project Emissions	56.40	20.35	8.08
PCAPCD Significance Threshold	82.0	82.0	82.0
Exceeds Threshold?	NO	NO	NO
<i>Source: CalEEMod, August 2021 (see Appendix A).</i>			

As shown in Table 2, construction emissions from the proposed project would be below the PCAPCD thresholds of significance, and a less-than-significant impact related to construction emissions of criteria pollutants would occur.

Operations

Project-related emissions of ROG, NO_x, and PM₁₀ during operations were estimated and are presented in comparison to the PCAPCD's thresholds of significance in Table 3.

Table 3 Maximum Unmitigated Operational Emissions (lbs/day)			
	ROG	NO_x	PM₁₀
Project Emissions	6.06	6.93	6.71
PCAPCD Significance Threshold	55.0	55.0	82.0
Exceeds Threshold?	NO	NO	NO
<i>Source: CalEEMod, August 2021 (see Appendix A).</i>			

As shown in Table 3, operational emissions of ROG, NO_x, and PM₁₀ would not exceed the applicable thresholds of significance and, therefore, the proposed project would not conflict with or obstruct implementation of the applicable air quality plan or result in a cumulatively considerable net increase in ozone during project operations.

Conclusion

Based on the above, the proposed project's construction-related and operational emissions would not exceed the applicable thresholds of significance, and implementation of the proposed project would not conflict with or obstruct implementation of the applicable air quality plan, violate an air quality standard or contribute to an existing or projected air quality violation. Therefore, the proposed project would not result in new significant impacts or substantially more severe impacts related to exposure to substantial pollutant concentrations than what were analyzed in the FMP EIR, and the proposed project remains consistent with the conclusions of the FMP EIR.

- c. The FMP EIR evaluated the potential for buildout of the FMP to expose sensitive receptors to substantial pollutant concentrations and concluded a less-than-significant impact would occur. The major pollutant concentrations of concern are toxic air contaminant (TAC) emissions and localized CO emissions, which are addressed in further detail below.

TAC Emissions

The California Air Resources Board (CARB)'s *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook)⁶ provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The ARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. Health-related risks associated with DPM in particular are primarily associated with long-term exposure and associated risk of contracting cancer.

The estimation of cancer risk associated with exposure to TACs is typically calculated based on a 70-year period of exposure. However, the FMP EIR determined that the use of diesel-powered construction equipment to implement the FMP would be temporary and would occur over a relatively large area. As a result, diesel-exhaust generated by FMP-related construction would not be expected to create conditions where the probability of contracting cancer over a 70-year lifetime of exposure is greater than 10 in one million for nearby receptors.

Per the FMP EIR, in accordance with CEQA Guidelines, two types of projects could require a health risk assessment to be conducted. The first, known as Type A, or new sources, is a project that could cause an adverse health impact on people already living or working nearby. The second is known as Type B, such as a new residential development project, which will be located in an area that can cause adverse health impacts to those residents. Examples of Type A projects include:

⁶ California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.

- Gasoline-dispensing facilities;
- Asphalt batch plants;
- Warehouse distribution centers;
- New freeways or high traffic roads; or
- Other stationary sources that emit toxic substances.

The FMP EIR noted that buildout of the FMP would not include any of the above listed uses, or any component similar to the listed uses. Meanwhile, Type B projects would include residential, commercial, and institutional developments proposed to be located in the vicinity of existing toxic emission sources such as:

- Stationary sources;
- Freeway or high traffic roads;
- Railyards; or
- Warehouse distribution centers.

Per the FMP EIR, the FMP footprint is approximately 900 feet from I-80 and physically separated from the highway by dense oak woodland. For projects potentially impacted by existing sources (Type B projects), the CARB Handbook includes a table entitled “Recommendations on Siting New Sensitive Land Uses Such As Residences, Schools, Daycare Centers, Playgrounds, or Medical Facilities” with recommended buffer distances associated with various types of common sources. If a project is located within an established buffer distance to any of the listed sources, a health risk screening and/or assessment should be performed to assess risk to potential sensitive receptors. The recommended siting distance from an existing freeway is 500 feet. As mentioned, the FMP footprint is well beyond the 500-foot buffer and is separated by dense oak woodland. Therefore, the FMP EIR determined the FMP is not subject to the requirements of preparing a health risk assessment.

Localized CO Emissions

Emissions of CO result from the incomplete combustion of carbon-containing fuels such as gasoline or wood and are particularly related to traffic levels. Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. As older, more polluting vehicles are retired and replaced with newer, cleaner vehicles, the overall rate of emission of CO for vehicle fleets throughout the State has been and is expected to continue to decrease. As described below, the FMP EIR determined that implementation of the FMP would increase traffic volumes on streets near the Campus from current levels, which would likely result in a slight increase in localized CO concentrations.

Based on the CO modeling conducted for the City of Rocklin’s General Plan EIR, predicted maximum 1-hour and 8-hour CO concentrations at the Sierra College Boulevard and Rocklin Road intersection would not exceed applicable ambient air quality standards at full General Plan buildout. Given that other area intersections would be predicted to operate at more acceptable levels of service (i.e., less congestion) than those included in the General Plan EIR’s analysis, the predicted CO concentrations at other locations would likewise not be anticipated to exceed applicable ambient air quality standards. Based on the City of Rocklin’s General Plan EIR, the FMP EIR determined that the FMP would not cause or contribute to local CO concentrations exceeding 1-hour or 8-hour State CO standards beyond what was already considered under the General Plan EIR.

In addition, as shown in Table 4.13-5 on page 4.13-26 of the FMP EIR, buildout of the FMP is expected to generate 11,930 additional daily trips, including an additional 1,209 AM peak hour trips and 975 PM peak hour trips. Combined with the existing trips from the Campus' operations, buildout of the FMP would result in 32,859 total daily trips. However, the FMP EIR concluded implementation of the FMP would reduce the number of vehicle trips associated with buildout of the site compared to what had been anticipated in the General Plan EIR. As a result, the FMP EIR determined resultant CO emissions associated with buildout of the FMP would likewise be less than previously anticipated by the City of Rocklin.

While the proposed project would slightly increase the footprint of the proposed Science Building structure from 50,000 gsf to 60,605 gsf, such a modification would only increase the number of vehicle trips from what was previously anticipated for the project site in the FMP EIR by approximately 291 daily trips, based on trip generation rates published by the Institute of Transportation Engineers' (ITE) *Trip Generation Handbook, 9th Edition*. The FMP EIR previously determined buildout of the FMP would result in 11,930 new daily trips. Therefore, the minor increase in trips associated with the currently proposed project would represent only a 2.4 percent increase in daily trips from what had been previously determined in the FMP EIR and would not significantly increase vehicle delay at any intersection in the project vicinity from what had been previously analyzed in the FMP EIR. Accordingly, the proposed project would not result in new significant impacts or substantially more severe impacts related to localized CO concentrations or other emissions from vehicles on roadways or intersections in the vicinity of the project site. Furthermore, as previously discussed, the FMP EIR determined that buildout of the FMP would result in a reduced number of vehicle trips compared to what was anticipated in the General Plan EIR. Therefore, the currently proposed project's increase of 291 daily trips would be offset to some extent with what was anticipated per the General Plan EIR.

Conclusion

Based on the above information, the proposed project would not result in new significant impacts or substantially more severe impacts related to exposure to substantial pollutant concentrations than what were analyzed in the FMP EIR. Therefore, the proposed project remains consistent with the conclusions of the FMP EIR.

- d. The FMP EIR analyzed the potential for the FMP to create objectionable odors affecting a substantial number of people and concluded a less-than-significant impact would occur. As noted in the FMP EIR, odors are generally regarded as an annoyance rather than a health hazard. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative methodologies to determine the presence of a significant odor impact do not exist. However, certain land uses, such as those listed in Table 4.2-13 in the FMP EIR, have the potential to generate considerable odors. Per the table, the recommended odor screening distances for the various sources range between one and two miles.

Buildout of the FMP would not include any of the land uses listed in Table 4.2-13. Construction of the FMP would not be expected to result in the generation of permanent long-term objectionable odors affecting any existing sensitive receptors or a substantial number of people, as odors associated with construction would be temporary and not likely to be noticeable for extended periods of time beyond the Campus. While not specifically analyzed within the FMP EIR's analysis on odors, the proposed project would not include

the emission of dust that would result in a significant impact. The PCAPCD's rules and regulations would act to reduce construction-related dust, which would ensure that construction of the proposed project does not result in substantial emissions of dust. For example, Rule 228, Fugitive Dust, includes Minimum Dust Control Requirements, which must be initiated at the start and maintained throughout the duration of any construction or grading activity. Following project construction, the project site would not include any exposed topsoil. Thus, project operations would not include any substantial sources of dust.

Academic land uses associated with the FMP are not among the types of land uses listed in Table 4.2-13 that would have the potential to generate considerable odors. Therefore, the proposed project would not result in significant odors during operation.

Based on the above information, the proposed project would not result in new significant impacts or substantially more severe impacts related to exposure to substantial pollutant concentrations than what were analyzed in the FMP EIR. Therefore, the proposed project remains consistent with the conclusions of the FMP EIR.

IV. BIOLOGICAL RESOURCES.		Where Impact Was Analyzed in Previous CEQA Document(s)?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
<i>Would the project:</i>					
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Pgs. 4.3-19 to 4.3-26 and Pgs. 4.3-37 to 4.3-41	No	No	No
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	Pgs. 4.3-27 to 4.3-28	No	No	No
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?	Pgs. 4.3-31 to 4.3-32	No	No	No
d.	Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	Pgs. 4.3-34 to 4.3-35	No	No	No
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Pgs. 4.3-35 to 4.3-36	No	No	No
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	Pgs. 4.3-36 to 4.3-37	No	No	No

Discussion

- a. The FMP EIR analyzed the potential for buildout of the FMP to substantially impact a candidate, sensitive, or special-status plant or wildlife species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS) and concluded that a less-than-significant impact would occur, with incorporation of Mitigation Measures MM BIO-1 through MM BIO-6. In the analysis, the FMP EIR determined buildout of the FMP would have no impact to special-status plant species. In support, the FMP EIR cited the fact that on-campus special-status plants were not observed during field surveys of the FMP project site. The surveys were conducted to identify sensitive biological features, including water features and potential habitats for special-status species that could be potentially impacted by buildout of the FMP. The FMP EIR also cited the fact that the majority of the campus area is heavily disturbed and consists primarily of ornamental vegetation or ruderal vegetation.

Lastly, in addition to the field surveys, the FMP EIR based the conclusion on search results of the California Natural Diversity Database (CNDDDB) for potential special-status plants and wildlife species within 10 miles of the FMP.

However, with respect to special-status wildlife species, the FMP EIR noted that western pond turtle was observed during surveys conducted on the FMP site, and special-status species that could potentially occur on-campus include the valley elderberry longhorn beetle (VELB), Central Valley steelhead, Central Valley chinook salmon, pallid bat, Townsend's big-eared bat, American badger, tricolored blackbird, golden eagle, Swainson's hawk, white-tailed kite, and other raptors and migratory birds such as the Cooper's hawk (*Accipiter cooperii*), great egret (*Ardea alba*), great blue heron (*Ardea herodias*), and merlin (*Falco columbarius*). Each of the species could occur as transients or foragers throughout the FMP project site. However, with implementation of the aforementioned mitigation measures, all impacts would be reduced to less-than-significant levels, according to the FMP EIR. MM BIO-1 requires a preconstruction survey for western pond turtle, and relocation for any identified turtles. MM BIO-2 requires the establishment of environmental sensitive areas around existing elderberry shrubs and monitoring of construction activities to reduce impacts to VELB. MM BIO-3 requires a preconstruction survey and installation of appropriate environmental sensitive areas for pallid and Townsend's bat. MM BIO-4 requires a preconstruction survey and installation of appropriate environmental sensitive areas for American badger. MM BIO-5 requires a protocol-level survey and establishment of appropriate avoidance buffers for Swainson's hawk. MM BIO-6 requires a preconstruction survey and establishment of appropriate avoidance buffers for migratory birds and other raptors. Under Impact 4.3-g on page 4.3-37, the FMP EIR concluded that although federally-threatened Central Valley steelhead, federally and State-threatened Central Valley Chinook salmon, and other fish species could occur in Secret Ravine, buildout of the FMP would result in no impact to Secret Ravine. In addition to the ravine's primary gorge, the associated features of Secret Ravine include five ditches, one wetland, one pond, two potential vernal pools, and one drainage.

While the proposed project is approximately 10,605 gsf larger than the Science Building Phase 1 identified in the FMP EIR, the proposed project would still be constructed within the area of impact previously analyzed by the FMP EIR and would be subject to all applicable mitigation measures therein, which would include, but would not necessarily be limited to, MM BIO-3 through MM BIO-6, due to the characteristics of the project site. As such, the project site, which is heavily disturbed and includes existing structures and associated improvements, would not include special-status plant species, based on the conclusion of the FMP EIR. Through preconstruction and protocol-level surveys and any additional protective measures specified by MM BIO-3 through MM BIO-6, all potential significant impacts to special-status wildlife species would be mitigated to less-than-significant levels.

Based on the above information, the proposed project would not result in new significant impacts or substantially more severe impacts than what were previously analyzed in the FMP EIR. Therefore, the proposed project would remain consistent with the conclusions of the FMP EIR.

- b. Following analysis of potentially substantial adverse effects on any riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations or

by the CDFW or USFWS, the FMP EIR concluded a less-than-significant impact would occur, with implementation of Mitigation Measure MM BIO-7. Riparian habitats are distinct and sensitive communities located at the interface of aquatic and upland habitats. Per the FMP EIR, the FMP project site includes approximately 14.5 acres of riparian habitat (see Figure 6). The FMP EIR determined that the only riparian habitat that would be potentially impacted by buildout of the FMP would be approximately 0.01-acre of riparian habitat associated with Ditch 3, which is generally located to the west of Building V and north of the Sierra College Residence Hall. Significant impacts to the remaining riparian habitat associated with Secret Ravine and other water features were not anticipated to occur. MM BIO-7 requires that riparian vegetation be avoided to the maximum extent practicable and that all riparian habitats within 100 feet of construction activities be designated as Biologically Sensitive Areas (BSAs). MM BIO-7 requires that a qualified biologist oversee all clearing and grubbing activities to ensure impacts to riparian habitats are avoided or documented and provisions for restoring impacted riparian habitats.

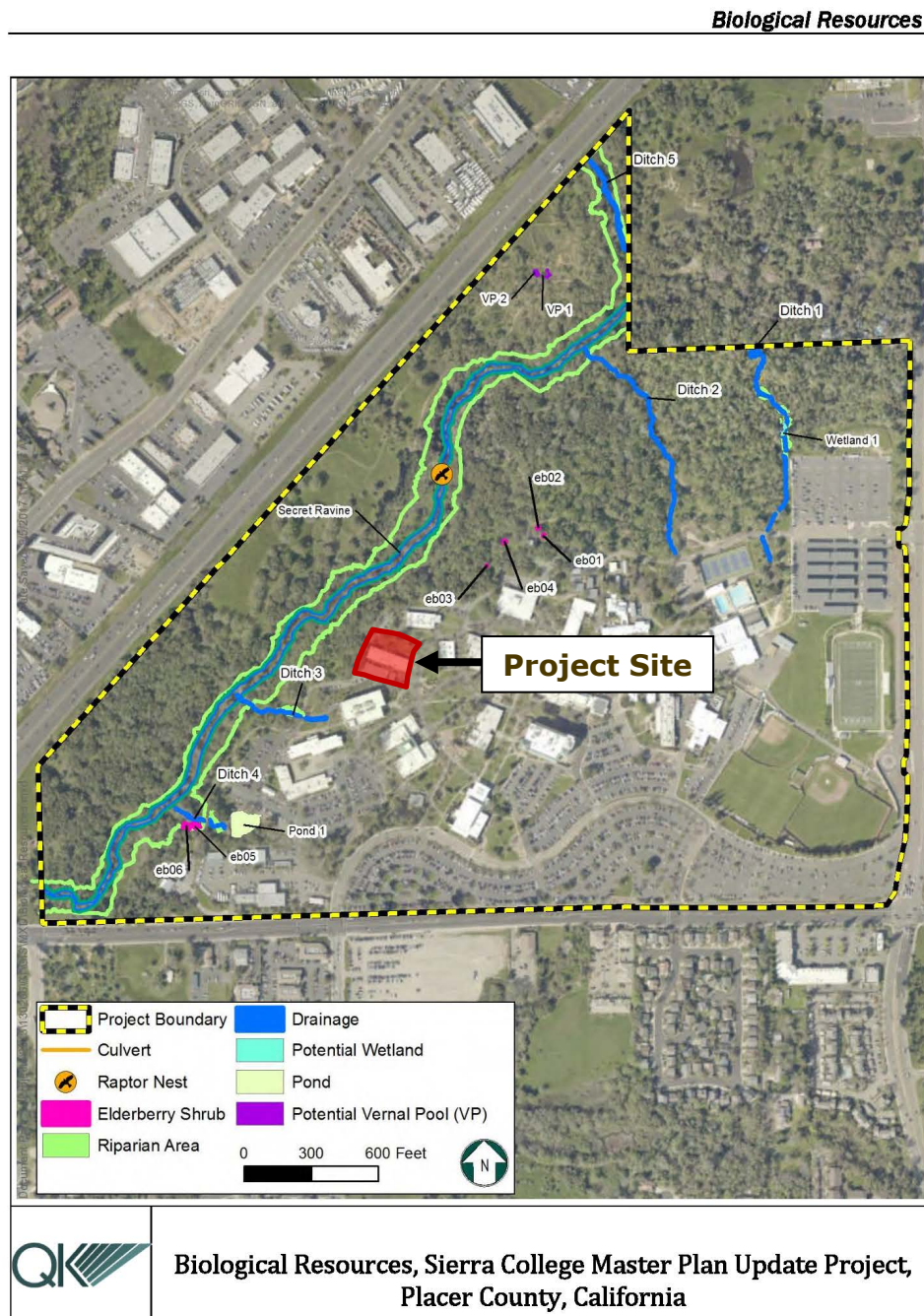
The currently proposed project would be constructed within the FMP's previously analyzed area of impact. The proposed project's area of impact would not extend to Ditch 3, as the proposed project would be located to the north of Building V, and Ditch 3 is located to the west of Building V, nor is the project located within 100 feet of riparian habitat.

Based on the above information, the proposed project would not result in new significant impacts or substantially more severe impacts than what were previously analyzed in the FMP EIR. As a result, the proposed project would be consistent with the conclusions of the FMP EIR.

- c. After assessing potential adverse effects on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, the FMP EIR concluded buildout of the FMP would result in a less-than-significant impact, with incorporation of Mitigation Measure MM BIO-9. The FMP EIR noted that water features occurring on the FMP project site included Pond 1, Wetland 1, potential vernal pools VP1 and VP2, and Ditches 1 through 5. Because buildout of the FMP would include construction of new structures and infrastructure improvements uphill of several water features, the FMP EIR determined impacts could cumulatively occur to approximately 0.02-acre within the Ordinary High-Water Mark of on-campus water features. The potential impact areas included 0.01-acre within Pond 1, 0.003-acre within Ditch 2, and 0.001-acre within Ditch 3. As the features connect to Secret Ravine, they would be federally regulated and under the jurisdiction of the U.S. Army Corps of Engineers (USACE) and also considered waters of the State under regulatory authority of the Central Valley Regional Water Quality Control Board (RWQCB). The CDFW would also claim regulatory authority under California Department of Fish and Game Code Section 1600. As such, the FMP EIR included MM BIO-9, which requires installation of new culverts beneath the FMP's new access road to preclude any disruption to the flows of Ditches 2 and 3. The mitigation also requires restoration of features associated with Pond 1 and Ditches 2 and 3, to the maximum extent practicable. To avoid and minimize impacts to wetlands and other waters to the maximum extent practicable, the mitigation requires that Best Management Practices (BMPs) be implemented.

The currently proposed project's area of impact is within the previously analyzed area of impact of the FMP. As shown in Figure 6, aquatic resources are not located within the project site.

Figure 6
FMP On-Campus Biological Resources



Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts than what were previously analyzed in the FMP EIR. As such, the proposed project would remain consistent with the conclusions of the FMP EIR.

- d. The FMP EIR concluded that with implementation of Mitigation Measures MM BIO-7 through MM BIO-9, buildout of the FMP would result in a less-than-significant impact related to the substantial interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or the impediment of use of native wildlife nursery sites. The FMP EIR observed that movement corridors typically include riparian habitats, ridgelines, and ravines, as well as other contiguous expanses of natural habitats, and that movement corridors may be functional on regional, sub-regional, or local scales, with fish and other aquatic species also using aquatic features for migration and movement. Per the FMP EIR, habitats within the FMP buildout area that likely function as movement corridors, to some extent, include Secret Ravine, Ditches 1 through 5, the riparian habitats associated with those water features, and the interior portions of the woodland community.

As discussed above, the currently proposed project would be implemented within the previously analyzed footprint of the FMP. The project site consists primarily of developed areas, and unlike other natural portions of the Campus, is not likely to serve as a movement corridor.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts than what were previously analyzed in the FMP EIR. As such, the proposed project would remain consistent with the conclusions of the FMP EIR.

- e. The FMP EIR determined a less-than-significant impact would occur from buildout of the FMP related to conflicts with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, with implementation of Mitigation Measure MM BIO-8. MM BIO-8 requires the avoidance of oak trees to the maximum extent practicable and requires the loss of oak trees to be compensated through one or more mechanisms described in the mitigation.

The currently proposed project's area of impact includes on-site trees, some of which may be oak trees. While the proposed Science Building would be approximately 10,605 gsf larger than originally identified in the FMP, the Science Building is entirely within the development footprint previously evaluated in the FMP EIR for the FMP. Thus, while oak trees may need to be removed to accommodate the Science Building, the severity of impacts would not increase. The proposed project would be subject to MM BIO-8, which would ensure that the proposed project avoids oak trees to the maximum extent practicable and compensates for the loss of oak trees.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts than what were previously analyzed in the FMP EIR. As such, the proposed project would remain consistent with the conclusions of the FMP EIR.

- f. The FMP EIR concluded buildout of the FMP would result in a less-than-significant impact related to potential conflicts with the provisions of an adopted Habitat Conservation Plan

(HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or State habitat conservation plan, as the FMP site is not located within the boundaries of an adopted HCP, NCCP, or other conservation plan.

The Placer County Conservation Program (PCCP) is an adopted County HCP/NCCP that covers approximately 201,000 acres. The currently proposed project, which would be implemented within the previously analyzed footprint of the FMP, is not located within the PCCP area.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts than what were previously analyzed in the FMP EIR. As a result, the proposed project would remain consistent with the conclusions of the FMP EIR.

V. CULTURAL RESOURCES.		Where Impact Was Analyzed in Previous CEQA Document(s)?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
<i>Would the project:</i>					
a.	Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	Pgs. 4.4-19 to 4.4-22	No	No	No
b.	Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	Pgs. 4.4-22 to 4.4-23	No	No	No
c.	Disturb any human remains, including those interred outside of dedicated cemeteries.	Pgs. 4.4-25	No	No	No

Discussion

- a. The FMP EIR assessed the potential for buildout of the FMP to cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of the CEQA Guidelines and determined that because structures exist within the FMP's area of impact that are older than 50 years old, impacts would be significant and unavoidable. The FMP EIR's analysis included records searches of the California Historical Resources Information System's (CHRIS) North Central Information Center, a search of the Native American Heritage Commission (NAHC) Sacred Lands File, tribal consultation, and field surveys. Aside from the identified structures, the records searches, tribal consultation, and field surveys did not identify any other surface-level historical resource that would meet criteria for eligibility for the California Register of Historical Resources (CRHR) or criteria as a "unique archaeological resource" under CEQA Guidelines. However, per the FMP EIR, 20 structures on campus were older than 50 years old at the time of the FMP EIR's adoption, and another building has since also passed the threshold.

As detailed in the FMP EIR within the discussion of criteria for the National Register of Historic Places (NRHP), in general, a resource must be at least 50 years of age to be considered for the NRHP. Properties listed, or formally designated as eligible for listing, on the NRHP are automatically listed on the CRHR. Therefore, the campus structures older than 50 years of age potentially qualify as historical resources. The on-site structures meeting this age include Building Y, which was built in 1940, the Roseville Gateway, which was built in 1959, and 18 buildings built in the 1970s. Twelve of the buildings have been expanded and/or modernized at least once since their inception, with a majority of the renovations occurring in the 1970s. Of the buildings proposed for demolition as part of the proposed project, Building M is older than 50 years old. According to the Cultural Resources Background Report prepared for the FMP EIR (see FMP Draft EIR Appendices, pg. 447), Building M was built in 1966. Building Mt, also proposed for demolition, was initially constructed in 1994 and, thus, is less than 50 years old and not eligible to be considered a historical resource. None of the campus buildings were formally evaluated for significance as a historical resource under CEQA nor for significance as a historical property under Section 106 of the National Historic Preservation Act (NHPA). The FMP EIR determined that in order to comply with requirements stipulated by PRC Sections 5020.1(k) and 5024.1(g), structures in the College's built-environment over 50 years of age that would be altered or demolished as part of the FMP's buildout should be evaluated prior to alteration or demolition. As such, Mitigation Measure MM CUL-2 requires sufficient evaluation of such structures against the criteria for the NRHP (under Section 106 of the NHPA) and the CRHR (under CEQA). However, should a particular

structure be determined historically significant pursuant to CEQA, and the College decides to demolish or substantially alter any such structure, impacts would not be mitigated to a less-than-significant level, even with incorporation of MM CUL-2.

Because Building M is over 50 years old, the building would require evaluation for historical significance prior to demolition pursuant to MM CUL-2. Compliance with MM CUL-2 would ensure that sufficient evaluation of the building has been completed prior to demolition. If the on-site structure is determined to be historically significant, its demolition would be considered significant and unavoidable. However, demolition of historically significant buildings has already been evaluated in the certified FMP EIR for which the District adopted a Statement of Overriding Considerations. The proposed project would not substantially increase the severity of this previously identified significant impact.

In addition, the FMP EIR determined that ground-disturbing activities associated with buildout of the FMP, such as grading and/or excavation, could potentially disturb or destroy significant buried historical resources. As a result, MM CUL-1 in the FMP EIR requires all ground-disturbing activities to stop within 50 feet of any discovered prehistoric or historic artifact, other indication of cultural deposits, and/or historic privy pit or trash deposit. MM CUL-1 further requires that in the event of such discovery, the find shall be immediately evaluated by a qualified archaeologist, who shall formulate a proposed mitigation strategy, consistent with CEQA Guidelines Section 15064.5. The proposed project would be subject to MM CUL-1, which would ensure impacts to subsurface historical resources would be mitigated to a less-than-significant level.

As such, the currently proposed project would not result in new significant impacts or substantially more severe impacts than what were previously analyzed in the FMP EIR. As a result, the proposed project would remain consistent with the conclusions of the FMP EIR.

- b. The FMP EIR assessed the potential for buildout of the FMP to cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines and determined that with implementation of Mitigation Measure MM CUL-1, all impacts would be reduced to a less-than-significant level. As discussed above, the FMP EIR did not identify any surface-level archeological resources on or within the immediate vicinity of the FMP's area of impact. However, grading and/or excavation could potentially disturb or destroy significant buried archaeological resources. Therefore, the FMP EIR determined MM CUL-1 would be required to mitigate all impacts to archaeological resources to a less-than-significant level.

While the proposed Science Building is approximately 10,605 gsf larger than the building considered in the FMP EIR, the currently proposed project's area of impact is entirely within the previously analyzed footprint of the FMP. In addition, the proposed project would be subject to MM CUL-1, which would ensure any potential impacts to subsurface archaeological resources would be mitigated to a less-than-significant level.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts than what were previously analyzed in the FMP EIR. As a result, the proposed project would remain consistent with the conclusions of the FMP EIR.

- c. Following analysis of the potential for buildout of the FMP to disturb any human remains, including those interred outside of dedicated cemeteries, the FMP EIR concluded a less-than-significant impact would occur, with incorporation of Mitigation Measure MM CUL-5. Similar to the analysis of impacts to historical and archaeological resources, the FMP EIR determined through the records searches, Native American consultation, and field surveys, that the FMP site did not include any indication of the presence of human remains, burials, or cemeteries. However, human remains could potentially be discovered during ground-disturbing activities associated with the FMP's construction. MM CUL-5 requires that in the event that human remains are discovered, further excavation or disturbance is prohibited pursuant to Section 7050.5 of the California Health and Safety Code (CHSC) and that the specific protocol, guidelines, and channels of communication outlined by State statutes are followed.

While the proposed Science Building is approximately 10,605 gsf larger than the building considered in the FMP EIR, the currently proposed project's area of impact is entirely within the previously analyzed footprint of the FMP. In addition, the proposed project would be subject to MM CUL-5, which would ensure any potential impacts to human remains would be mitigated to a less-than-significant level.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts than what were previously analyzed in the FMP EIR. As a result, the proposed project would remain consistent with the conclusions of the FMP EIR.

VI. ENERGY. <i>Would the project:</i>		Where Impact Was Analyzed in Previous CEQA Document(s)?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
a.	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	N/A	No	No	Yes
b.	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	N/A	No	No	Yes

Discussion

- a,b. Because Appendix G of the CEQA Guidelines did not previously include a specific section on energy, the FMP EIR did not include a specific analysis of the FMP's potential energy-related impacts; however, as efficient use of energy was included in Appendix F of the CEQA Guidelines, the issue was still considered in the evaluation of the FMP. Furthermore, the project as previously analyzed was subject to the State's 2016 Building Energy Efficiency Standards (Title 24, Part 6 CCR) and 2016 California Green Building Standards Code (CALGreen) (Title 24, Part 11 CCR). The Building Energy Efficiency Standards are designed to ensure new and existing buildings achieve energy efficiency and preserve outdoor and indoor environmental quality. The standards are listed in the State Code of Regulations. Additionally, the FMP EIR cites the Building Energy Efficiency Standards as part of the EIR's analysis of potential impacts related to greenhouse gas (GHG) emissions.

Through existing infrastructure, electrical and natural gas services are provided by Pacific Gas and Electric Co. (PG&E) to the Campus. During construction, the currently proposed project would be subject to regulations required by the CARB. During operations, the proposed project would be subject to the 2019 Building Energy Efficiency Standards, as well as the 2019 CALGreen standards. The following is a more in-depth discussion on each phase of the currently proposed project.

Construction Energy Use

Construction of the proposed project would involve on-site energy demand and consumption related to the use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and material delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the site where energy supply cannot be met via a hookup to the existing electricity grid. Project construction would not involve the use of natural gas appliances or equipment.

Even during the most intense period of construction, due to the different types of construction activities (e.g., site preparation, grading, building construction), only portions of the project site would be disturbed at a time, with operation of construction equipment occurring at different locations on the project site, rather than a single location. In addition, all construction equipment and operation thereof would be regulated per CARB's In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions

by retiring, replacing, or repowering older engines, or installing exhaust retrofits. The In-Use Off-Road Diesel Vehicle Regulation would additionally help to improve fuel efficiency and reduce GHG emissions. Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to reduce energy demands and emissions associated with construction.

CARB prepared the *2017 Climate Change Scoping Plan Update* (2017 Scoping Plan),⁷ which builds upon previous efforts to reduce GHG emissions and is designed to continue to shift the California economy away from dependence on fossil fuels. Appendix B of the 2017 Scoping Plan includes examples of local actions (municipal code changes, zoning changes, policy directions, and mitigation measures) that would support the State's climate goals. The examples provided include, but are not limited to, enforcing idling time restrictions for construction vehicles, utilizing existing grid power for electric energy rather than operating temporary gasoline/diesel-powered generators, and increasing use of electric and renewable fuel-powered construction equipment. The In-Use Off Road regulation described above, with which the proposed project must comply, would be consistent with the intention of the 2017 Scoping Plan and the recommended actions included in Appendix B of the 2017 Scoping Plan.

Based on the above, the temporary increase in energy use during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. The proposed project would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand.

Operational Energy Use

As previously discussed, the currently proposed project would be designed to exceed the requirements stipulated by the 2019 Building Energy Efficiency Standards (Title 24, Part 6) by 15 percent, consistent with the Board of Governors' Energy and Sustainability Policy. According to the California Energy Commission,⁸ the 2019 standards updated the indoor and outdoor lighting requirements for nonresidential buildings, making maximum use of LED technology. Nonresidential buildings use about 30 percent less energy versus those built under the 2016 standards, due mainly to lighting upgrades. The proposed project would also be required to comply with the 2019 CALGreen standards, which are a comprehensive and uniform regulatory code for all residential, commercial, and school buildings. Per project applicant-provided information, the design of the currently proposed project would incorporate sustainable goals for energy efficiency, water use reduction, and stormwater management to minimize the building's impact on the environment in both the building's construction and operation.

Conclusion

Based on the above information, the currently proposed project would involve energy use associated with construction activities and operations; however, the proposed project would comply with all applicable State energy standards, which would ensure that construction and operation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. In fact, operation of the proposed

⁷ California Air Resources Board. *The 2017 Climate Change Scoping Plan Update*. January 20, 2017.

⁸ California Energy Commission. *2019 Building Energy Efficiency Standards*. March 2018.

project would exceed State energy efficiency standards by 15 percent. Based on the above, impacts related to energy use would be less than significant.

VII. GEOLOGY AND SOILS.

Would the project:

	Where Impact Was Analyzed in Previous CEQA Document(s)?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
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 based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	Pgs. 4.5-11 to 4.5-13	No	No	No
ii. Strong seismic ground shaking?				
iii. Seismic-related ground failure, including liquefaction?				
iv. Landslides?				
b. Result in substantial soil erosion or the loss of topsoil?	Pgs. 4.5-14 to 4.5-15	No	No	No
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?	Pgs. 4.5-15 to 4.5-17	No	No	No
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Pgs. 4.5-17 to 4.5-18	No	No	No
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Pg. 4.5-18	No	No	No
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Pgs. 4.4-23 to 4.4-24	No	No	No

Discussion

- a.i.-iv., The FMP EIR collectively analyzed the potential of buildout of the FMP to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving the 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; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides under Impact #4.5-a. The FMP EIR concluded that with incorporation of Mitigation Measure MM GEO-1 and applicable regulatory requirements, all impacts would be reduced to a less-than-significant level. In addition, the FMP EIR evaluated the potential for development associated with the FMP to 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 under Impact #4.5-c, and determined

buildout of the FMP would result in a less-than-significant impact with incorporation of MM GEO-1.

With respect to fault rupture, the FMP EIR determined the FMP's footprint would not be located within an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Zoning Act, and therefore, development as a result of the FMP would not expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving rupture of a known earthquake fault. However, the FMP EIR found that mitigation would be required to reduce impacts related to strong seismic ground shaking, liquefaction, and landslides.

Because the County is located in Seismic Zone III, the FMP site has the potential to experience 0.30 g (ground acceleration) levels. Per the FMP EIR, ground acceleration levels of this magnitude would result in very strong to severe perceived shaking and moderate to heavy potential damage. Therefore, the FMP has the potential to expose people and structures to potential substantial adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking. Liquefaction, which occurs when saturated, loose materials (e.g., sand or silty sand) are weakened and transformed from a solid to a near-liquid state as a result of increased pore water pressure, more often occurs in areas underlain by young alluvium where the groundwater table is higher than 50 feet below ground surface (bgs). Per the FMP EIR, the depth to groundwater underlying the FMP site was assumed to be approximately 87 feet bgs. Therefore, the potential for liquefaction to occur on the FMP is low. However, the actual depth to groundwater is unknown, leaving the possibility that a rain event, coupled with a concurrent seismic event, could create a condition where liquefaction could occur. Accordingly, project-specific geotechnical and soil studies that identify potential hazards (see MM GEO-1), including lateral spreading prior to grading activities, would be required as part of the plan check and development review process for all new development where questionable conditions exist. As such, the FMP EIR concluded the FMP has the potential to expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving liquefaction, as well as risks associated with lateral spreading.

Furthermore, the FMP EIR concluded that the FMP would not result in impacts related to subsidence, given that the Campus and the County have not experienced effects of subsidence. The FMP EIR determined that the FMP would result in less-than-significant impacts related to collapsible soils, which consist of loose, dry, low-density materials that collapse and compact under the addition of water or excessive loading, with incorporation of MM GEO-1. Finally, although the FMP site is located within an area of low landslide incidence according to the U.S. Geological Survey (less than 1.5 percent of area involved), the FMP EIR concluded the possibility exists that landslides could occur within the FMP site as a result of erosion, slope weakening through saturation, or stresses by earthquakes that make slopes fail. Therefore, the FMP EIR determined that the FMP has the potential to expose people and structures to potential substantial adverse effects, including risk of loss, injury, or death involving landslides.

In response to potential significant impacts related to strong seismic ground shaking, liquefaction, landslides, later spreading, and collapsible soils, the FMP EIR included MM GEO-1, which requires the preparation of a design-level geotechnical study for future development that complies with all applicable seismic design standards. The geotechnical study would precede development, be subject to the development review process, identify potential geologic risks, and include recommendations to avoid or reduce such risks. The

geotechnical study would provide structural design recommendations pursuant to the California Building Code (CBC) (Title 24, Part 2 CCR).

The currently proposed project's area of impact would be within the previously analyzed footprint of the FMP. The project site would not be at risk of landslides, as the location consists of level topography. The proposed project would be subject to MM GEO-1 and all applicable regulations, such as the CBC. Such measures would ensure the proposed project is designed in accordance with the necessary specifications to avoid or reduce risks associated with ground movement, liquefaction, landslides, lateral spreading, and collapsible soils.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts than what were previously analyzed in the FMP EIR. Therefore, the proposed project would be consistent with the conclusions of the FMP EIR.

- b. The FMP EIR analyzed the FMP's potential to result in substantial soil erosion or the loss of topsoil, and concluded that with incorporation of Mitigation Measure MM HYD-1, impacts would be reduced to a less-than significant level. The FMP EIR acknowledged that construction of the FMP components would result in construction-related ground disturbance that could loosen soil and remove vegetation, which could in turn, lead to exposed or stockpiled soil being made susceptible to peak stormwater runoff flows and wind forces. However, construction of the FMP would require permits from the Division of the State Architect, and would therefore conform with all Division of the State Architect requirements. As part of compliance with the Division of the State Architect, the FMP would comply with the regulatory requirements specified by the National Pollutant Discharge Elimination System (NPDES) General Construction Permit, which includes protective measures to prevent erosion and sedimentation for projects that disturb one or more acres of land. To conform with NPDES requirements, projects disturbing more than one acre are required to prepare a Stormwater Pollution Prevention Plan (SWPPP) that details the BMPs that would be implemented to prevent construction pollutants, including eroded soils, from moving off-site. MM HYD-1, detailed further in Section X, Hydrology and Water Quality, of this Initial Study, would also ensure pollutants are prevented from moving off-site. Additionally, the FMP EIR determined compliance with an erosion and sediment control plan and applicable CBC requirements would further ensure that the FMP would not result in substantial erosion or loss of topsoil during construction.

While the proposed project would increase the size of the Science Building Phase 1 by approximately 10,605 gsf, the currently proposed project's area of impact would be within the footprint of the previously analyzed FMP. In addition, the proposed project would be subject to MM HYD-1 and all applicable regulations, such as the CBC. Such measures would ensure the proposed project is designed in accordance with the necessary specifications to reduce impacts associated with substantial soil erosion and loss of topsoil.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts than what were previously analyzed in the FMP EIR. Therefore, the proposed project would be consistent with the conclusions of the FMP EIR.

- d. The FMP EIR concluded that with incorporation of Mitigation Measure MM GEO-1, buildout of the FMP's potential impacts related to being located on expansive soil, as

defined in Table 18-1-B of the Uniform Building Code, would be less than significant. The FMP EIR reached the conclusion through noting that in accordance with MM GEO-1, geotechnical studies identifying the FMP's potential to result in impacts as a result of geotechnical hazards, such as expansive soils, would be prepared. Additionally, the FMP would be designed to comply with applicable building codes and structural improvement requirements to withstand the effects of expansive soils. Furthermore, when a soil has 35 percent or more clay content, the soil is considered a clayey soil. Per the FMP EIR, the soil types within the Campus contain only a maximum 20 percent clay content, which represents only low potential for expansive soils within the FMP footprint.

While the proposed project would increase the size of the Science Building Phase 1 by approximately 10,605 gsf, the currently proposed project is within the previously analyzed footprint of the FMP. In addition, the proposed project would be subject to MM GEO-1. As a result, the proposed project would reduce all risks associated with expansive soils.

Therefore, the currently proposed project would not result in new significant impacts or substantially more severe impacts than what were previously analyzed in the FMP EIR. As such, the proposed project would remain consistent with the conclusions of the FMP EIR.

- e. Because the components developed as part of the FMP would connect to the Campus eight-inch sanitary sewer main in Rocklin Road, the FMP EIR concluded septic tanks or alternative wastewater systems would not be constructed as part of buildout of the FMP, and no impact would occur.

The currently proposed project would not include installation of septic tanks or construction of alternative wastewater systems. Therefore, the currently proposed project would not result in new significant impacts or substantially more severe impacts than what were previously analyzed in the FMP EIR. As such, the proposed project would remain consistent with the conclusions of the FMP EIR.

- f. The FMP EIR assessed the FMP's potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature and concluded that with incorporation of Mitigation Measures MM CUL-3 and MM CUL-4, buildout of the FMP would result in a less-than-significant impact. Similar to historical and archaeological resources, the FMP EIR's analysis of the FMP footprint, which included records searches and field surveys, did not identify paleontological resources on the visible ground surface. However, grading and/or excavation activities associated with buildout of the FMP could potentially disturb or destroy significant buried paleontological resources. Therefore, MM CUL-3 and MM CUL-4 contain requirements with which the project applicant must comply in the event paleontological resources are discovered in the course of ground disturbance associated with the FMP.

While the proposed project would increase the size of the Science Building Phase 1 by approximately 10,605 gsf, the currently proposed project's area of impact is within the previously analyzed footprint of the FMP. In addition, the proposed project would be subject to MM CUL-3 and MM CUL-4, ensuring impacts to subsurface paleontological resources are be mitigated to a less-than-significant level.

Therefore, the currently proposed project would not result in new significant impacts or substantially more severe impacts than what were previously analyzed in the FMP EIR.

As such, the proposed project would remain consistent with the conclusions of the FMP EIR.

VIII. GREENHOUSE GAS EMISSIONS.

Would the project:

	Where Impact Was Analyzed in Previous CEQA Document(s)?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Pgs. 4.6-23 to 4.6-26	No	No	No
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	Pgs. 4.6-27 to 4.6-33	No	No	No

Discussion

- a,b. Per the FMP EIR, implementation of the FMP would contribute to an increase in emissions of GHGs that are associated with global climate change. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO₂) and other GHGs, such as methane (CH₄) and nitrous oxide (N₂O), from mobile sources and utility usage.

Construction-related GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change, as global climate change is inherently a cumulative effect that occurs over a long period of time and is quantified on a yearly basis. Nevertheless, the FMP EIR analyzed the maximum annual construction-related GHG emissions associated with the FMP's near-term projects, and concluded that the construction-related GHG emissions would not exceed the PCAPCD annual threshold in any year from 2020 to 2029. As a result, construction-related GHG emissions would not be considered significant.

The FMP EIR also evaluated the long-term operational GHG emissions associated with the FMP's near-term projects, including potential area source and vehicle emissions; emissions associated with utility, water usage, and the generation of wastewater and solid waste; and emissions generated both directly and indirectly through operations. The operational GHG emissions associated with the FMP would exceed PCAPCD's recommended threshold of 1,100 metric tons of carbon dioxide equivalents per year (MTCO₂e/year) and, as a result, the FMP EIR concluded the FMP's near-term projects would have a significant cumulative impact on the environment and included Mitigation Measures MM GHG-1 through MM GHG-6 to require design measures and BMPs to be incorporated into the design of all future individual projects. The FMP EIR determined that with implementation of MM GHG-1 and MM GHG-2, buildings and campus design would meet energy performance standards found in Title 24. Implementation of MM GHG-2 and MM GHG-3 would further reduce GHG emissions through use of materials and features that result in less energy for heating and cooling, lower water use, more efficient lighting, and similar improvements over older building standards. MM GHG-4 would reduce use of electricity produced from sources that may utilize water or fossil fuels. MM GHG-5 would provide input from agencies, professionals, and the public to develop processes and actions that will be implemented throughout the FMP period to reduce greenhouse gas emissions and utilize less water. MM GHG-6 would require the implementation of Mitigation Measures MM TRA-1 through MM TRA-7, which would encourage the use of alternative transportation, improve traffic flow along Rocklin Road, reduce congestion, reduce idling at intersections, and reduce stop-and-go traffic. However, the FMP EIR determined that the GHG emissions reductions from implementation of the mitigation

measures cannot be quantified and, thus, specific reductions to GHG emissions as a result of the mitigation measures are unknown.

The currently proposed project, sited within the footprint of the previously analyzed FMP, would be subject to MM GHG-1 through MM GHG-6, to the extent applicable. As such, the mitigation measures would ensure the proposed project is designed to meet Title 24 energy performance standards; reduces GHG emissions through use of materials and features that result in less energy for heating and cooling, lower water use, more efficient lighting, and similar improvements over older building standards; reduces use of electricity produced from sources that may utilize water or fossil fuels; includes input from agencies, professionals, and the public; and reduces GHG-related impacts associated with transportation. Additionally, while the currently proposed project would increase the size of the Science Building Phase 1 by approximately 10,605 gsf, the project would exceed Title 24 energy performance standards by 15 percent. Therefore, the increase in square footage would be offset by the more robust commitment to energy efficiency. Lastly, the project would be implemented in accordance with all applicable standards and regulations, such as the CARB 2017 Scoping Plan Reduction Measures related to the reduction of GHG emissions specified in the FMP EIR. As detailed in Section VI, Energy, of this Modified Initial Study, the proposed project would be constructed in accordance with State regulations designed to decrease GHG emissions. As energy efficient buildings require less electricity, the proposed project's energy efficiency would reduce fossil fuel consumption and decrease GHG emissions, consistent with applicable policies and regulations adopted for the purpose of reducing GHG emissions.

Thus, the currently proposed project would not result in new significant impacts or substantially more severe impacts than what were previously analyzed in the FMP EIR. Therefore, the proposed project would remain consistent with the conclusions of the FMP EIR.

IX. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

	Where Impact Was Analyzed in Previous CEQA Document(s)?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Pgs. 4.7-12 to 4.7-14	No	No	No
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	Pg. 4.7-14	No	No	No
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Pgs. 4.7-14 to 4.7-15	No	No	No
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Pgs. 4.7-15 to 4.7-16	No	No	No
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?	Pgs. 4.7-17 to 4.7-18	No	No	No
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Pgs. 4.7-18 to 4.7-19	No	No	No
g. Expose people or structures, either directly or indirectly, to the risk of loss, injury or death involving wildland fires?	Pgs. 4.7-19 to 4.7-20	No	No	No

Discussion

- a,b. The FMP EIR analyzed the potential for the FMP to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and concluded that with incorporation of Mitigation Measure MM HAZ-1, all impacts would be reduced to a less-than-significant level. As detailed by the FMP EIR, the Campus is a permitted small quantity hazardous waste generator and hazardous material storage facility, operating under a Hazardous Materials Business Plan (HMBP) approved by the Placer County Environmental Health Department (PCEHD). Material inventories, facility information and emergency response plan information are regularly updated and provided to the County, as required. Several locations throughout the subject property are areas where reportable quantities of hazardous waste and hazardous materials are stored. Per the FMP EIR, Building E and Building G-ME, which are located within the footprint of the near-term

projects, are locations where hazardous materials and wastes associated with art department activities and swimming pool water treatment activities, are stored. Several other hazardous waste and hazardous material storage areas are located within other portions of the FMP footprint. The FMP's 20-year planned period would result in an increase of use and storage of hazardous materials. Additionally, some of the existing structures within the footprint of near-term FMP projects are planned for demolition and renovation, which could result in the release of asbestos and lead-based paint. Aging tank infrastructure and previous spills and leaks could also contribute to hazardous conditions. Consequently, the FMP EIR determined the HMBP requires an update to accommodate the increase in waste associated with buildout of the FMP. As part of the update to the HMBP, recommendations in the Phase I ESA prepared for the FMP have been incorporated into MM HAZ-1, which include soil sampling to test for petroleum product residues, heavy metal residues from paints and ceramic glazes, lead-based paint residues and pesticide residues, as well as material sampling for asbestos that could occur during demolition and renovation activities.

Additionally, because hazardous materials and the generation of hazardous waste would increase over the 20-year period of the FMP, more hazardous waste and materials would be transported to and from Campus. However, the FMP EIR noted that the College would be required to comply with applicable federal and State regulations regarding the packaging and transportation of waste on public roads. Such regulations would include the federal Hazardous Materials Transportation Act of 1974, as amended, which is the basic statute regulating hazardous materials transportation in the U.S. The State has adopted the U.S. Department of Transportation regulations for intrastate movement of hazardous materials, which are enforced through the California Department of Transportation (Caltrans) and the California Highway Patrol (CHP). Buildout of the FMP would also be required to comply with the stipulations of the HMBP and the Campus' Emergency Operations Plan (EOP) regarding the packaging and transport of hazardous materials. As part of compliance with applicable federal, State, and local regulations, the FMP EIR noted that hazardous waste associated with the FMP would be picked up by a licensed hazardous waste contractor and packaged and labeled according to manufacturer instructions. Finally, the FMP EIR detailed how accidental spills of hazardous waste or hazards are addressed within the guidelines provided in the HMBP and EOP. The HMBP lists and provides guidelines for each building on campus where hazardous waste is stored or used. The EOP "addresses how the district will respond to extraordinary events, major incidents, emergencies or disasters, from proportion through recovery and is intended to be in compliance with State and federal guidelines and policies including but not limited to the Standardized Emergency Management System and Incident Command System." With adherence to applicable regulations, the HMBP, the EOP, and MM HAZ-1, the FMP EIR found that all impacts related to the routine transport, use, or disposal of hazardous materials or reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be less than significant.

The currently proposed project, which would be constructed within the footprint of the previously analyzed FMP, would be subject to the federal, State, and local regulations detailed within the FMP EIR. While the increase in square footage could result in an increase in use of hazardous materials during science/lab experiments, as stated above, there are existing regulations currently governing storage, use, and disposal of such materials, thus ensuring that no substantial adverse effects would result from their on-site storage, use, and disposal. The proposed project would be designed, implemented, and

operated in accordance with the Campus' HMBP and EOP. The proposed project would also be subject to all applicable provisions of MM HAZ-1, which incorporated the recommendations of the Phase I ESA prepared for the FMP.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts beyond what were analyzed in the FMP EIR. Thus, the proposed project is consistent with the conclusions of the FMP EIR.

- c. The FMP EIR analyzed the FMP's potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school and concluded a less-than-significant impact would occur. In reaching the conclusion, the FMP EIR referred to the Campus' status as a permitted small quantity hazardous waste generator and hazardous material storage facility, operating under a HMBP approved by the PCEHD. The HMBP includes material inventories, facility information, and emergency response plan information that are regularly updated and provided to the County.

The currently proposed project, which would be constructed within the footprint of the previously analyzed FMP, would be designed and implemented in accordance with the Campus' HMBP. Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts beyond what were analyzed in the FMP EIR. Thus, the proposed project is consistent with the conclusions of the FMP EIR.

- d. The FMP EIR reviewed the FMP footprint for any listed sites of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and concluded that with incorporation of Mitigation Measure MM HAZ-1, impacts would be less than significant. None of the identified hazardous materials sites are within the proposed project footprint. Therefore, the currently proposed project would not result in new significant impacts or substantially more severe impacts beyond what were analyzed in the FMP EIR. Thus, the proposed project is consistent with the conclusions of the FMP EIR.
- e. The FMP EIR determined that the FMP footprint is not located within an airport land use plan or within two miles of a public or private airport. Therefore, the FMP EIR concluded buildout of the FMP would result in no impact.

As an airport has not been constructed within two miles of the FMP footprint since the adoption of the FMP EIR, the currently proposed project, which would be constructed within the footprint of the previously analyzed FMP, would not be located within an airport land use plan or within two miles of a public or private airport.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts beyond what were analyzed in the FMP EIR. Thus, the proposed project is consistent with the conclusions of the FMP EIR.

- f. The FMP EIR assessed the potential for buildout of the FMP to impair implementation or physically interfere with an adopted emergency response plan or emergency evacuation plan and determined that activities that would occur over the 20-year period of the FMP would not interfere with the Campus' EOP or other federal, State, or local plans adopted

for emergency response and evacuation. Therefore, the FMP EIR concluded the FMP would result in a less-than-significant impact. As detailed in the FMP EIR, the EOP covers significant incidents or disasters and is designed to protect lives and property through effective use of available personnel and resources during emergency operations. Furthermore, the EOP is placed into operation whenever a natural or human-caused significant incident or disaster affects the district or any campus that exceeds normal or routine operations. The EOP provides direction on a variety of emergency situations, including aircraft crashes; barricaded suspects during active-shooter events; bomb threats or detonations; civil disturbances or demonstrations; earthquakes; evacuations; fires and explosions; floods; hazardous materials incidents; severe weather; and utility failures. Per the FMP EIR, material presented in the EOP, including all supplemental materials, was written in accordance with federal and State guidelines and makes every effort to be in compliance with federal, State, and local mandates, guidelines, regulations, laws, and current standards.

The currently proposed project, which would be constructed within the footprint of the previously analyzed FMP, would be designed and implemented in accordance with the Campus' EOP and other federal, State, or local plans adopted for emergency response and evacuation. Therefore, the proposed project would not interfere with the EOP or other federal, State, or local plans adopted for emergency response and evacuation.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts beyond what were analyzed in the FMP EIR. Thus, the proposed project is consistent with the conclusions of the FMP EIR.

- g. The FMP EIR analyzed the FMP's potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands, and concluded a less-than-significant impact would occur. As part of the analysis, the FMP EIR noted that the City of Rocklin is surrounded on the west and south by moderate fire hazard severity zones, according to the California Department of Forestry & Fire Protection (CAL FIRE). As property to the north and west of the Campus consists of heavily forested oak grassland, in the event of a fire, the campus would follow the instructions in the Fire and Explosion section of the EOP, with evacuation the first priority, followed by fighting the fire. The FMP EIR further noted, that in recognition of the open areas of the City of Rocklin with substantial grasslands or woodlands, the City encourages managed grazing of goats and sheep to reduce vegetation, a program in which the College participates. Goat herds also clear the weeds and grasses to establish a firebreak of at least 100 feet in width on the north side of the service road. The College also contracts periodically with CAL FIRE to bring in crews to clean out the dead wood in the nature area.

In addition to the Campus guidelines, the Rocklin Fire Department's Station 23 is located at 3970 Rocklin Road, only one mile from the Campus, and the Rocklin Fire Department's response time is approximately four minutes.

The currently proposed project would be constructed within the footprint of the previously analyzed FMP. While the increase in square footage could result in an increase in the number of students using the Science Building, the above summary of the FMP EIR wildfire analysis provides substantial evidence demonstrating that students at the Science

Building would not be significantly exposed to risk of loss, injury or death involving wildland fires.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts beyond what were analyzed in the FMP EIR. Thus, the proposed project is consistent with the conclusions of the FMP EIR.

X. HYDROLOGY AND WATER QUALITY.		Where Impact Was Analyzed in Previous CEQA Document(s)?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
<i>Would the project:</i>					
a.	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Pgs. 4.8-12 to 4.8-13	No	No	No
b.	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Pgs. 4.8-13 to 4.8-16	No	No	No
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;	Pgs. 4.8-16 to 4.8-21	No	No	No
ii.	Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	Pgs. 4.8-21 to 4.8-22	No	No	No
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	Pgs. 4.8-22 to 4.8-23	No	No	No
iv.	Impede or redirect flood flows?	Pgs. 4.8-25 to 4.8-26	No	No	No
d.	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Pg. 4.8-26	No	No	No
e.	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	N/A	No	No	Yes

Discussion

- a. Following analysis of the FMP's potential to violate any water quality standards or waste discharge requirements, the FMP EIR concluded buildout of the FMP would result in no impact. With respect to stormwater discharges, the FMP EIR detailed how the stormwater facilities constructed as part of the FMP would be consistent with the NPDES Phase II MS4 regulations, as accepted through coverage under the State's General Permit for regulation of stormwater discharge from the FMP site to drainage facilities. Additionally, along with complying with the Clean Water Act (CWA), the State Porter-Cologne Water Quality Act, and the City of Rocklin's General Plan policies governing wastewater disposal and water quality protection, the FMP EIR noted that the College maintains a facility-specific on-site Spill Prevention, Control and Counter Measure Plan (SPCCMP), which must be updated every five years. The SPCCMP provides guidelines for on-site spills or accidents of petroleum-based products such as gasoline, diesel, or oil.

The currently proposed project, which would be constructed within the footprint of the previously analyzed FMP, would be subject to the federal, State, and local regulations regarding water quality, specified in the FMP EIR. For example, the proposed project's construction activities would be required to comply with the NDPES Construction General Permit that regulates stormwater leaving construction sites. As part of compliance, an SWPPP that includes BMPs would be prepared, implemented, and monitored. BMPs implemented as part of the SWPPP would be designed to prevent or reduce potential erosion and include erosion control measures. With respect to treatment of stormwater runoff during ongoing operation of the proposed project, the proposed project would comply with the Division of the State Architect's permitting requirements, which preclude the impediment of natural surface flow, grading that can cause safety risks, or grading that violates any NPDES permits. When consistent with State requirements, the proposed project would include design measures sufficient to adequately handle the project's stormwater runoff. Design measures would consider drainage design capacity, alignment, and profile requirements; pipe radii criteria; pipeline alignment requirements; and pipeline acceptance and easement criteria. The drainage design measures would also include hydraulic design and drainage structures criteria, temporary drainage diversions requirements, and channel design criteria. Compliance with such would ensure that the proposed project would not have the potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality in excess of what was previously anticipated for the site by the FMP EIR.

Based on the above information, through required compliance with federal, State, and local regulations, the currently proposed project would not result in new significant impacts or substantially more severe impacts beyond what were analyzed in the FMP EIR. Thus, the proposed project is consistent with the conclusions of the FMP EIR.

- b. The FMP EIR analyzed the FMP's potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level and concluded buildout of the FMP would result in no impact. In determining the conclusion, the FMP EIR cited a Water Supply Assessment prepared for the FMP by the Placer County Water Agency (PCWA). The PCWA determined that surface water would be the primary source of water for the FMP and cited the PCWA's 2015 Urban Water Management Plan (UWMP) to assess the projected capacity of surface water that would be available to serve the FMP, which was included in the UWMP. Surface water supply is addressed in Question 'b' of Section XIX, Utilities and Service Systems.

The currently proposed project would be constructed within the footprint of the previously analyzed FMP. Much of the Science Building site is already developed with impervious surfaces. The currently proposed project would include an additional 10,605 gsf of building space than was originally planned for the new Science Building in the FMP EIR, which could result in additional impervious surface area. However, the additional impervious area would be within the footprint of the previously analyzed FMP and, thus, would not alter the conclusions in the FMP EIR related to groundwater recharge.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts than what were previously analyzed in the FMP EIR. Therefore, the proposed project would be consistent with the conclusions of the FMP EIR.

- c.i-iii. Following analysis of the FMP's potential to 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, the FMP EIR concluded a less-than-significant impact would occur. As noted by the FMP EIR, stormwater from the majority of the developed Campus is collected through stormwater drainage facilities on the Campus, which are maintained by the College, and discharged to the City of Rocklin storm drainage piping system in the site-bounded public streets and ultimately discharged to Secret Ravine, southwest and downstream of the Campus. The FMP EIR determined that buildout of the FMP would comply with the Division of the State Architect's permitting requirements, which preclude the impediment of natural surface flow, grading that can cause safety risks, or grading that violates any NPDES permits. Additionally, when consistent with State requirements, the FMP would comply with the City of Rocklin's *Construction Specifications, Improvements Standards and Standard Drawings*, which includes improvements standards for drainage and grading. Drainage requirements include that drainage have capacities that "accommodate the ultimate development." The drainage standards include drainage design capacity, alignment, and profile requirements; pipe radii criteria; pipeline alignment requirements; and pipeline acceptance and easement criteria. The drainage standards also include hydraulic design and drainage structures criteria, temporary drainage diversions requirements, and channel design criteria.

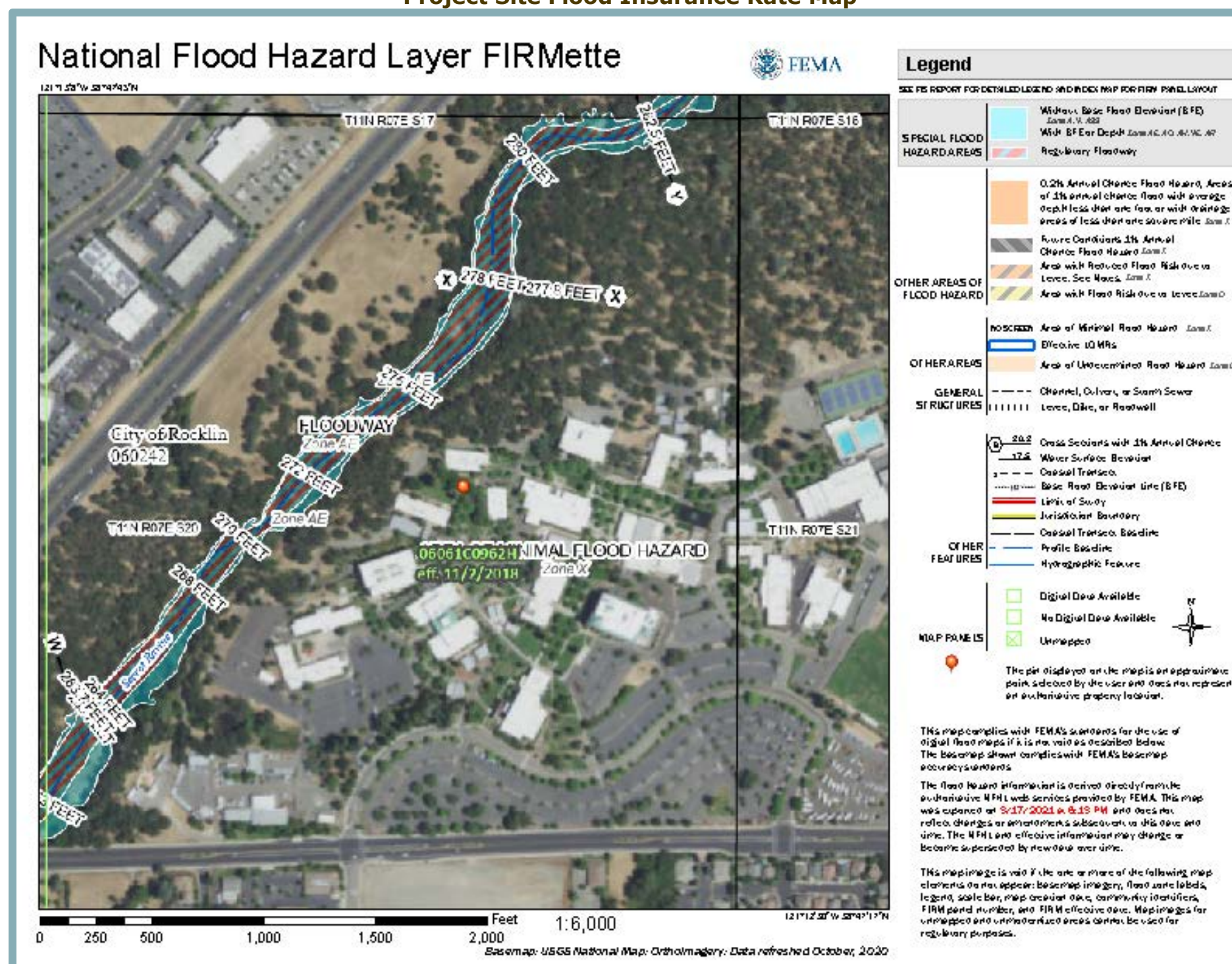
While the increase in square footage could result in an increase of impervious surfaces and urban runoff, the currently proposed project, which would be implemented within the footprint of the previously analyzed FMP, would implement all requirements of the NPDES permitting process, as well as the requirements of the Division of State Architect. Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts than what were previously analyzed in the FMP EIR. Therefore, the proposed project would be consistent with the conclusions of the FMP EIR.

- c.iv. Because the FMP EIR determined that buildout of the FMP would not involve construction in a flood hazard area or a designated flood hazard area by the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM), the FMP EIR concluded no impact would occur related to impeded or redirected flood flows.

According to FIRM *Community Panel Number 06061C0962H* (see Figure 7),⁹ the project site is currently designated as an Area of Minimal Flood Hazard. Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts than what were previously analyzed in the FMP EIR. Therefore, the proposed project would be consistent with the conclusions of the FMP EIR.

⁹ Federal Emergency Management Agency. *FEMA Flood Map Service Center Community Panel Number 06061C0962H*. Available at: <https://msc.fema.gov/portal/search?AddressQuery=-121.21354006252369%2C%2038.79177814177489#searchresultsanchor>. Accessed March 2021.

Figure 7
Project Site Flood Insurance Rate Map



- d. The FMP EIR concluded that because the FMP footprint is not located near a body of water subject to seiche or tsunami, nor does the site's topography provide an opportunity for mudflow, no impact would occur related to causing inundation by seiche, tsunami, or mudflow as a result of buildout of the FMP.

As discussed above, the currently proposed project would be located in an Area of Minimal Flood Hazard. Consistent with the analysis of the FMP EIR, the project site would not be located near a body of water subject to seiche or tsunami.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts than what were previously analyzed in the FMP EIR. Therefore, the proposed project would be consistent with the conclusions of the FMP EIR.

- e. The FMP EIR did not expressly address the FMP's potential to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The West Placer Groundwater Sustainability Agency (WPGSA) was formed in 2017 to implement the Sustainable Groundwater Management Act, passed in 2014. The Act requires the formation of such agencies for the purpose of managing local groundwater basins. The County, the cities of Roseville and Lincoln, the PCWA, and the Nevada Irrigation District comprise the WPGSA. Thus, the College is not an official member of the WPGSA. Furthermore, the WPGSA's Groundwater Sustainability Plan has not yet been adopted.

However, as discussed above, under Impact #4.8-b, the FMP EIR analyzed the FMP's potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level and concluded buildout of the FMP would result in no impact. The currently proposed project would be constructed within the footprint of the previously analyzed FMP. Although the currently proposed project would include an additional 10,605 gsf of building space than was originally planned for the new Science Building in the FMP EIR, the project would not result in an impact related to groundwater management, as the PCWA, the water supplier for the College, uses surface water for their water supplies. As such, groundwater would not be used as a source of water supply for the proposed project.

Therefore, the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and the impact would be less than significant.

XI. LAND USE AND PLANNING.		Where Impact Was Analyzed in Previous CEQA Document(s)?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
<i>Would the project:</i>					
a.	Physically divide an established community?	Pgs. 4.9-13 to 4.9-14	No	No	No
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?	Pgs. 4.9-14 to 4.9-26	No	No	No

Discussion

- a. The FMP EIR analyzed the FMP's potential to physically divide an established community and concluded that buildout of the FMP would result in no impact. As detailed in the FMP EIR, the FMP is a 20-year development program that includes demolition of existing structures, construction of new structures, and rehabilitation of numerous existing structures. The FMP proposes a phased approach to future development and modernization of the existing Campus that utilizes a similar footprint. The phasing components of the FMP include near-term and long-term projects, all of which are to be implemented on the already existing Campus footprint. FMP components do not include any linear features, such as roads, walls, railroad lines, that would physically divide an established community.

Therefore, as the currently proposed project would be built within the footprint of the previously analyzed FMP, the proposed project would not divide an established community. Thus, the proposed project would not result in new significant impacts or substantially more severe impacts than were analyzed in the FMP EIR and would remain consistent with the conclusions of the FMP EIR.

- b. The FMP EIR assessed the FMP's potential to 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 and concluded that with implementation of Mitigation Measure MM BIO-8, impacts would be less than significant. As part of the FMP EIR's analysis, Table 4.9-1 under Impact #4.9-b details the City of Rocklin General Plan goals and policies from the Land Use Element, the Open Space, Conservation, and Recreation Element, and the Circulation Element that would apply to the FMP. Per the FMP EIR, buildout of the FMP would be consistent with all applicable General Plan goals and policies. While two zoning districts cover the Campus and Secret Ravine, the FMP EIR noted that the FMP would not include development in the Open Area (OA) zone, and would therefore, not be subject to OA requirements, such as obtaining a Conditional Use Permit (CUP).

As the currently proposed project would be built within the footprint of the previously analyzed FMP, the project site would include on-site native oak trees. However, the proposed project would be subject to MM BIO-8, which requires the avoidance of oak trees to the maximum extent practicable and requires the loss of oak trees to be compensated through one or more mechanisms described in the mitigation. Compliance with MM BIO-8 would ensure the proposed project would not 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, similar to the conclusion of the FMP EIR.

Based on the above, the currently proposed project would not result in new significant impacts or substantially more severe impacts than were previously analyzed in the FMP EIR. Therefore, the proposed project would remain consistent with the conclusions of the FMP EIR.

XII. MINERAL RESOURCES.		Where Impact Was Analyzed in Previous CEQA Document(s)?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
<i>Would the project:</i>					
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?	Pg. 6-1	No	No	No
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?	Pg. 6-1	No	No	No

Discussion

- a,b. Potential impacts related to mineral resources were dismissed in the FMP EIR under the Effects Not Found to be Significant section of Chapter 6, Mandatory CEQA Sections. Per the FMP EIR, records or other evidence of historical mining of minerals or gravel does not exist within the FMP footprint.

As the currently proposed project would be built within the footprint of the previously analyzed FMP, the project site would not include mineral resources of value to the region or of local importance. Based on the above, the currently proposed project would not result in new significant impacts or substantially more severe impacts than were previously analyzed in the FMP EIR. Therefore, the proposed project would remain consistent with the conclusions of the FMP EIR.

XIII. NOISE.

Would the project result in:

	Where Impact Was Analyzed in Previous CEQA Document(s)?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
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?	Pgs. 4.10-13 to 4.10-17, 4.10-20 to 4.10-21	No	No	No
b. Generation of excessive groundborne vibration or groundborne noise levels?	Pgs. 4.10-17 to 4.10-18	No	No	No
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?	Pgs. 4.10-21 to 4.10-22	No	No	No

Discussion

- a. The FMP EIR analyzed the FMP's potential to generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the City of Rocklin General Plan, noise ordinance, or applicable standards of other agencies and concluded buildout of the FMP would result in a less-than-significant impact, with implementation of Mitigation Measure MM NSE-1.

The FMP EIR's analysis of potential noise impacts associated with buildout of the FMP accounted for noise generated during construction and operations. Implementation of the FMP would generate noise during construction by the use of construction equipment. Table 4.10-8 in the FMP EIR provides the typical construction equipment that would be required to implement the FMP and the estimated sound generated by such equipment from a distance of 50 feet. Most of the listed equipment would generate an average level of 80 dB to 85 dB at 50 feet, which would be considered "annoying" to the human ear. The FMP EIR found that due to the distance between the identified construction areas of the FMP and the nearest off-site residences (more than 700 feet), shielding provided by intervening structures and topography, and elevated ambient noise levels at the nearest receivers resulting from traffic on I-80, Rocklin Road, and Sierra College Boulevard, implementation of FMP components would not result in adverse off-site construction noise effects at sensitive off-site receptors. Additionally, the EIR found that all phases of the FMP would comply with requirements in the General Plan's Noise Element. However, because buildings that would be demolished as part of implementing the FMP are located in close proximity to existing noise-sensitive buildings on Campus, the FMP EIR stipulated the incorporation of MM NSE-1, which requires time restrictions for construction activities associated with the FMP and measures to reduce exposure of noise-sensitive Campus buildings to noise generated by construction equipment.

Per the FMP EIR, the noise associated with the operation of FMP components would not be appreciably different from the existing noise environment once construction activities are completed. The evaluation of noise generated by on-site activities associated with FMP projects is limited to construction noise and noise generated by traffic on surrounding

roads. To assess off-site traffic noise impacts as a result of the FMP at full buildout, existing and future traffic noise levels were predicted in the FMP EIR for the local area roadways, both with and without traffic generated by implementation of the FMP. Existing noise levels and the noise level increases resulting from FMP buildout were compared and assessed relative to the City of Rocklin's General Plan noise policies. The FMP EIR displays the results in Table 4.10-9, which compares the Existing and Existing Plus Project traffic noise levels, and Table 4.10-10, which compares the Cumulative and Cumulative Plus Project traffic noise levels. Using the standards included in the City's General Plan, of the 14 roadway segments evaluated, the increase in noise as a result of buildout of the FMP was not found to be substantial on any roadway segments, relative to the significance criteria cited in the FMP EIR. As a result, the FMP EIR determined that FMP-generated traffic would not result in significant off-site traffic noise impacts.

The currently proposed project would be constructed within the footprint of the previously analyzed FMP and subject to MM NSE-1. Since the FMP EIR's adoption, new sensitive receptors have not been implemented within 700 feet of the project site. Although the currently proposed project would include an additional 10,605 gsf of building space than was originally planned for the new Science Building in the FMP EIR, such an increase would not result in a substantial increase in vehicular traffic to the extent that the FMP EIR's conclusion would be altered. As later discussed in Section XVII, Transportation, of this Initial Study, based on trip generation rates published by the Institute of Transportation Engineers' (ITE) *Trip Generation Handbook, 9th Edition*, such an increase in gsf would equate to approximately 291 new vehicle trips. The FMP EIR previously determined buildout of the FMP would result in 11,930 new daily trips. Therefore, the minor increase in trips associated with the currently proposed project would represent only a 2.3 percent increase in daily trips from what had been previously determined in the FMP EIR. Such a small amount would not constitute a significant increase to the extent that noise generated by traffic associated with the currently proposed project would be significantly greater than what was previously analyzed in the FMP EIR.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts than what were previously analyzed in the FMP EIR. Therefore, the proposed project would be consistent with the conclusions of the FMP EIR.

- b. The FMP EIR analyzed the FMP's potential to result in the generation of excessive groundbourne vibration or groundbourne noise levels and concluded buildout of the FMP would result in a less-than-significant impact. The effects of groundborne vibration include movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. The FMP EIR determined that high impact-related construction activities that result in the creation of the greatest groundborne vibration and noise levels would not occur from buildout of the FMP. The most intensive vibration would occur during demolition of existing buildings, but according to the FMP EIR, sensitive receptors are not located near the demolition sites. Per the Environmental Noise Analysis prepared for the FMP EIR, the sensitive areas of the FMP site are not appreciably affected by existing vibration sources, nor does the FMP propose appreciable sources of vibration.

The currently proposed project would be constructed within the footprint of the previously analyzed FMP. As established by the FMP EIR, although groundbourne vibration would occur during demolition of existing on-site structures, sensitive receptors are not located near the project site. Temporary construction noise generation associated with the

proposed project would not be out of character from similar noise generated from on-going surrounding traffic. Additionally, as noted previously, since the FMP EIR's adoption, new sensitive receptors have not been implemented within 700 feet of the project site.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts than what were previously analyzed in the FMP EIR. Therefore, the proposed project would be consistent with the conclusions of the FMP EIR.

- c. As previously established, because the Campus is not located within two miles of an airport, within an airport land use plan, or within the vicinity of a private airstrip, the FMP EIR concluded buildout of the FMP would result in no impact related to exposure to excessive noise levels 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.

As an airport has not been constructed within two miles of the FMP footprint since the adoption of the FMP EIR, the currently proposed project, which would be constructed within the footprint of the previously analyzed FMP, would not be located within an airport land use plan or within two miles of a public or private airport.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts beyond what were analyzed in the FMP EIR. Thus, the proposed project is consistent with the conclusions of the FMP EIR.

XIV. POPULATION AND HOUSING.

Would the project:

	Where Impact Was Analyzed in Previous CEQA Document(s)?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	Pgs. 4-11.3 to 4-11.4	No	No	No
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Pgs. 4.11-4 to 4.11-5	No	No	No

Discussion

- a. Following an analysis on the potential for buildout of the FMP to induce substantial population growth in an area, either directly or indirectly, the FMP EIR concluded the FMP would result in a less-than-significant impact. As noted in the FMP EIR, the City of Rocklin General Plan EIR analyzed the anticipated population and housing impacts that would occur as a result of the mixed urban development contemplated by the General Plan. The FMP was designed to serve a maximum projected enrollment of 22,500. The 22,500-student enrollment capacity for the Campus was established by the District Board as a reasonable growth goal, consistent with the student enrollment assumed in the City of Rocklin General Plan at full build-out.

The currently proposed project would be constructed within the footprint of the previously analyzed FMP. As part of the FMP, the proposed project would be implemented to help meet the 22,500-student capacity anticipated by the College, in part, through replacing the current science building, which cannot meet the existing needs demanded by students in the College's science programs. Therefore, the proposed project would be implemented to meet the needs of the existing student population as well as the future student capacity that has already been anticipated by the City of Rocklin and the College. The proposed project would be implemented in a developed area and would not include the extension of major infrastructure.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts beyond what were analyzed in the FMP EIR. Thus, the proposed project is consistent with the conclusions of the FMP EIR.

- b. The currently proposed project would be constructed within the footprint of the previously analyzed FMP and would be implemented to meet the needs of the existing student population, as well as the future student capacity that has already been anticipated by the City of Rocklin and the College. The proposed project includes the demolition of existing Campus buildings, none of which provide student housing. Therefore, the proposed project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts beyond what were analyzed in

the FMP EIR. Thus, the proposed project is consistent with the conclusions of the FMP EIR.

XV. PUBLIC SERVICES.

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:

	Where Impact Was Analyzed in Previous CEQA Document(s)?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
a. Fire protection?	Pgs.	No	No	No
b. Police protection?	4.15-17	No	No	No
c. Schools?	to	No	No	No
d. Parks?	4.15-23	No	No	No
e. Other Public Facilities?		No	No	No

Discussion

a-e. The FMP EIR analyzed the potential for buildout of the FMP to result in substantial adverse physical impacts related to fire protection, police protection, schools, parks, and other public facilities and concluded that a less-than-significant impact would occur. Near-term and long-term projects would also be required to install appropriate fire suppression systems in accordance with the Uniform Fire Code and would result in growth already anticipated by the City of Rocklin in the General Plan. Regarding future growth, the FMP EIR found that students and employees of the Campus could require the services of the Rocklin Fire Department in the event of an emergency. Per the FMP EIR, the Fire Department's average response time to all incidents is 5 minutes and 31 seconds. The FMP footprint is located within an existing fire protection service area, with the nearest fire station, Fire Station 23, located at 4060 Rocklin Road, approximately one mile east of the Campus. Based on the above, the FMP EIR concluded buildout of the FMP would not require the construction or expansion of any fire department facilities that have not already been disclosed in the General Plan EIR.

With respect to police protection, the FMP EIR noted that the Campus is served by on-site security personnel and the Rocklin Police Department, headquartered at 4080 Rocklin Road, approximately one mile west of the long-term FMP project sites. Regarding long-term projects, the FMP EIR acknowledged that development of long-term projects could slightly increase demand for police services. However, because the FMP is in compliance with the growth projections specified in the City of Rocklin General Plan, the long-term projects would not result in an increased residential population. Therefore, the FMP EIR concluded that the existing and future Rocklin Police Department staff levels would be sufficient to meet the demands of the FMP at full buildout.

With respect to schools, three schools within the City of Rocklin are located less than 1.5 miles from the Campus, which includes Sierra Elementary School to the south, and Springview Middle School and Rocklin Elementary School to the west of I-80. The FMP EIR concluded the FMP would not result in residential development or an increase in residential population that would increase demand on existing school facilities or negatively affect the acceptable service ratios of existing schools. Implementation of the

FMP would be in compliance with the growth projections included in the City of Rocklin General Plan.

With respect to parks, the FMP EIR determined that implementation of the FMP would not result in an increased residential population that would increase demand on existing park facilities or negatively affect the acceptable service ratios of existing parks. Implementation of the FMP would include the addition of new and upgraded recreational facilities on-campus, providing additional recreational opportunities to serve the growing student and faculty population.

With respect to other public facilities, the FMP EIR noted that other public facilities would include libraries and other public buildings and services provided by the City of Rocklin. Other public facilities would include those offered by the College, as the Campus serves the local residents, and provides library, recreational, and other services for students. As such, the FMP EIR concluded implementation of the FMP would not increase the use of the municipal services in the City of Rocklin or other nearby communities.

The currently proposed project would be constructed within the footprint of the previously analyzed FMP. While the proposed Science Building would be approximately 10,605 gsf larger than the Phase 1 Science Building considered in the FMP EIR, the potential increased number of students generated by the proposed project would not exceed the projected enrollment capacity of 22,500 students assumed for the FMP. Any potential increase in student generation could be accommodated by the additional building space and would not require the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts beyond what were analyzed in the FMP EIR. Thus, the proposed project is consistent with the conclusions of the FMP EIR.

XVI. RECREATION. <i>Would the project:</i>	Where Impact Was Analyzed in Previous CEQA Document(s)?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information 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?	Pg. 4.12-6	No	No	No
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?	Pgs. 4.12-6 to 4.12-8	No	No	No

Discussion

- a,b. The FMP EIR analyzed the potential for buildout of the FMP to 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 and concluded a less-than-significant impact would occur. As detailed in the FMP EIR, the FMP would not increase the use of existing parks or recreational facilities. The FMP was designed to meet the needs of a projected enrollment of 22,500 students, consistent with the student enrollment assumed in the City of Rocklin General Plan at full buildout. The General Plan has already accounted for the increased need for additional neighborhood and regional parks and other recreational facilities to accommodate future growth projections that included the maximum projected enrollment at the Campus. Additionally, the Campus currently has open space and recreational facilities for the student and staff population, and the FMP would improve, modernize, and expand Campus recreational facilities to address the anticipated increase in student population.

The currently proposed project would be constructed within the footprint of the previously analyzed FMP. While the proposed Science Building would be approximately 10,605 gsf larger than the Phase 1 Science Building considered in the FMP EIR, the potential increase in the number of students generated by the proposed project would not exceed the projected enrollment capacity of 22,500 students assumed for the FMP. Any potential increase in student generation could be accommodated by the additional building space and would not result in the substantial physical deterioration of recreational facilities, nor require the construction or expansion of recreational facilities.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts beyond what were analyzed in the FMP EIR. Thus, the proposed project is consistent with the conclusions of the FMP EIR.

XVII. TRANSPORTATION. <i>Would the project:</i>	Where Impact Was Analyzed in Previous CEQA Document(s)?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	Pgs. 4.13-23 to 4.13-40	No	No	No
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	N/A	No	No	Yes
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Pg. 4.13-41	No	No	No
d. Result in inadequate emergency access?	Pg. 4.13-41 to 4.13-42	No	No	No

Discussion

- a,b. The FMP EIR performed a level of service (LOS) analysis for several roadway segments and intersections within the project vicinity.

The law has changed with respect to how transportation-related impacts may be addressed under CEQA. Traditionally, lead agencies used LOS to assess the significance of such impacts, with greater levels of congestion considered to be more significant than lesser levels. Mitigation measures, such as those stipulated in the FMP EIR to address transportation impacts, typically took the form of capacity-increasing improvements, which often had their own environmental impacts (e.g., to biological resources). Depending on circumstances, and an agency's tolerance for congestion (e.g., as reflected in its general plan), LOS D, E, or F often represented significant environmental effects. In 2013, however, the Legislature passed legislation with the intention of ultimately doing away with LOS in most instances as a basis for environmental analysis under CEQA. Enacted as part of Senate Bill 743 (2013), PRC Section 21099, subdivision (b)(1), directed the Governor's Office of Planning and Research (OPR) to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed CEQA Guidelines addressing "criteria for determining the significance of transportation impacts of projects within transit priority areas. Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. In developing the criteria, [OPR] shall recommend potential metrics to measure transportation impacts that may include, but are not limited to, vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated. The office may also establish criteria for models used to analyze transportation impacts to ensure the models are accurate, reliable, and consistent with the intent of this section."

Subdivision (b)(2) of Section 21099 further provides that "[u]pon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion *shall not be considered a significant impact on the environment* pursuant to [CEQA], except in locations specifically identified in the guidelines, if any." (Italics added.)

Pursuant to Senate Bill 743, the Natural Resources Agency promulgated CEQA Guidelines Section 15064.3 in late 2018. It became effective in early 2019. Subdivision (a) of that section provides that “[g]enerally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, ‘vehicle miles traveled’ refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project’s effect on automobile delay shall not constitute a significant environmental impact.”¹⁰

Subdivision (c) of Section 15064.3 (Applicability) states that “[t]he provisions of this section shall apply prospectively *as described in Section 15007*. A lead agency may elect to be governed by the provisions of this section immediately. Beginning on July 1, 2020, the provisions of this section shall apply statewide.” (Italics added)

CEQA Guidelines Section 15007, subdivision (b), provides that “[a]mendments to the Guidelines apply *prospectively only*. New requirements in amendments will apply to steps in the CEQA process not yet undertaken by the date when agencies must comply with the amendments.” Subdivision (c) adds that “[i]f 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.” (Italics added.)

These provisions, read together with section 15064.3, subdivision (c), make it clear that the vehicle miles travelled (VMT) requirement did not apply to Draft EIRs issued before July 1, 2020. And where a Draft EIR has been issued prior to July 1st, the Final EIR need not address the issue either. This position was articulated by Jeannie Lee, legal counsel in the Governor’s Office of Planning and Research, in publicly broadcast webcasts in 2020.

In *Citizens for Positive Growth & Preservation v. City of Sacramento* (2019) 43 Cal.App.5th 609, 625-626 (*Citizens for Positive Growth*), the Court of Appeal refused to address the merits of a pending CEQA appeal involving the sufficiency of an EIR’s LOS-based analysis of transportation-related impacts. The court found that this particular challenge was moot, in that, if the court were to find problems with the analysis and remand the matter back to the respondent city, the city would be under no obligation to undertake additional LOS-based analysis. After noting that Section 15064.3 was “[t]he regulation was promulgated, in part, pursuant to section 21099 and certified by the Secretary of the Natural Resources Agency before being approved by the Office of Administrative Law on December 28, 2018,” the court reasoned as follows:

“In mandamus proceedings like this one, ‘the law to be applied is that which is current at the time of judgment in the appellate court.’ [Citations.] Under section 21099, subdivision (b)(2), existing law is that ‘automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic

¹⁰ Subdivision (b)(2) of section 15064.3 (“transportation projects”) provides that “[t]ransportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.”

congestion shall not be considered a significant impact on the environment” under CEQA, except for roadway capacity projects. Accordingly, the 2035 General Plan’s impacts on LOS (i.e., automobile delay) cannot constitute a significant environmental impact, as Citizens argues, rendering Citizens’s traffic impacts argument moot.”

In short, as of December 28, 2018, “automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment” under CEQA, except for roadway capacity projects. Thus, the former obligation under CEQA to address LOS in transportation analyses ceased to exist as of that date, except (at agencies’ discretion) with respect to transportation projects. EIRs for land use projects such as the Science Building Project are therefore not required to address LOS issues, and “automobile delay,” as described in terms of LOS, “shall not be considered a significant impact on the environment.” Even if this Modified Initial Study was required to analyze LOS for the modified project, the proposed project’s increase in vehicle trips compared to what was previously anticipated for the site in the FMP EIR of approximately 291 daily trips would not be sufficient to increase traffic on area roadways and intersections such that the conclusions within the FMP EIR would change.

The court in *Citizens for Positive Growth* also emphasized that “CEQA Guidelines section 15064.3 is prospective” and did not require lead agencies to undertake VMT analysis until July 1, 2020. (43 Cal.App.5th at p. 626.) As noted above, even as of that date, the VMT requirement only applied to projects for which draft EIRs (or negative declarations) had not yet been issued. This Initial Study checklist, prepared pursuant to CEQA Guidelines Section 15168(c), represents a very late stage in the CEQA process that follows long after the issuance of a draft program EIR. The new VMT requirement, then, does not apply to this Initial Study checklist. Here, the EIR at issue was certified in 2019, more than a year before the VMT requirement took effect statewide.

In light of the foregoing, the College is not required to consider, and indeed may not consider under CEQA, the extent to which the changes in traffic circumstances have affected the LOS analysis performed in the FMP EIR. Because LOS shall no longer be considered a significant impact on the environment, and since VMT analysis is not required for this Initial Study checklist prepared to evaluate if the proposed project is within the scope of activities of a program EIR that was issued in draft form prior to July 1, 2020, additional traffic analysis is not required for this Initial Study. Even if this checklist was required to analyze VMT for the modified project, there would be a minimal increase in VMT attributable to the increase building size from 50,000 gsf to 60,605 gsf.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts beyond what were analyzed in the FMP EIR. Thus, the proposed project is consistent with the conclusions of the FMP EIR.

- c. The FMP EIR analyzed the potential of the FMP to substantially increase hazards due to a design feature or incompatible use and concluded that the FMP would result in no impact. As detailed in the FMP EIR, buildout of the FMP requires improvements to roads in order to accommodate the increased growth on Campus. Improvements would be designed to applicable standards for motorists, bicyclists, and pedestrians. The Campus is surrounded by existing urban uses and is currently compatible with the Campus’

surroundings. Therefore, the FMP EIR concluded implementation of the FMP would not change the baseline condition regarding compatibility with surrounding land uses.

The currently proposed project would be constructed within the footprint of the previously analyzed FMP. The proposed project would not include construction of roadways that could contain a hazardous design feature such as sharp curves or dangerous intersections. The proposed project would also not include incompatible uses.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts beyond what were analyzed in the FMP EIR. Thus, the proposed project is consistent with the conclusions of the FMP EIR.

- d. The FMP EIR analyzed the potential for buildout of the FMP to result in inadequate emergency access and concluded a less-than-significant impact would occur. As explained in the FMP EIR, the Rocklin Fire Department provides fire protection and emergency response services to the FMP area. With three stations located throughout the City of Rocklin, Fire Station 23 at 4060 Rocklin Road is the closest to the FMP site, approximately one mile east. Access to the Campus is provided along Rocklin Road, west of I-80. Emergency vehicles from Fire Station 23 would require less than a five-minute drive to access the FMP site through either of the two signalized accesses on Rocklin Road. Emergency vehicle pre-emption devices are present at traffic signals along the route. The Campus is also served by the Rocklin Police Department. Patrol officers respond to all emergency and most nonemergency requests for traffic enforcement, crime reports, vehicle accidents, disturbance/noise issues, suspicious persons, parking, and most problems involving public safety and community care-taking. The Rocklin Police Department is headquartered at 4080 Rocklin Road, approximately one mile west of the Campus. With implementation of the FMP, the FMP EIR determined that site access improvements would provide for enhanced vehicular egress from the Campus, relative to current conditions. Improved access would be particularly true along Rocklin Road, where Campus Drive would be widened to include additional egress lanes onto Rocklin Road. Additionally, a third point of access would be constructed on Rocklin Road to enhance egress during an emergency.

The currently proposed project would be constructed within the footprint of the previously analyzed FMP. As such, the project site would be located in close proximity to fire protection and police protection services. Because the project site would not be located immediately adjacent to Rocklin Road or Sierra College Boulevard, construction activities associated with the proposed project would not impact access to the College by way of the aforementioned roadways, as the roadways would be used only to transport construction related vehicles and equipment to and from the project site. Construction vehicles and equipment would be staged in areas that do not block emergency access to the project site or greater campus areas. Additionally, construction activities would only be temporary.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts beyond what were analyzed in the FMP EIR. Thus, the proposed project is consistent with the conclusions of the FMP EIR.

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:

	Where Impact Was Analyzed in Previous CEQA Document(s)?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
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).	Pgs. 4.14-7 to 4.14-8	No	No	No
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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Pgs. 4.14-8 to 4.14-9	No	No	No

Discussion

- a,b. The FMP EIR analyzed the potential for buildout of the FMP to cause a substantial adverse change in the significance of a tribal cultural resource listed or eligible for listing in the CRHR or in a local register of historical resources or a resource determined by the lead agency to be significant and concluded that a less-than-significant impact would occur, with implementation of Mitigation Measures MM CUL-1 and MM CUL-4. As detailed in the FMP EIR, a Cultural Resources Inventory Report prepared for the FMP project did not identify surface-level tribal cultural resources within the FMP footprint. However, because the Secret Ravine drainage was an area of intensive use both historically and prehistorically, the FMP EIR determined significant buried tribal cultural resources could be encountered during ground-disturbing activities. Additionally, the FMP EIR noted that the NAHC was contacted as part of vetting the FMP footprint for tribal cultural resources. Tribal contacts provided by the NAHC subsequently indicated that although tribal cultural resources have not been identified within the FMP site, tribe members indicated the area is highly sensitive for tribal cultural resources. As a result, the FMP EIR required implementation of MM CUL-1 and MM CUL-4, which reduce impacts to cultural resources, including tribal cultural resources, in the event that said resources are uncovered during construction.

The currently proposed project would be constructed within the footprint of the previously analyzed FMP. The proposed project would include ground-disturbing activities as part of foundational work and trenching for new utilities infrastructure. However, this disturbance was already considered in the FMP EIR, with the exception of the approximately 10,605

gsf of additional building space. However, all construction would occur in previously disturbed areas, thus, minimizing the potential for inadvertent discovery of unknown tribal cultural resources. In addition, the proposed project would be subject to MM CUL-1 and MM CUL-4, which would reduce impacts to tribal cultural resources in the event that said resources are discovered during construction.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts beyond what were analyzed in the FMP EIR. Thus, the proposed project is consistent with the conclusions of the FMP EIR.

XIX. UTILITIES AND SERVICE SYSTEMS.		Where Impact Was Analyzed in Previous CEQA Document(s)?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
<i>Would the project:</i>					
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?	Pgs. 4.15-23 to 4.15-25	No	No	No
b.	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Pg. 4.15-26	No	No	No
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?	Pgs. 4.15-26 to 4.15-27	No	No	No
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?	Pg. 4.15-27 to 4.15-28	No	No	No
e.	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Pg. 4.15-29	No	No	No

Discussion

- a,c. The FMP EIR assessed the potential for buildout of the FMP to 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 and concluded that with incorporation of Mitigation Measure MM HYD-1, impacts would be less than significant. The FMP EIR noted that current water infrastructure, a 10-inch treated water main located in Rocklin Road, is sufficient for FMP components through 2037, and that any minor water system improvements needed in support of FMP implementation, on-site or off-site, could be coordinated under Facilities Agreements. Furthermore, the FMP EIR detailed that the PCWA estimated that the FMP would reduce raw water demand on the campus by approximately 10 percent through the addition of approximately six acres of hardscape, currently irrigated by raw water. Based on the above information, the FMP EIR concluded the FMP would not require or result in the construction of new water facilities, or the expansion of existing water facilities.

With respect to wastewater, the Campus is served by a sanitary sewer collection system owned, operated, and maintained by the South Placer Municipal Utility District (SPMUD). Wastewater connections, either pumped or gravity, from campus facilities are transported through a College trunkline in Rocklin Road. Per the FMP EIR, although the trunkline has a potentially limited capacity, the trunkline has been scheduled for replacement with a larger line. Campus flows to the sewer service collection system, based upon domestic water use metering in 2017, were determined to be approximately 45,000 gallons per day, according to the FMP EIR. Flows are projected to increase to 67,500 gallons per day,

proportionate to a projected 50 percent on-site student population increase from 9,000 per day to 13,500 per day, over the course of the 20-year FMP. Such a limited increase in water usage, and related wastewater discharges, would be the result of major and continuing campus water use reduction programs and facilities. Wastewater treatment is provided to SPMUD-transported wastewater by the South Placer Wastewater Authority (SPWA) Dry Creek Wastewater Treatment Plant (Dry Creek WWTP), operated by the City of Roseville. The Dry Creek WWTP is a tertiary treatment facility with a capacity of 18 million gallons per day. Per the FMP EIR, Dry Creek WWTP officials, in response to the projected increase in flow from the Campus over the next 20 years, concluded that such an increase would be less than significant.

With respect to stormwater, all stormwater drainage facilities on the Campus are maintained by the College and adhere to appropriate design standards. If new stormwater drainage facilities or expansion of existing facilities are required, the College would continue to adhere to the appropriate design standards. Because long-term projects could result in the need for new stormwater drainage facilities or expansion of existing facilities, the FMP EIR required the incorporation of MM HYD-1.

Through existing infrastructure, electrical and natural gas services are provided by PG&E to the Campus. PG&E is required by the California Public Utilities Commission (CPUC) to update the existing systems to meet any additional demand from new development. PG&E builds infrastructure on an as-needed basis and now requires the developer to pay the costs of reconstruction or replacement of overhead transmission facilities, if needed, to serve new development. According to the FMP EIR, much of PG&E's local capacity has been used recently at a faster rate than anticipated due to recent land developments in the City of Rocklin. However, PG&E typically feeds power to new development and would build in new infrastructure, as needed.

The currently proposed project would be constructed within the footprint of the previously analyzed FMP. Based on the analysis of the FMP EIR, which included an assessment of the FMP's utilities needs at buildout, the proposed project would not require or result in the construction of new water facilities, or the expansion of existing water facilities. Increased wastewater flows as a result of the proposed project would represent only an incremental contribution to the overall increase in wastewater flows resulting from buildout of the FMP, which the FMP EIR concluded would not represent a significant impact. The proposed project would also be serviced by PG&E for electricity and natural gas and various telecommunications providers. Although the currently proposed project would include an additional 10,605 gsf of building space than was originally planned for the new Science Building in the FMP EIR, such an increase would not alter conclusions of the FMP EIR.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts beyond what were analyzed in the FMP EIR. Thus, the proposed project is consistent with the conclusions of the FMP EIR.

- b. The FMP EIR analyzed the FMP's potential impacts on water supplies to determine if sufficient water supplies would be available to serve the FMP from existing entitlements and resources, or if new or expanded entitlements would be needed and concluded buildout of the FMP would result in a less-than-significant impact. The College estimated that on an average Monday-through-Thursday basis, 9,420 students and staff would be

on campus daily at any one time, upon full buildout of the FMP. Buildout of the FMP was included in PCWA's 2015 UWMP as having a treated water demand of 84 acre-feet per year (AFY) and an unchanged raw water demand. Per the FMP EIR, metered potable water usage for the Campus in 2017 totaled 11,506,000 million gallons, or 35.3 AFY. The WSA prepared for the FMP determined that with the planned 57 percent increase in students over 20-year timeframe estimated for the FMP, demands would increase by 50 percent, bringing the estimated demand to 52.9 AFY. Given that the projected demand in the WSA is less than the value assumed in the 2015 UWMP, the FMP EIR concluded sufficient water supplies exists to meet the needs of the FMP.

The currently proposed project would be constructed within the footprint of the previously analyzed FMP. Although the currently proposed project would include an additional 10,605 gsf of building space than was originally planned for the new Science Building in the FMP EIR, the potential increase in the number of students generated by the proposed project would not exceed the projected enrollment capacity of 22,500 students assumed for the FMP. Thus, the conclusions of the FMP EIR would not be altered, particularly when additionally factoring in water-saving measures that would be implemented as part of the proposed project, such as water-efficient fixtures, faucets, and devices and natural and native planting materials to minimize, if not eliminate, irrigation demand. Furthermore, the PCWA's UWMP conservatively overestimated the water demand associated with buildout of the FMP and still concluded adequate water supply would be available. Therefore, the excess water demand anticipated and planned for the FMP would be sufficient to adequately compensate for the minor increase in water demand that may be attributable to the additional 10,605 gsf of building space proposed for the new Science Building.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts beyond what were analyzed in the FMP EIR. Thus, the proposed project is consistent with the conclusions of the FMP EIR.

- d,e. The FMP EIR analyzed the landfill capacity available to serve the FMP's solid waste disposal needs and the FMP's compliance with federal, State, and local statutes and regulations related to solid waste and concluded buildout of the FMP would result in a less than significant impact. As detailed in the FMP EIR, the existing campus facilities produce an estimated total of 925 tons of solid waste each year, 59 percent, or 550 tons, of which is recycled. Based on this number, the FMP EIR determined that 2.5 tons of solid waste was produced per day by using the daily baseline Campus population of 6,000 students and staff. Assuming maximum student enrollment at full buildout of the FMP, the FMP EIR found that total daily solid waste and recyclable production would be approximately 3.9 tons per day, with 59 percent thereof recycled, resulting in 1,423.5 tons per year.

The Western Placer Waste Management Authority (WPWMA) provides recycling and waste disposal services to "Participating Agencies," including the City of Rocklin. Solid waste produced from the Campus is transported and transferred by a private contractor to the Western Regional Sanitary Landfill, a 281-acre Class II and III waste disposal facility, and adjacent recycling facility, owned and operated by the WPWMA. Per the FMP EIR, the landfill has been estimated by the California Integrated Waste Management Board to have sufficient capacity to accept permitted daily waste flows of 1,900 tons per day with a capacity projected to extend to 2058. The Campus' waste constitutes about one percent of the total solid waste delivered to the landfill and materials recovery facility (MRF); therefore, the landfill would be little affected by the 1.4-ton-per-day increase in

solid waste. In addition, the WPWMA has 465 acres of land adjacent to the disposal facility which could be permitted in the future for landfill usage. Implementation of the FMP would also generate construction waste for FMP projects in the near-term and long-term. Construction waste would be recycled to the extent possible, with waste then transported to the MRF and landfill. Based on the above, the FMP EIR concluded the WPWMA has adequate capacity to serve the existing and future campus facilities as established in the FMP. Finally, approximately 59 percent of all solid waste recovered from the Campus was recycled in 2017, which the FMP EIR determined to be in compliance with recycling requirements and regulations.

Based on the FMP EIR's analysis of buildout of the FMP, existing capacity at the Western Regional Sanitary Landfill and MRF would accommodate the solid waste disposal and recycling needs of the currently proposed project, including the increased square footage of approximately 10,605 gsf, which would be constructed within the footprint of the previously analyzed FMP. While the proposed Science Building would be approximately 10,605 gsf larger than the Phase 1 Science Building considered in the FMP EIR, the potential increase in the number of students generated by the proposed project would not exceed the projected enrollment capacity of 22,500 students assumed for the FMP. Thus, solid waste generation would not occur in excess of what has already been anticipated for the site. In accordance with the recycling requirements and regulations to which the College already complies, solid waste generated as part of construction and operation of the proposed project would be recycled to the maximum extent possible.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts beyond what were analyzed in the FMP EIR. Thus, the proposed project is consistent with the conclusions of the FMP EIR.

XX. WILDFIRE.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Where Impact Was Analyzed in Previous CEQA Document(s)?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	Pgs. 4.7-18 to 4.7-19	No	No	No
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?	Pg. 4.1-1	No	No	No
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?	Pgs. 4.15-18 to 4.15-20	No	No	No
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?	Pgs. 4.5-13 and 4.8-24 to 4.8-26	No	No	No

Discussion

a-d. Wildfire is an environmental issue area included in CEQA Guidelines Appendix G, subsequent to the approval of the FMP EIR. As such, the FMP EIR did not include an analysis specifically dedicated to wildfire; however, the FMP EIR analyzed the FMP's potential impacts related to wildfires throughout various discussions. As previously discussed in Section IX, Hazards and Hazardous Materials, of this Initial Study, buildout of the FMP would be implemented in accordance with the College's EOP, which covers significant incidents or disasters and is designed to protect lives and property through effective use of available personnel and resources during emergency operations. The plan provides direction on a variety of emergency situations. As property to the north and west of the Campus consists of heavily forested oak grassland, in the event of a fire, the campus would follow the instructions in the Fire and Explosion section of the EOP, with evacuation the first priority, followed by fighting the fire.

The FMP EIR noted that the City of Rocklin is surrounded on the west and south by moderate fire hazard severity zones, per CAL FIRE. The topography of the FMP footprint varies from flat ground toward the southeast edge of the site to slopes of over 20 percent leading down to the Secret Ravine Creek. Development of FMP components would avoid Secret Ravine and the creek's associated drainage areas. Therefore, the development areas within the FMP footprint would not be subject to wildfire risks due to slopes associated with Secret Ravine. In recognition of the open areas of the City of Rocklin with substantial grasslands or woodlands, the City encourages managed grazing of goats and sheep to reduce vegetation, a program in which the College participates. Goat herds also clear the weeds and grasses to establish a firebreak of at least 100 feet in width on the north side of the service road. The College also contracts periodically with CAL FIRE to bring in crews to clean out the dead wood in the nature area.

As discussed in Section XV, Public Services, of this Initial Study, improvements to the service road as part of the near-term projects would increase fire protection by realigning the roadway closer to the Campus core in many areas, providing increased access for emergency response vehicles within the Campus. Near-term and long-term projects implemented as part of the FMP would also be required to install appropriate fire suppression systems in accordance with the Uniform Fire Code. Additionally, the FMP footprint is located within an existing fire protection service area, with the Rocklin Fire Department's nearest fire station, Fire Station 23, located at 4060 Rocklin Road, approximately one mile east of the Campus.

As discussed in Section X, Hydrology and Water Quality, of this Initial Study, the FMP footprint is located in an Area of Minimal Flood Hazard as designated by FEMA. Therefore, the FMP footprint is not at risk of floods. As discussed in Section VII, Geology and Soils, of this Initial Study, while the FMP EIR concluded the possibility exists for landslides to occur within the FMP site as a result of erosion, slope weakening through saturation, or stresses by earthquakes that make slopes fail, the project site is generally level such that these conclusions are not applicable.

Based on the analysis of the FMP EIR, as the currently proposed project would be constructed within the footprint of the previously analyzed FMP, the project would be implemented in accordance with the College's EOP, ensuring satisfactory emergency evacuation routes are provided as part of the project's design. The project site would be located away from Secret Ravine, thereby preventing exposure to exacerbated wildfire risks due to slope, prevailing winds, and other factors. The proposed project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Finally, as established, the project site is in an Area of Minimal Flood Hazard and is not subject to landslides. Therefore, impacts related to wildfire would be less than significant.

XXI.MANDATORY FINDINGS OF SIGNIFICANCE.

	Where Impact Was Analyzed in Previous CEQA Document(s)?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
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?	N/A	No	No	No
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)?	N/A	No	No	No
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	N/A	No	No	No

Discussion

- a. As discussed in Section IV, Biological Resources, of this Modified Initial Study, the potential exists for pallid and Townsend's bat, Swainson's hawk, and migratory birds and other raptors to occur on or adjacent to the project site. However, the College would require, as conditions of approval, compliance with the applicable mitigation measures contained in the FMP EIR, including, but not necessarily limited to, Mitigation Measures MM BIO-3 through MM BIO-6. Compliance with all application mitigation measures would ensure that potential adverse effects to such species are minimized. Additionally, the College would require compliance with MM BIO-8 to ensure potential adverse effects to oak trees are minimized. Finally, because the project site could contain unidentified historic or prehistoric resources beneath the ground surface, the proposed project would be implemented in accordance with MM CUL-1 through MM CUL-4, and impacts related to unidentified historic or prehistoric resources within the project site would be minimized during construction activities, consistent with the requirements of CEQA.

Considering the above, the proposed project would not: 1) degrade the quality of the environment; 2) substantially reduce or impact the habitat of fish or wildlife species; 3) cause fish or wildlife populations to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history or prehistory. Impacts associated with such resources have been adequately addressed and would not change from what was identified in the FMP EIR, and the criteria for requiring further CEQA review are not met.

- b. The proposed project was generally included in the future development assumptions evaluated in the FMP EIR. As part of the cumulative analysis, the FMP EIR included a total of 37 completed and approved projects and other pending probable future development in the FMP vicinity, determined as having the potential to interact with buildout of the FMP to the extent that a significant cumulative effect might be expected to occur (see Table 5-1 on pg. 5-4 of the Revised Draft EIR). Figure 8 shows the locations of the cumulative projects. The FMP EIR concluded that cumulative impacts to cultural resources, GHG emissions, noise, and transportation would be significant and unavoidable. For those impacts determined to be significant in an EIR, CEQA Section 15162 allows for future environmental documents to limit examination of environmental effects to substantial changes in a proposed project that would require major revisions of the previous EIR to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

The currently proposed project would include construction of a 60,605-sf Science Building, as compared to the previously anticipated 50,000-sf Science Building evaluated in the FMP EIR. The increase in building square footage would be only an incremental increase compared to the overall cumulative development assumed in the cumulative analysis of the FMP EIR and would not be substantial such that the conclusions of the FMP EIR would change. Therefore, the currently proposed project would not result in new significant impacts or substantially more severe impacts than were previously analyzed in the FMP EIR, and further analysis is not required in this Initial Study.

- c. As described in this Initial Study, the proposed project would not cause substantial effects to human beings, including effects related to exposure to air pollutants, geologic hazards, hazardous materials, and excessive noise, beyond those effects previously analyzed as part of the FMP EIR. Therefore, further analysis is not required in this Initial Study.

Figure 8
FMP EIR Locations of Cumulative Projects



G. SOURCES

Due to concerns related to COVID-19, all Sierra College campuses and locations are only open to students taking specific labs or specialty courses and essential personnel. All technical reports and modeling results prepared for the project analysis are available upon request through the College's Facilities Division at <https://www.sierracollege.edu/about-us/offices/admin-services/facilities-division.php>. The following documents are referenced information sources used for the purpose of this Modified Initial Study:

1. California Air Resources Board. *The 2017 Climate Change Scoping Plan Update*. January 20, 2017.
2. California Department of Transportation. *Scenic Highways*. Available at: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>. Accessed March 2021.
3. California Energy Commission. *2019 Building Energy Efficiency Standards*. March 2018.
4. Federal Emergency Management Agency. *FEMA Flood Map Service Center Community Panel Number 06061C0962H*. Available at: <https://msc.fema.gov/portal/search?AddressQuery=-121.21354006252369%2C%2038.79177814177489#searchresultsanchor>. Accessed March 2021.
5. Fehr & Peers. *Final Transportation Impact Study for Sierra College Facilities Master Plan Update*. June 20, 2018.
6. Sacramento Area Council of Governments. *2040 Metropolitan Transportation Plan/Sustainable Communities Strategy*. Adopted November 18, 2019.
7. Sierra Joint Community College District. *Sierra College Rocklin Campus Facilities Master Plan Revised Draft Environmental Impact Report*. May 2019.

APPENDIX A

AIR QUALITY AND GREENHOUSE GAS MODELING RESULTS

Sierra College Science Building - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Sierra College Science Building
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)	60.61	1000sqft	1.39	60,605.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	74
Climate Zone	2			Operational Year	2022
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 -

Land Use -

Demolition -

Water Mitigation - Water conservation strategy applied to reflect compliance with MWELO.

Table Name	Column Name	Default Value	New Value
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2.0 Emissions Summary

Sierra College Science Building - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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					
2021	0.0852	0.7051	0.6035	1.1400e-003	0.0377	0.0346	0.0724	0.0137	0.0330	0.0466	0.0000	97.0894	97.0894	0.0174	1.4800e-003	97.9653
2022	0.4055	0.9443	0.9867	1.8700e-003	0.0188	0.0432	0.0620	5.1000e-003	0.0417	0.0468	0.0000	157.8701	157.8701	0.0242	2.4300e-003	159.1992
Maximum	0.4055	0.9443	0.9867	1.8700e-003	0.0377	0.0432	0.0724	0.0137	0.0417	0.0468	0.0000	157.8701	157.8701	0.0242	2.4300e-003	159.1992

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					
2021	0.0852	0.7051	0.6035	1.1400e-003	0.0377	0.0346	0.0724	0.0137	0.0330	0.0466	0.0000	97.0893	97.0893	0.0174	1.4800e-003	97.9652
2022	0.4055	0.9443	0.9867	1.8700e-003	0.0188	0.0432	0.0620	5.1000e-003	0.0417	0.0468	0.0000	157.8700	157.8700	0.0242	2.4300e-003	159.1991
Maximum	0.4055	0.9443	0.9867	1.8700e-003	0.0377	0.0432	0.0724	0.0137	0.0417	0.0468	0.0000	157.8700	157.8700	0.0242	2.4300e-003	159.1991

Sierra College Science Building - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2021	11-30-2021	0.6038	0.6038
2	12-1-2021	2-28-2022	0.4928	0.4928
3	3-1-2022	5-31-2022	0.4869	0.4869
4	6-1-2022	8-31-2022	0.5541	0.5541
		Highest	0.6038	0.6038

2.2 Overall Operational**Unmitigated Operational**

	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					
Area	0.2648	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0800e-003	1.0800e-003	0.0000	0.0000	1.1500e-003
Energy	0.0132	0.1201	0.1009	7.2000e-004		9.1300e-003	9.1300e-003		9.1300e-003	9.1300e-003	0.0000	177.4972	177.4972	0.0101	3.3100e-003	178.7363
Mobile	0.5642	0.8690	5.1717	9.8800e-003	0.9199	0.0101	0.9300	0.2465	9.5300e-003	0.2560	0.0000	916.3843	916.3843	0.0626	0.0511	933.1887
Waste						0.0000	0.0000		0.0000	0.0000	15.9916	0.0000	15.9916	0.9451	0.0000	39.6186
Water						0.0000	0.0000		0.0000	0.0000	0.9430	2.9936	3.9366	0.0973	2.3500e-003	7.0691
Total	0.8422	0.9891	5.2732	0.0106	0.9199	0.0193	0.9391	0.2465	0.0187	0.2651	16.9346	1,096.8762	1,113.8108	1.1151	0.0568	1,158.6139

Sierra College Science Building - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	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					
Area	0.2648	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0800e-003	1.0800e-003	0.0000	0.0000	1.1500e-003
Energy	0.0132	0.1201	0.1009	7.2000e-004		9.1300e-003	9.1300e-003		9.1300e-003	9.1300e-003	0.0000	177.4972	177.4972	0.0101	3.3100e-003	178.7363
Mobile	0.5642	0.8690	5.1717	9.8800e-003	0.9199	0.0101	0.9300	0.2465	9.5300e-003	0.2560	0.0000	916.3843	916.3843	0.0626	0.0511	933.1887
Waste						0.0000	0.0000		0.0000	0.0000	15.9916	0.0000	15.9916	0.9451	0.0000	39.6186
Water						0.0000	0.0000		0.0000	0.0000	0.9430	2.6925	3.6355	0.0973	2.3400e-003	6.7650
Total	0.8422	0.9891	5.2732	0.0106	0.9199	0.0193	0.9391	0.2465	0.0187	0.2651	16.9346	1,096.5751	1,113.5097	1.1151	0.0568	1,158.3098

	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.03	0.00	0.02	0.03

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	9/28/2021	5	20	
2	Site Preparation	Site Preparation	9/29/2021	9/30/2021	5	2	
3	Grading	Grading	10/1/2021	10/6/2021	5	4	

Sierra College Science Building - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Building Construction	Building Construction	10/7/2021	7/13/2022	5	200
5	Paving	Paving	7/14/2022	7/27/2022	5	10
6	Architectural Coating	Architectural Coating	7/28/2022	8/10/2022	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: 90,908; Non-Residential Outdoor: 30,303; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
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
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36

Sierra College Science Building - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
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
Demolition	5	13.00	0.00	68.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	25.00	10.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction**3.2 Demolition - 2021****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					7.3800e-003	0.0000	7.3800e-003	1.1200e-003	0.0000	1.1200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0199	0.1970	0.1449	2.4000e-004		0.0104	0.0104		9.7100e-003	9.7100e-003	0.0000	21.0713	21.0713	5.3900e-003	0.0000	21.2060
Total	0.0199	0.1970	0.1449	2.4000e-004	7.3800e-003	0.0104	0.0178	1.1200e-003	9.7100e-003	0.0108	0.0000	21.0713	21.0713	5.3900e-003	0.0000	21.2060

Sierra College Science Building - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2021

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	2.0000e-004	6.1500e-003	1.2600e-003	2.0000e-005	5.7000e-004	8.0000e-005	6.6000e-004	1.6000e-004	8.0000e-005	2.4000e-004	0.0000	2.1157	2.1157	1.0000e-005	3.3000e-004	2.2150
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	3.9000e-004	2.9000e-004	3.4400e-003	1.0000e-005	1.0200e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.8501	0.8501	3.0000e-005	3.0000e-005	0.8585
Total	5.9000e-004	6.4400e-003	4.7000e-003	3.0000e-005	1.5900e-003	9.0000e-005	1.6900e-003	4.3000e-004	9.0000e-005	5.2000e-004	0.0000	2.9658	2.9658	4.0000e-005	3.6000e-004	3.0734

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					7.3800e-003	0.0000	7.3800e-003	1.1200e-003	0.0000	1.1200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0199	0.1970	0.1449	2.4000e-004		0.0104	0.0104		9.7100e-003	9.7100e-003	0.0000	21.0713	21.0713	5.3900e-003	0.0000	21.2060
Total	0.0199	0.1970	0.1449	2.4000e-004	7.3800e-003	0.0104	0.0178	1.1200e-003	9.7100e-003	0.0108	0.0000	21.0713	21.0713	5.3900e-003	0.0000	21.2060

Sierra College Science Building - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2021

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	2.0000e-004	6.1500e-003	1.2600e-003	2.0000e-005	5.7000e-004	8.0000e-005	6.6000e-004	1.6000e-004	8.0000e-005	2.4000e-004	0.0000	2.1157	2.1157	1.0000e-005	3.3000e-004	2.2150
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	3.9000e-004	2.9000e-004	3.4400e-003	1.0000e-005	1.0200e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.8501	0.8501	3.0000e-005	3.0000e-005	0.8585
Total	5.9000e-004	6.4400e-003	4.7000e-003	3.0000e-005	1.5900e-003	9.0000e-005	1.6900e-003	4.3000e-004	9.0000e-005	5.2000e-004	0.0000	2.9658	2.9658	4.0000e-005	3.6000e-004	3.0734

3.3 Site Preparation - 2021

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	1.5600e-003	0.0174	7.5600e-003	2.0000e-005		7.7000e-004	7.7000e-004		7.0000e-004	7.0000e-004	0.0000	1.5118	1.5118	4.9000e-004	0.0000	1.5241
Total	1.5600e-003	0.0174	7.5600e-003	2.0000e-005	6.2700e-003	7.7000e-004	7.0400e-003	3.0000e-003	7.0000e-004	3.7000e-003	0.0000	1.5118	1.5118	4.9000e-004	0.0000	1.5241

Sierra College Science Building - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2021****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	2.0000e-005	2.0000e-005	2.1000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0523	0.0523	0.0000	0.0000	0.0528
Total	2.0000e-005	2.0000e-005	2.1000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0523	0.0523	0.0000	0.0000	0.0528

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					6.2700e-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	1.5600e-003	0.0174	7.5600e-003	2.0000e-005		7.7000e-004	7.7000e-004		7.0000e-004	7.0000e-004	0.0000	1.5118	1.5118	4.9000e-004	0.0000	1.5241
Total	1.5600e-003	0.0174	7.5600e-003	2.0000e-005	6.2700e-003	7.7000e-004	7.0400e-003	3.0000e-003	7.0000e-004	3.7000e-003	0.0000	1.5118	1.5118	4.9000e-004	0.0000	1.5241

Sierra College Science Building - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2021****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	2.0000e-005	2.0000e-005	2.1000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0523	0.0523	0.0000	0.0000	0.0528
Total	2.0000e-005	2.0000e-005	2.1000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0523	0.0523	0.0000	0.0000	0.0528

3.4 Grading - 2021**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	3.6500e-003	0.0404	0.0195	4.0000e-005		1.8300e-003	1.8300e-003		1.6800e-003	1.6800e-003	0.0000	3.6208	3.6208	1.1700e-003	0.0000	3.6501
Total	3.6500e-003	0.0404	0.0195	4.0000e-005	0.0142	1.8300e-003	0.0160	6.8500e-003	1.6800e-003	8.5300e-003	0.0000	3.6208	3.6208	1.1700e-003	0.0000	3.6501

Sierra College Science Building - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2021****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	5.3000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1308	0.1308	0.0000	0.0000	0.1321
Total	6.0000e-005	4.0000e-005	5.3000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1308	0.1308	0.0000	0.0000	0.1321

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					0.0142	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	3.6500e-003	0.0404	0.0195	4.0000e-005		1.8300e-003	1.8300e-003		1.6800e-003	1.6800e-003	0.0000	3.6208	3.6208	1.1700e-003	0.0000	3.6501
Total	3.6500e-003	0.0404	0.0195	4.0000e-005	0.0142	1.8300e-003	0.0160	6.8500e-003	1.6800e-003	8.5300e-003	0.0000	3.6208	3.6208	1.1700e-003	0.0000	3.6501

Sierra College Science Building - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2021

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	5.3000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1308	0.1308	0.0000	0.0000	0.1321
Total	6.0000e-005	4.0000e-005	5.3000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1308	0.1308	0.0000	0.0000	0.1321

3.5 Building Construction - 2021

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	0.0562	0.4227	0.3999	6.8000e-004		0.0212	0.0212		0.0205	0.0205	0.0000	56.2798	56.2798	0.0101	0.0000	56.5310
Total	0.0562	0.4227	0.3999	6.8000e-004		0.0212	0.0212		0.0205	0.0205	0.0000	56.2798	56.2798	0.0101	0.0000	56.5310

Sierra College Science Building - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2021****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	9.0000e-004	0.0194	5.6800e-003	7.0000e-005	2.0200e-003	2.8000e-004	2.3100e-003	5.9000e-004	2.7000e-004	8.5000e-004	0.0000	6.3890	6.3890	4.0000e-005	9.7000e-004	6.6780
Worker	2.3200e-003	1.7100e-003	0.0205	6.0000e-005	6.0900e-003	3.0000e-005	6.1200e-003	1.6200e-003	3.0000e-005	1.6500e-003	0.0000	5.0679	5.0679	1.7000e-004	1.5000e-004	5.1179
Total	3.2200e-003	0.0211	0.0262	1.3000e-004	8.1100e-003	3.1000e-004	8.4300e-003	2.2100e-003	3.0000e-004	2.5000e-003	0.0000	11.4568	11.4568	2.1000e-004	1.1200e-003	11.7959

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	0.0562	0.4227	0.3999	6.8000e-004		0.0212	0.0212		0.0205	0.0205	0.0000	56.2797	56.2797	0.0101	0.0000	56.5309
Total	0.0562	0.4227	0.3999	6.8000e-004		0.0212	0.0212		0.0205	0.0205	0.0000	56.2797	56.2797	0.0101	0.0000	56.5309

Sierra College Science Building - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2021****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	9.0000e-004	0.0194	5.6800e-003	7.0000e-005	2.0200e-003	2.8000e-004	2.3100e-003	5.9000e-004	2.7000e-004	8.5000e-004	0.0000	6.3890	6.3890	4.0000e-005	9.7000e-004	6.6780
Worker	2.3200e-003	1.7100e-003	0.0205	6.0000e-005	6.0900e-003	3.0000e-005	6.1200e-003	1.6200e-003	3.0000e-005	1.6500e-003	0.0000	5.0679	5.0679	1.7000e-004	1.5000e-004	5.1179
Total	3.2200e-003	0.0211	0.0262	1.3000e-004	8.1100e-003	3.1000e-004	8.4300e-003	2.2100e-003	3.0000e-004	2.5000e-003	0.0000	11.4568	11.4568	2.1000e-004	1.1200e-003	11.7959

3.5 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	0.1138	0.8627	0.8781	1.5200e-003		0.0406	0.0406		0.0393	0.0393	0.0000	125.2881	125.2881	0.0218	0.0000	125.8336
Total	0.1138	0.8627	0.8781	1.5200e-003		0.0406	0.0406		0.0393	0.0393	0.0000	125.2881	125.2881	0.0218	0.0000	125.8336

Sierra College Science Building - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2022****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	1.2900e-003	0.0371	0.0111	1.4000e-004	4.5100e-003	3.4000e-004	4.8500e-003	1.3000e-003	3.3000e-004	1.6300e-003	0.0000	13.8660	13.8660	6.0000e-005	2.1000e-003	14.4926
Worker	4.7900e-003	3.3700e-003	0.0422	1.2000e-004	0.0136	7.0000e-005	0.0136	3.6100e-003	7.0000e-005	3.6700e-003	0.0000	10.9817	10.9817	3.4000e-004	3.2000e-004	11.0845
Total	6.0800e-003	0.0405	0.0533	2.6000e-004	0.0181	4.1000e-004	0.0185	4.9100e-003	4.0000e-004	5.3000e-003	0.0000	24.8477	24.8477	4.0000e-004	2.4200e-003	25.5771

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	0.1138	0.8627	0.8781	1.5200e-003		0.0406	0.0406		0.0393	0.0393	0.0000	125.2879	125.2879	0.0218	0.0000	125.8335
Total	0.1138	0.8627	0.8781	1.5200e-003		0.0406	0.0406		0.0393	0.0393	0.0000	125.2879	125.2879	0.0218	0.0000	125.8335

Sierra College Science Building - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2022****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	1.2900e-003	0.0371	0.0111	1.4000e-004	4.5100e-003	3.4000e-004	4.8500e-003	1.3000e-003	3.3000e-004	1.6300e-003	0.0000	13.8660	13.8660	6.0000e-005	2.1000e-003	14.4926
Worker	4.7900e-003	3.3700e-003	0.0422	1.2000e-004	0.0136	7.0000e-005	0.0136	3.6100e-003	7.0000e-005	3.6700e-003	0.0000	10.9817	10.9817	3.4000e-004	3.2000e-004	11.0845
Total	6.0800e-003	0.0405	0.0533	2.6000e-004	0.0181	4.1000e-004	0.0185	4.9100e-003	4.0000e-004	5.3000e-003	0.0000	24.8477	24.8477	4.0000e-004	2.4200e-003	25.5771

3.6 Paving - 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	3.4400e-003	0.0339	0.0440	7.0000e-005		1.7400e-003	1.7400e-003		1.6000e-003	1.6000e-003	0.0000	5.8848	5.8848	1.8700e-003	0.0000	5.9315
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.4400e-003	0.0339	0.0440	7.0000e-005		1.7400e-003	1.7400e-003		1.6000e-003	1.6000e-003	0.0000	5.8848	5.8848	1.8700e-003	0.0000	5.9315

Sierra College Science Building - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Paving - 2022****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	1.8000e-004	1.3000e-004	1.5900e-003	0.0000	5.1000e-004	0.0000	5.1000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4138	0.4138	1.0000e-005	1.0000e-005	0.4177
Total	1.8000e-004	1.3000e-004	1.5900e-003	0.0000	5.1000e-004	0.0000	5.1000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4138	0.4138	1.0000e-005	1.0000e-005	0.4177

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	3.4400e-003	0.0339	0.0440	7.0000e-005		1.7400e-003	1.7400e-003		1.6000e-003	1.6000e-003	0.0000	5.8848	5.8848	1.8700e-003	0.0000	5.9314
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.4400e-003	0.0339	0.0440	7.0000e-005		1.7400e-003	1.7400e-003		1.6000e-003	1.6000e-003	0.0000	5.8848	5.8848	1.8700e-003	0.0000	5.9314

Sierra College Science Building - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Paving - 2022****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	1.8000e-004	1.3000e-004	1.5900e-003	0.0000	5.1000e-004	0.0000	5.1000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4138	0.4138	1.0000e-005	1.0000e-005	0.4177
Total	1.8000e-004	1.3000e-004	1.5900e-003	0.0000	5.1000e-004	0.0000	5.1000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4138	0.4138	1.0000e-005	1.0000e-005	0.4177

3.7 Architectural Coating - 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					
Archit. Coating	0.2809					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0200e-003	7.0400e-003	9.0700e-003	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787
Total	0.2819	7.0400e-003	9.0700e-003	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787

Sierra College Science Building - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2022

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	6.1000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1592	0.1592	0.0000	0.0000	0.1607
Total	7.0000e-005	5.0000e-005	6.1000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1592	0.1592	0.0000	0.0000	0.1607

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	0.2809					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0200e-003	7.0400e-003	9.0700e-003	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787
Total	0.2819	7.0400e-003	9.0700e-003	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787

Sierra College Science Building - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2022****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	6.1000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1592	0.1592	0.0000	0.0000	0.1607
Total	7.0000e-005	5.0000e-005	6.1000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1592	0.1592	0.0000	0.0000	0.1607

Sierra College Science Building - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	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					
Mitigated	0.5642	0.8690	5.1717	9.8800e-003	0.9199	0.0101	0.9300	0.2465	9.5300e-003	0.2560	0.0000	916.3843	916.3843	0.0626	0.0511	933.1887
Unmitigated	0.5642	0.8690	5.1717	9.8800e-003	0.9199	0.0101	0.9300	0.2465	9.5300e-003	0.2560	0.0000	916.3843	916.3843	0.0626	0.0511	933.1887

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Junior College (2yr)	1,227.25	680.59	73.33	2,499,696	2,499,696
Total	1,227.25	680.59	73.33	2,499,696	2,499,696

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Junior College (2yr)	9.50	7.30	7.30	6.40	88.60	5.00	92	7	1

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Junior College (2yr)	0.460062	0.060592	0.209365	0.157839	0.037591	0.008733	0.013336	0.011928	0.000579	0.000385	0.032570	0.001002	0.006019

Sierra College Science Building - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	46.7097	46.7097	7.5600e-003	9.2000e-004	47.1715
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	46.7097	46.7097	7.5600e-003	9.2000e-004	47.1715
NaturalGas Mitigated	0.0132	0.1201	0.1009	7.2000e-004		9.1300e-003	9.1300e-003		9.1300e-003	9.1300e-003	0.0000	130.7876	130.7876	2.5100e-003	2.4000e-003	131.5648
NaturalGas Unmitigated	0.0132	0.1201	0.1009	7.2000e-004		9.1300e-003	9.1300e-003		9.1300e-003	9.1300e-003	0.0000	130.7876	130.7876	2.5100e-003	2.4000e-003	131.5648

Sierra College Science Building - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	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
Land Use	kBTU/yr	tons/yr										MT/yr					
Junior College (2yr)	2.45087e+006	0.0132	0.1201	0.1009	7.2000e-004		9.1300e-003	9.1300e-003		9.1300e-003	9.1300e-003	0.0000	130.7876	130.7876	2.5100e-003	2.4000e-003	131.5648
Total		0.0132	0.1201	0.1009	7.2000e-004		9.1300e-003	9.1300e-003		9.1300e-003	9.1300e-003	0.0000	130.7876	130.7876	2.5100e-003	2.4000e-003	131.5648

Mitigated

	NaturalGas Use	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
Land Use	kBTU/yr	tons/yr										MT/yr					
Junior College (2yr)	2.45087e+006	0.0132	0.1201	0.1009	7.2000e-004		9.1300e-003	9.1300e-003		9.1300e-003	9.1300e-003	0.0000	130.7876	130.7876	2.5100e-003	2.4000e-003	131.5648
Total		0.0132	0.1201	0.1009	7.2000e-004		9.1300e-003	9.1300e-003		9.1300e-003	9.1300e-003	0.0000	130.7876	130.7876	2.5100e-003	2.4000e-003	131.5648

Sierra College Science Building - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Junior College (2yr)	504840	46.7097	7.5600e-003	9.2000e-004	47.1715
Total		46.7097	7.5600e-003	9.2000e-004	47.1715

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Junior College (2yr)	504840	46.7097	7.5600e-003	9.2000e-004	47.1715
Total		46.7097	7.5600e-003	9.2000e-004	47.1715

6.0 Area Detail**6.1 Mitigation Measures Area**

Sierra College Science Building - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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
Category	tons/yr										MT/yr					
Mitigated	0.2648	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0800e-003	1.0800e-003	0.0000	0.0000	1.1500e-003
Unmitigated	0.2648	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0800e-003	1.0800e-003	0.0000	0.0000	1.1500e-003

6.2 Area by SubCategory**Unmitigated**

	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
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0281					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2367					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0800e-003	1.0800e-003	0.0000	0.0000	1.1500e-003
Total	0.2648	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0800e-003	1.0800e-003	0.0000	0.0000	1.1500e-003

Sierra College Science Building - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	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
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0281					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2367					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0800e-003	1.0800e-003	0.0000	0.0000	1.1500e-003
Total	0.2648	1.0000e-005	5.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0800e-003	1.0800e-003	0.0000	0.0000	1.1500e-003

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Sierra College Science Building - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3.6355	0.0973	2.3400e-003	6.7650
Unmitigated	3.9366	0.0973	2.3500e-003	7.0691

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Junior College (2yr)	2.97237 / 4.64909	3.9366	0.0973	2.3500e-003	7.0691
Total		3.9366	0.0973	2.3500e-003	7.0691

Sierra College Science Building - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Junior College (2yr)	2.97237 / 3.71927	3.6355	0.0973	2.3400e-003	6.7650
Total		3.6355	0.0973	2.3400e-003	6.7650

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	15.9916	0.9451	0.0000	39.6186
Unmitigated	15.9916	0.9451	0.0000	39.6186

Sierra College Science Building - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Junior College (2yr)	78.78	15.9916	0.9451	0.0000	39.6186
Total		15.9916	0.9451	0.0000	39.6186

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Junior College (2yr)	78.78	15.9916	0.9451	0.0000	39.6186
Total		15.9916	0.9451	0.0000	39.6186

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

Sierra College Science Building - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**10.0 Stationary Equipment**

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

Sierra College Science Building - Placer County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Sierra College Science Building
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)	60.61	1000sqft	1.39	60,605.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	74
Climate Zone	2			Operational Year	2022
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 -

Land Use -

Demolition -

Water Mitigation - Water conservation strategy applied to reflect compliance with MWELO.

Table Name	Column Name	Default Value	New Value
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2.0 Emissions Summary

Sierra College Science Building - Placer County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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					
2021	2.0580	20.3068	15.0040	0.0273	7.1647	1.0498	8.0809	3.4465	0.9800	4.2894	0.0000	2,657.648 8	2,657.648 8	0.6477	0.0394	2,684.294 8
2022	56.4016	13.0582	13.5698	0.0260	0.2731	0.5948	0.8680	0.0740	0.5745	0.6485	0.0000	2,413.456 1	2,413.456 1	0.4139	0.0382	2,433.690 5
Maximum	56.4016	20.3068	15.0040	0.0273	7.1647	1.0498	8.0809	3.4465	0.9800	4.2894	0.0000	2,657.648 8	2,657.648 8	0.6477	0.0394	2,684.294 8

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					
2021	2.0580	20.3068	15.0040	0.0273	7.1647	1.0498	8.0809	3.4465	0.9800	4.2894	0.0000	2,657.648 8	2,657.648 8	0.6477	0.0394	2,684.294 8
2022	56.4016	13.0582	13.5698	0.0260	0.2731	0.5948	0.8680	0.0740	0.5745	0.6485	0.0000	2,413.456 1	2,413.456 1	0.4139	0.0382	2,433.690 5
Maximum	56.4016	20.3068	15.0040	0.0273	7.1647	1.0498	8.0809	3.4465	0.9800	4.2894	0.0000	2,657.648 8	2,657.648 8	0.6477	0.0394	2,684.294 8

Sierra College Science Building - Placer County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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Sierra College Science Building - Placer County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.2 Overall Operational****Unmitigated Operational**

	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					
Area	1.4514	6.0000e-005	6.2000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0133	0.0133	3.0000e-005		0.0141
Energy	0.0724	0.6583	0.5530	3.9500e-003		0.0500	0.0500		0.0500	0.0500		789.9649	789.9649	0.0151	0.0145	794.6593
Mobile	4.5321	5.4583	36.1955	0.0719	6.5885	0.0695	6.6580	1.7589	0.0654	1.8242		7,346.7333	7,346.7333	0.4366	0.3679	7,467.2714
Total	6.0559	6.1167	36.7547	0.0758	6.5885	0.1195	6.7081	1.7589	0.1154	1.8743		8,136.7115	8,136.7115	0.4518	0.3823	8,261.9448

Mitigated Operational

	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					
Area	1.4514	6.0000e-005	6.2000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0133	0.0133	3.0000e-005		0.0141
Energy	0.0724	0.6583	0.5530	3.9500e-003		0.0500	0.0500		0.0500	0.0500		789.9649	789.9649	0.0151	0.0145	794.6593
Mobile	4.5321	5.4583	36.1955	0.0719	6.5885	0.0695	6.6580	1.7589	0.0654	1.8242		7,346.7333	7,346.7333	0.4366	0.3679	7,467.2714
Total	6.0559	6.1167	36.7547	0.0758	6.5885	0.1195	6.7081	1.7589	0.1154	1.8743		8,136.7115	8,136.7115	0.4518	0.3823	8,261.9448

Sierra College Science Building - Placer County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.00	0.00	0.00	0.00	0.00	0.00	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	Demolition	Demolition	9/1/2021	9/28/2021	5	20	
2	Site Preparation	Site Preparation	9/29/2021	9/30/2021	5	2	
3	Grading	Grading	10/1/2021	10/6/2021	5	4	
4	Building Construction	Building Construction	10/7/2021	7/13/2022	5	200	
5	Paving	Paving	7/14/2022	7/27/2022	5	10	
6	Architectural Coating	Architectural Coating	7/28/2022	8/10/2022	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: 90,908; Non-Residential Outdoor: 30,303; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40

Sierra College Science Building - Placer County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
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
Demolition	5	13.00	0.00	68.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	25.00	10.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Sierra College Science Building - Placer County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2021****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					0.7383	0.0000	0.7383	0.1118	0.0000	0.1118			0.0000			0.0000
Off-Road	1.9930	19.6966	14.4925	0.0241		1.0409	1.0409		0.9715	0.9715		2,322.717 1	2,322.717 1	0.5940		2,337.565 8
Total	1.9930	19.6966	14.4925	0.0241	0.7383	1.0409	1.7792	0.1118	0.9715	1.0833		2,322.717 1	2,322.717 1	0.5940		2,337.565 8

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	0.0207	0.5848	0.1251	2.2000e-003	0.0595	8.3100e-003	0.0678	0.0163	7.9500e-003	0.0243		233.1531	233.1531	9.6000e-004	0.0366	244.0963
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	0.0443	0.0254	0.3864	1.0000e-003	0.1068	5.7000e-004	0.1074	0.0283	5.3000e-004	0.0289		101.7786	101.7786	2.9200e-003	2.6200e-003	102.6327
Total	0.0650	0.6102	0.5115	3.2000e-003	0.1663	8.8800e-003	0.1752	0.0447	8.4800e-003	0.0531		334.9317	334.9317	3.8800e-003	0.0393	346.7290

Sierra College Science Building - Placer County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2021****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					0.7383	0.0000	0.7383	0.1118	0.0000	0.1118			0.0000			0.0000
Off-Road	1.9930	19.6966	14.4925	0.0241		1.0409	1.0409		0.9715	0.9715	0.0000	2,322.717 1	2,322.717 1	0.5940		2,337.565 8
Total	1.9930	19.6966	14.4925	0.0241	0.7383	1.0409	1.7792	0.1118	0.9715	1.0833	0.0000	2,322.717 1	2,322.717 1	0.5940		2,337.565 8

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	0.0207	0.5848	0.1251	2.2000e-003	0.0595	8.3100e-003	0.0678	0.0163	7.9500e-003	0.0243		233.1531	233.1531	9.6000e-004	0.0366	244.0963
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	0.0443	0.0254	0.3864	1.0000e-003	0.1068	5.7000e-004	0.1074	0.0283	5.3000e-004	0.0289		101.7786	101.7786	2.9200e-003	2.6200e-003	102.6327
Total	0.0650	0.6102	0.5115	3.2000e-003	0.1663	8.8800e-003	0.1752	0.0447	8.4800e-003	0.0531		334.9317	334.9317	3.8800e-003	0.0393	346.7290

Sierra College Science Building - Placer County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2021****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	1.5558	17.4203	7.5605	0.0172		0.7654	0.7654		0.7041	0.7041		1,666.517 4	1,666.517 4	0.5390		1,679.992 0
Total	1.5558	17.4203	7.5605	0.0172	6.2662	0.7654	7.0316	3.0041	0.7041	3.7082		1,666.517 4	1,666.517 4	0.5390		1,679.992 0

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	0.0273	0.0156	0.2378	6.2000e-004	0.0657	3.5000e-004	0.0661	0.0174	3.2000e-004	0.0178		62.6330	62.6330	1.8000e-003	1.6100e-003	63.1586
Total	0.0273	0.0156	0.2378	6.2000e-004	0.0657	3.5000e-004	0.0661	0.0174	3.2000e-004	0.0178		62.6330	62.6330	1.8000e-003	1.6100e-003	63.1586

Sierra College Science Building - Placer County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2021****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					6.2662	0.0000	6.2662	3.0041	0.0000	3.0041			0.0000			0.0000
Off-Road	1.5558	17.4203	7.5605	0.0172		0.7654	0.7654		0.7041	0.7041	0.0000	1,666.517 4	1,666.517 4	0.5390		1,679.992 0
Total	1.5558	17.4203	7.5605	0.0172	6.2662	0.7654	7.0316	3.0041	0.7041	3.7082	0.0000	1,666.517 4	1,666.517 4	0.5390		1,679.992 0

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	0.0273	0.0156	0.2378	6.2000e-004	0.0657	3.5000e-004	0.0661	0.0174	3.2000e-004	0.0178		62.6330	62.6330	1.8000e-003	1.6100e-003	63.1586
Total	0.0273	0.0156	0.2378	6.2000e-004	0.0657	3.5000e-004	0.0661	0.0174	3.2000e-004	0.0178		62.6330	62.6330	1.8000e-003	1.6100e-003	63.1586

Sierra College Science Building - Placer County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2021****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	1.8271	20.2135	9.7604	0.0206		0.9158	0.9158		0.8425	0.8425		1,995.611 4	1,995.611 4	0.6454		2,011.747 0
Total	1.8271	20.2135	9.7604	0.0206	7.0826	0.9158	7.9983	3.4247	0.8425	4.2672		1,995.611 4	1,995.611 4	0.6454		2,011.747 0

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	0.0341	0.0195	0.2972	7.7000e-004	0.0822	4.4000e-004	0.0826	0.0218	4.0000e-004	0.0222		78.2913	78.2913	2.2500e-003	2.0200e-003	78.9482
Total	0.0341	0.0195	0.2972	7.7000e-004	0.0822	4.4000e-004	0.0826	0.0218	4.0000e-004	0.0222		78.2913	78.2913	2.2500e-003	2.0200e-003	78.9482

Sierra College Science Building - Placer County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2021****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					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.8271	20.2135	9.7604	0.0206		0.9158	0.9158		0.8425	0.8425	0.0000	1,995.611 4	1,995.611 4	0.6454		2,011.747 0
Total	1.8271	20.2135	9.7604	0.0206	7.0826	0.9158	7.9983	3.4247	0.8425	4.2672	0.0000	1,995.611 4	1,995.611 4	0.6454		2,011.747 0

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	0.0341	0.0195	0.2972	7.7000e-004	0.0822	4.4000e-004	0.0826	0.0218	4.0000e-004	0.0222		78.2913	78.2913	2.2500e-003	2.0200e-003	78.9482
Total	0.0341	0.0195	0.2972	7.7000e-004	0.0822	4.4000e-004	0.0826	0.0218	4.0000e-004	0.0222		78.2913	78.2913	2.2500e-003	2.0200e-003	78.9482

Sierra College Science Building - Placer County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2021****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	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517
Total	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517

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	0.0293	0.5939	0.1803	2.1500e-003	0.0678	9.0400e-003	0.0768	0.0195	8.6500e-003	0.0282		227.1078	227.1078	1.4600e-003	0.0343	237.3759
Worker	0.0852	0.0488	0.7430	1.9300e-003	0.2054	1.1000e-003	0.2065	0.0545	1.0100e-003	0.0555		195.7281	195.7281	5.6200e-003	5.0400e-003	197.3706
Total	0.1145	0.6426	0.9234	4.0800e-003	0.2731	0.0101	0.2833	0.0740	9.6600e-003	0.0836		422.8359	422.8359	7.0800e-003	0.0394	434.7464

Sierra College Science Building - Placer County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2021****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	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517
Total	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517

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	0.0293	0.5939	0.1803	2.1500e-003	0.0678	9.0400e-003	0.0768	0.0195	8.6500e-003	0.0282		227.1078	227.1078	1.4600e-003	0.0343	237.3759
Worker	0.0852	0.0488	0.7430	1.9300e-003	0.2054	1.1000e-003	0.2065	0.0545	1.0100e-003	0.0555		195.7281	195.7281	5.6200e-003	5.0400e-003	197.3706
Total	0.1145	0.6426	0.9234	4.0800e-003	0.2731	0.0101	0.2833	0.0740	9.6600e-003	0.0836		422.8359	422.8359	7.0800e-003	0.0394	434.7464

Sierra College Science Building - Placer County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 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	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581
Total	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581

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	0.0190	0.5120	0.1575	2.1000e-003	0.0678	4.9200e-003	0.0727	0.0195	4.7000e-003	0.0242		221.4090	221.4090	9.7000e-004	0.0335	231.4094
Worker	0.0789	0.0431	0.6859	1.8700e-003	0.2054	1.0400e-003	0.2064	0.0545	9.6000e-004	0.0554		190.5043	190.5043	5.0700e-003	4.6700e-003	192.0230
Total	0.0979	0.5551	0.8434	3.9700e-003	0.2731	5.9600e-003	0.2791	0.0740	5.6600e-003	0.0796		411.9133	411.9133	6.0400e-003	0.0382	423.4324

Sierra College Science Building - Placer County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2022****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	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581
Total	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581

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	0.0190	0.5120	0.1575	2.1000e-003	0.0678	4.9200e-003	0.0727	0.0195	4.7000e-003	0.0242		221.4090	221.4090	9.7000e-004	0.0335	231.4094
Worker	0.0789	0.0431	0.6859	1.8700e-003	0.2054	1.0400e-003	0.2064	0.0545	9.6000e-004	0.0554		190.5043	190.5043	5.0700e-003	4.6700e-003	192.0230
Total	0.0979	0.5551	0.8434	3.9700e-003	0.2731	5.9600e-003	0.2791	0.0740	5.6600e-003	0.0796		411.9133	411.9133	6.0400e-003	0.0382	423.4324

Sierra College Science Building - Placer County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Paving - 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	0.6877	6.7738	8.8060	0.0135		0.3474	0.3474		0.3205	0.3205		1,297.378 ₉	1,297.378 ₉	0.4113		1,307.660 ₈
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6877	6.7738	8.8060	0.0135		0.3474	0.3474		0.3205	0.3205		1,297.378₉	1,297.378₉	0.4113		1,307.660₈

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	0.0411	0.0224	0.3567	9.7000e-004	0.1068	5.4000e-004	0.1073	0.0283	5.0000e-004	0.0288		99.0622	99.0622	2.6400e-003	2.4300e-003	99.8520
Total	0.0411	0.0224	0.3567	9.7000e-004	0.1068	5.4000e-004	0.1073	0.0283	5.0000e-004	0.0288		99.0622	99.0622	2.6400e-003	2.4300e-003	99.8520

Sierra College Science Building - Placer County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Paving - 2022****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	0.6877	6.7738	8.8060	0.0135		0.3474	0.3474		0.3205	0.3205	0.0000	1,297.378 ₉	1,297.378 ₉	0.4113		1,307.660 ₈
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6877	6.7738	8.8060	0.0135		0.3474	0.3474		0.3205	0.3205	0.0000	1,297.378₉	1,297.378₉	0.4113		1,307.660₈

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	0.0411	0.0224	0.3567	9.7000e-004	0.1068	5.4000e-004	0.1073	0.0283	5.0000e-004	0.0288		99.0622	99.0622	2.6400e-003	2.4300e-003	99.8520
Total	0.0411	0.0224	0.3567	9.7000e-004	0.1068	5.4000e-004	0.1073	0.0283	5.0000e-004	0.0288		99.0622	99.0622	2.6400e-003	2.4300e-003	99.8520

Sierra College Science Building - Placer County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 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					
Archit. Coating	56.1813					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	56.3858	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062

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	0.0158	8.6300e-003	0.1372	3.7000e-004	0.0411	2.1000e-004	0.0413	0.0109	1.9000e-004	0.0111		38.1009	38.1009	1.0100e-003	9.3000e-004	38.4046
Total	0.0158	8.6300e-003	0.1372	3.7000e-004	0.0411	2.1000e-004	0.0413	0.0109	1.9000e-004	0.0111		38.1009	38.1009	1.0100e-003	9.3000e-004	38.4046

Sierra College Science Building - Placer County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2022****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	56.1813					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	56.3858	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062

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	0.0158	8.6300e-003	0.1372	3.7000e-004	0.0411	2.1000e-004	0.0413	0.0109	1.9000e-004	0.0111		38.1009	38.1009	1.0100e-003	9.3000e-004	38.4046
Total	0.0158	8.6300e-003	0.1372	3.7000e-004	0.0411	2.1000e-004	0.0413	0.0109	1.9000e-004	0.0111		38.1009	38.1009	1.0100e-003	9.3000e-004	38.4046

Sierra College Science Building - Placer County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	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					
Mitigated	4.5321	5.4583	36.1955	0.0719	6.5885	0.0695	6.6580	1.7589	0.0654	1.8242		7,346.733 3	7,346.733 3	0.4366	0.3679	7,467.271 4
Unmitigated	4.5321	5.4583	36.1955	0.0719	6.5885	0.0695	6.6580	1.7589	0.0654	1.8242		7,346.733 3	7,346.733 3	0.4366	0.3679	7,467.271 4

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Junior College (2yr)	1,227.25	680.59	73.33	2,499,696	2,499,696
Total	1,227.25	680.59	73.33	2,499,696	2,499,696

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Junior College (2yr)	9.50	7.30	7.30	6.40	88.60	5.00	92	7	1

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Junior College (2yr)	0.460062	0.060592	0.209365	0.157839	0.037591	0.008733	0.013336	0.011928	0.000579	0.000385	0.032570	0.001002	0.006019

Sierra College Science Building - Placer County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.0 Energy Detail**

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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					
NaturalGas Mitigated	0.0724	0.6583	0.5530	3.9500e-003		0.0500	0.0500		0.0500	0.0500		789.9649	789.9649	0.0151	0.0145	794.6593
NaturalGas Unmitigated	0.0724	0.6583	0.5530	3.9500e-003		0.0500	0.0500		0.0500	0.0500		789.9649	789.9649	0.0151	0.0145	794.6593

5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	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
Land Use	kBTU/yr	lb/day										lb/day					
Junior College (2yr)	6714.7	0.0724	0.6583	0.5530	3.9500e-003		0.0500	0.0500		0.0500	0.0500		789.9649	789.9649	0.0151	0.0145	794.6593
Total		0.0724	0.6583	0.5530	3.9500e-003		0.0500	0.0500		0.0500	0.0500		789.9649	789.9649	0.0151	0.0145	794.6593

Sierra College Science Building - Placer County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Mitigated**

	NaturalGas Use	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
Land Use	kBTU/yr	lb/day										lb/day					
Junior College (2yr)	6.7147	0.0724	0.6583	0.5530	3.9500e-003		0.0500	0.0500		0.0500	0.0500		789.9649	789.9649	0.0151	0.0145	794.6593
Total		0.0724	0.6583	0.5530	3.9500e-003		0.0500	0.0500		0.0500	0.0500		789.9649	789.9649	0.0151	0.0145	794.6593

6.0 Area Detail**6.1 Mitigation Measures Area**

	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					
Mitigated	1.4514	6.0000e-005	6.2000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0133	0.0133	3.0000e-005		0.0141
Unmitigated	1.4514	6.0000e-005	6.2000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0133	0.0133	3.0000e-005		0.0141

Sierra College Science Building - Placer County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Unmitigated**

	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
SubCategory	lb/day										lb/day					
Architectural Coating	0.1539					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2970					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.8000e-004	6.0000e-005	6.2000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0133	0.0133	3.0000e-005		0.0141
Total	1.4515	6.0000e-005	6.2000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0133	0.0133	3.0000e-005		0.0141

Sierra College Science Building - Placer County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	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
SubCategory	lb/day										lb/day					
Architectural Coating	0.1539					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2970					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.8000e-004	6.0000e-005	6.2000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0133	0.0133	3.0000e-005		0.0141
Total	1.4515	6.0000e-005	6.2000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0133	0.0133	3.0000e-005		0.0141

7.0 Water Detail**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

Sierra College Science Building - Placer County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.0 Waste Detail**

8.1 Mitigation Measures Waste**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Sierra College Science Building - Placer County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Sierra College Science Building
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)	60.61	1000sqft	1.39	60,605.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	74
Climate Zone	2			Operational Year	2022
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 -

Land Use -

Demolition -

Water Mitigation - Water conservation strategy applied to reflect compliance with MWELO.

Table Name	Column Name	Default Value	New Value
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2.0 Emissions Summary

Sierra College Science Building - Placer County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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					
2021	2.0543	20.3542	14.9703	0.0272	7.1647	1.0498	8.0809	3.4465	0.9800	4.2894	0.0000	2,647.688 7	2,647.688 7	0.6480	0.0402	2,674.477 5
2022	56.4005	13.1057	13.5136	0.0258	0.2731	0.5949	0.8680	0.0740	0.5745	0.6485	0.0000	2,394.857 3	2,394.857 3	0.4144	0.0390	2,415.353 1
Maximum	56.4005	20.3542	14.9703	0.0272	7.1647	1.0498	8.0809	3.4465	0.9800	4.2894	0.0000	2,647.688 7	2,647.688 7	0.6480	0.0402	2,674.477 5

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					
2021	2.0543	20.3542	14.9703	0.0272	7.1647	1.0498	8.0809	3.4465	0.9800	4.2894	0.0000	2,647.688 7	2,647.688 7	0.6480	0.0402	2,674.477 5
2022	56.4005	13.1057	13.5136	0.0258	0.2731	0.5949	0.8680	0.0740	0.5745	0.6485	0.0000	2,394.857 3	2,394.857 3	0.4144	0.0390	2,415.353 1
Maximum	56.4005	20.3542	14.9703	0.0272	7.1647	1.0498	8.0809	3.4465	0.9800	4.2894	0.0000	2,647.688 7	2,647.688 7	0.6480	0.0402	2,674.477 5

Sierra College Science Building - Placer County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

[illegible]

Sierra College Science Building - Placer County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.2 Overall Operational****Unmitigated Operational**

	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					
Area	1.4514	6.0000e-005	6.2000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0133	0.0133	3.0000e-005		0.0141
Energy	0.0724	0.6583	0.5530	3.9500e-003		0.0500	0.0500		0.0500	0.0500		789.9649	789.9649	0.0151	0.0145	794.6593
Mobile	3.8114	6.2701	37.7863	0.0667	6.5885	0.0695	6.6581	1.7589	0.0654	1.8243		6,826.4239	6,826.4239	0.5098	0.4020	6,958.9595
Total	5.3352	6.9284	38.3455	0.0707	6.5885	0.1196	6.7081	1.7589	0.1155	1.8743		7,616.4021	7,616.4021	0.5250	0.4165	7,753.6329

Mitigated Operational

	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					
Area	1.4514	6.0000e-005	6.2000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0133	0.0133	3.0000e-005		0.0141
Energy	0.0724	0.6583	0.5530	3.9500e-003		0.0500	0.0500		0.0500	0.0500		789.9649	789.9649	0.0151	0.0145	794.6593
Mobile	3.8114	6.2701	37.7863	0.0667	6.5885	0.0695	6.6581	1.7589	0.0654	1.8243		6,826.4239	6,826.4239	0.5098	0.4020	6,958.9595
Total	5.3352	6.9284	38.3455	0.0707	6.5885	0.1196	6.7081	1.7589	0.1155	1.8743		7,616.4021	7,616.4021	0.5250	0.4165	7,753.6329

Sierra College Science Building - Placer County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.00	0.00	0.00	0.00	0.00	0.00	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	Demolition	Demolition	9/1/2021	9/28/2021	5	20	
2	Site Preparation	Site Preparation	9/29/2021	9/30/2021	5	2	
3	Grading	Grading	10/1/2021	10/6/2021	5	4	
4	Building Construction	Building Construction	10/7/2021	7/13/2022	5	200	
5	Paving	Paving	7/14/2022	7/27/2022	5	10	
6	Architectural Coating	Architectural Coating	7/28/2022	8/10/2022	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: 90,908; Non-Residential Outdoor: 30,303; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40

Sierra College Science Building - Placer County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
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
Demolition	5	13.00	0.00	68.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	25.00	10.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Sierra College Science Building - Placer County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2021****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					0.7383	0.0000	0.7383	0.1118	0.0000	0.1118			0.0000			0.0000
Off-Road	1.9930	19.6966	14.4925	0.0241		1.0409	1.0409		0.9715	0.9715		2,322.717 1	2,322.717 1	0.5940		2,337.565 8
Total	1.9930	19.6966	14.4925	0.0241	0.7383	1.0409	1.7792	0.1118	0.9715	1.0833		2,322.717 1	2,322.717 1	0.5940		2,337.565 8

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	0.0202	0.6259	0.1280	2.2000e-003	0.0595	8.3200e-003	0.0679	0.0163	7.9600e-003	0.0243		233.2937	233.2937	9.4000e-004	0.0367	244.2431
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	0.0411	0.0317	0.3498	9.0000e-004	0.1068	5.7000e-004	0.1074	0.0283	5.3000e-004	0.0289		91.6779	91.6779	3.4000e-003	3.0400e-003	92.6686
Total	0.0613	0.6576	0.4778	3.1000e-003	0.1663	8.8900e-003	0.1752	0.0447	8.4900e-003	0.0531		324.9717	324.9717	4.3400e-003	0.0397	336.9118

Sierra College Science Building - Placer County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2021****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					0.7383	0.0000	0.7383	0.1118	0.0000	0.1118			0.0000			0.0000
Off-Road	1.9930	19.6966	14.4925	0.0241		1.0409	1.0409		0.9715	0.9715	0.0000	2,322.717 1	2,322.717 1	0.5940		2,337.565 8
Total	1.9930	19.6966	14.4925	0.0241	0.7383	1.0409	1.7792	0.1118	0.9715	1.0833	0.0000	2,322.717 1	2,322.717 1	0.5940		2,337.565 8

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	0.0202	0.6259	0.1280	2.2000e-003	0.0595	8.3200e-003	0.0679	0.0163	7.9600e-003	0.0243		233.2937	233.2937	9.4000e-004	0.0367	244.2431
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	0.0411	0.0317	0.3498	9.0000e-004	0.1068	5.7000e-004	0.1074	0.0283	5.3000e-004	0.0289		91.6779	91.6779	3.4000e-003	3.0400e-003	92.6686
Total	0.0613	0.6576	0.4778	3.1000e-003	0.1663	8.8900e-003	0.1752	0.0447	8.4900e-003	0.0531		324.9717	324.9717	4.3400e-003	0.0397	336.9118

Sierra College Science Building - Placer County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2021****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	1.5558	17.4203	7.5605	0.0172		0.7654	0.7654		0.7041	0.7041		1,666.517 4	1,666.517 4	0.5390		1,679.992 0
Total	1.5558	17.4203	7.5605	0.0172	6.2662	0.7654	7.0316	3.0041	0.7041	3.7082		1,666.517 4	1,666.517 4	0.5390		1,679.992 0

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	0.0253	0.0195	0.2152	5.6000e-004	0.0657	3.5000e-004	0.0661	0.0174	3.2000e-004	0.0178		56.4172	56.4172	2.0900e-003	1.8700e-003	57.0268
Total	0.0253	0.0195	0.2152	5.6000e-004	0.0657	3.5000e-004	0.0661	0.0174	3.2000e-004	0.0178		56.4172	56.4172	2.0900e-003	1.8700e-003	57.0268

Sierra College Science Building - Placer County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2021****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					6.2662	0.0000	6.2662	3.0041	0.0000	3.0041			0.0000			0.0000
Off-Road	1.5558	17.4203	7.5605	0.0172		0.7654	0.7654		0.7041	0.7041	0.0000	1,666.517 4	1,666.517 4	0.5390		1,679.992 0
Total	1.5558	17.4203	7.5605	0.0172	6.2662	0.7654	7.0316	3.0041	0.7041	3.7082	0.0000	1,666.517 4	1,666.517 4	0.5390		1,679.992 0

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	0.0253	0.0195	0.2152	5.6000e-004	0.0657	3.5000e-004	0.0661	0.0174	3.2000e-004	0.0178		56.4172	56.4172	2.0900e-003	1.8700e-003	57.0268
Total	0.0253	0.0195	0.2152	5.6000e-004	0.0657	3.5000e-004	0.0661	0.0174	3.2000e-004	0.0178		56.4172	56.4172	2.0900e-003	1.8700e-003	57.0268

Sierra College Science Building - Placer County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2021****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	1.8271	20.2135	9.7604	0.0206		0.9158	0.9158		0.8425	0.8425		1,995.611 4	1,995.611 4	0.6454		2,011.747 0
Total	1.8271	20.2135	9.7604	0.0206	7.0826	0.9158	7.9983	3.4247	0.8425	4.2672		1,995.611 4	1,995.611 4	0.6454		2,011.747 0

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	0.0316	0.0244	0.2691	7.0000e-004	0.0822	4.4000e-004	0.0826	0.0218	4.0000e-004	0.0222		70.5215	70.5215	2.6200e-003	2.3400e-003	71.2836
Total	0.0316	0.0244	0.2691	7.0000e-004	0.0822	4.4000e-004	0.0826	0.0218	4.0000e-004	0.0222		70.5215	70.5215	2.6200e-003	2.3400e-003	71.2836

Sierra College Science Building - Placer County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2021****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					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.8271	20.2135	9.7604	0.0206		0.9158	0.9158		0.8425	0.8425	0.0000	1,995.611 4	1,995.611 4	0.6454		2,011.747 0
Total	1.8271	20.2135	9.7604	0.0206	7.0826	0.9158	7.9983	3.4247	0.8425	4.2672	0.0000	1,995.611 4	1,995.611 4	0.6454		2,011.747 0

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	0.0316	0.0244	0.2691	7.0000e-004	0.0822	4.4000e-004	0.0826	0.0218	4.0000e-004	0.0222		70.5215	70.5215	2.6200e-003	2.3400e-003	71.2836
Total	0.0316	0.0244	0.2691	7.0000e-004	0.0822	4.4000e-004	0.0826	0.0218	4.0000e-004	0.0222		70.5215	70.5215	2.6200e-003	2.3400e-003	71.2836

Sierra College Science Building - Placer County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2021****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	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517
Total	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517

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	0.0287	0.6362	0.1870	2.1500e-003	0.0678	9.0700e-003	0.0768	0.0195	8.6700e-003	0.0282		227.2829	227.2829	1.4300e-003	0.0344	237.5676
Worker	0.0790	0.0610	0.6726	1.7400e-003	0.2054	1.1000e-003	0.2065	0.0545	1.0100e-003	0.0555		176.3037	176.3037	6.5500e-003	5.8400e-003	178.2089
Total	0.1077	0.6972	0.8596	3.8900e-003	0.2731	0.0102	0.2833	0.0740	9.6800e-003	0.0837		403.5866	403.5866	7.9800e-003	0.0402	415.7765

Sierra College Science Building - Placer County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2021****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	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517
Total	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517

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	0.0287	0.6362	0.1870	2.1500e-003	0.0678	9.0700e-003	0.0768	0.0195	8.6700e-003	0.0282		227.2829	227.2829	1.4300e-003	0.0344	237.5676
Worker	0.0790	0.0610	0.6726	1.7400e-003	0.2054	1.1000e-003	0.2065	0.0545	1.0100e-003	0.0555		176.3037	176.3037	6.5500e-003	5.8400e-003	178.2089
Total	0.1077	0.6972	0.8596	3.8900e-003	0.2731	0.0102	0.2833	0.0740	9.6800e-003	0.0837		403.5866	403.5866	7.9800e-003	0.0402	415.7765

Sierra College Science Building - Placer County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 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	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581
Total	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581

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	0.0183	0.5488	0.1637	2.1000e-003	0.0678	4.9300e-003	0.0727	0.0195	4.7200e-003	0.0242		221.6659	221.6659	9.3000e-004	0.0335	231.6854
Worker	0.0734	0.0539	0.6235	1.6900e-003	0.2054	1.0400e-003	0.2064	0.0545	9.6000e-004	0.0554		171.6486	171.6486	5.9400e-003	5.4100e-003	173.4096
Total	0.0916	0.6026	0.7872	3.7900e-003	0.2731	5.9700e-003	0.2791	0.0740	5.6800e-003	0.0797		393.3144	393.3144	6.8700e-003	0.0390	405.0950

Sierra College Science Building - Placer County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2022****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	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581
Total	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581

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	0.0183	0.5488	0.1637	2.1000e-003	0.0678	4.9300e-003	0.0727	0.0195	4.7200e-003	0.0242		221.6659	221.6659	9.3000e-004	0.0335	231.6854
Worker	0.0734	0.0539	0.6235	1.6900e-003	0.2054	1.0400e-003	0.2064	0.0545	9.6000e-004	0.0554		171.6486	171.6486	5.9400e-003	5.4100e-003	173.4096
Total	0.0916	0.6026	0.7872	3.7900e-003	0.2731	5.9700e-003	0.2791	0.0740	5.6800e-003	0.0797		393.3144	393.3144	6.8700e-003	0.0390	405.0950

Sierra College Science Building - Placer County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Paving - 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	0.6877	6.7738	8.8060	0.0135		0.3474	0.3474		0.3205	0.3205		1,297.378 ₉	1,297.378 ₉	0.4113		1,307.660 ₈
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6877	6.7738	8.8060	0.0135		0.3474	0.3474		0.3205	0.3205		1,297.378₉	1,297.378₉	0.4113		1,307.660₈

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	0.0381	0.0280	0.3242	8.8000e-004	0.1068	5.4000e-004	0.1073	0.0283	5.0000e-004	0.0288		89.2573	89.2573	3.0900e-003	2.8100e-003	90.1730
Total	0.0381	0.0280	0.3242	8.8000e-004	0.1068	5.4000e-004	0.1073	0.0283	5.0000e-004	0.0288		89.2573	89.2573	3.0900e-003	2.8100e-003	90.1730

Sierra College Science Building - Placer County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Paving - 2022****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	0.6877	6.7738	8.8060	0.0135		0.3474	0.3474		0.3205	0.3205	0.0000	1,297.378 ₉	1,297.378 ₉	0.4113		1,307.660 ₈
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6877	6.7738	8.8060	0.0135		0.3474	0.3474		0.3205	0.3205	0.0000	1,297.378₉	1,297.378₉	0.4113		1,307.660₈

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	0.0381	0.0280	0.3242	8.8000e-004	0.1068	5.4000e-004	0.1073	0.0283	5.0000e-004	0.0288		89.2573	89.2573	3.0900e-003	2.8100e-003	90.1730
Total	0.0381	0.0280	0.3242	8.8000e-004	0.1068	5.4000e-004	0.1073	0.0283	5.0000e-004	0.0288		89.2573	89.2573	3.0900e-003	2.8100e-003	90.1730

Sierra College Science Building - Placer County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 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					
Archit. Coating	56.1813					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	56.3858	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062

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	0.0147	0.0108	0.1247	3.4000e-004	0.0411	2.1000e-004	0.0413	0.0109	1.9000e-004	0.0111		34.3297	34.3297	1.1900e-003	1.0800e-003	34.6819
Total	0.0147	0.0108	0.1247	3.4000e-004	0.0411	2.1000e-004	0.0413	0.0109	1.9000e-004	0.0111		34.3297	34.3297	1.1900e-003	1.0800e-003	34.6819

Sierra College Science Building - Placer County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2022****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	56.1813					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	56.3858	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062

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	0.0147	0.0108	0.1247	3.4000e-004	0.0411	2.1000e-004	0.0413	0.0109	1.9000e-004	0.0111		34.3297	34.3297	1.1900e-003	1.0800e-003	34.6819
Total	0.0147	0.0108	0.1247	3.4000e-004	0.0411	2.1000e-004	0.0413	0.0109	1.9000e-004	0.0111		34.3297	34.3297	1.1900e-003	1.0800e-003	34.6819

Sierra College Science Building - Placer County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	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					
Mitigated	3.8114	6.2701	37.7863	0.0667	6.5885	0.0695	6.6581	1.7589	0.0654	1.8243		6,826.4239	6,826.4239	0.5098	0.4020	6,958.9595
Unmitigated	3.8114	6.2701	37.7863	0.0667	6.5885	0.0695	6.6581	1.7589	0.0654	1.8243		6,826.4239	6,826.4239	0.5098	0.4020	6,958.9595

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Junior College (2yr)	1,227.25	680.59	73.33	2,499,696	2,499,696
Total	1,227.25	680.59	73.33	2,499,696	2,499,696

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Junior College (2yr)	9.50	7.30	7.30	6.40	88.60	5.00	92	7	1

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Junior College (2yr)	0.460062	0.060592	0.209365	0.157839	0.037591	0.008733	0.013336	0.011928	0.000579	0.000385	0.032570	0.001002	0.006019

Sierra College Science Building - Placer County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.0 Energy Detail**

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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					
NaturalGas Mitigated	0.0724	0.6583	0.5530	3.9500e-003		0.0500	0.0500		0.0500	0.0500		789.9649	789.9649	0.0151	0.0145	794.6593
NaturalGas Unmitigated	0.0724	0.6583	0.5530	3.9500e-003		0.0500	0.0500		0.0500	0.0500		789.9649	789.9649	0.0151	0.0145	794.6593

5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	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
Land Use	kBTU/yr	lb/day										lb/day					
Junior College (2yr)	6714.7	0.0724	0.6583	0.5530	3.9500e-003		0.0500	0.0500		0.0500	0.0500		789.9649	789.9649	0.0151	0.0145	794.6593
Total		0.0724	0.6583	0.5530	3.9500e-003		0.0500	0.0500		0.0500	0.0500		789.9649	789.9649	0.0151	0.0145	794.6593

Sierra College Science Building - Placer County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Mitigated**

	NaturalGas Use	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
Land Use	kBTU/yr	lb/day										lb/day					
Junior College (2yr)	6.7147	0.0724	0.6583	0.5530	3.9500e-003		0.0500	0.0500		0.0500	0.0500		789.9649	789.9649	0.0151	0.0145	794.6593
Total		0.0724	0.6583	0.5530	3.9500e-003		0.0500	0.0500		0.0500	0.0500		789.9649	789.9649	0.0151	0.0145	794.6593

6.0 Area Detail**6.1 Mitigation Measures Area**

	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					
Mitigated	1.4514	6.0000e-005	6.2000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0133	0.0133	3.0000e-005		0.0141
Unmitigated	1.4514	6.0000e-005	6.2000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0133	0.0133	3.0000e-005		0.0141

Sierra College Science Building - Placer County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Unmitigated**

	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
SubCategory	lb/day										lb/day					
Architectural Coating	0.1539					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2970					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.8000e-004	6.0000e-005	6.2000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0133	0.0133	3.0000e-005		0.0141
Total	1.4515	6.0000e-005	6.2000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0133	0.0133	3.0000e-005		0.0141

Sierra College Science Building - Placer County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	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
SubCategory	lb/day										lb/day					
Architectural Coating	0.1539					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2970					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.8000e-004	6.0000e-005	6.2000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0133	0.0133	3.0000e-005		0.0141
Total	1.4515	6.0000e-005	6.2000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0133	0.0133	3.0000e-005		0.0141

7.0 Water Detail**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

Sierra College Science Building - Placer County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.0 Waste Detail**

8.1 Mitigation Measures Waste**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Sierra College Science Building

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Placer County APCD Air District, Mitigation Report

Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

OFFROAD Equipment Mitigation

Sierra College Science Building**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	No Change	0	1	No Change	0.00
Cement and Mortar Mixers	Diesel	No Change	0	1	No Change	0.00
Concrete/Industrial Saws	Diesel	No Change	0	1	No Change	0.00
Cranes	Diesel	No Change	0	1	No Change	0.00
Forklifts	Diesel	No Change	0	1	No Change	0.00
Generator Sets	Diesel	No Change	0	1	No Change	0.00
Graders	Diesel	No Change	0	2	No Change	0.00
Pavers	Diesel	No Change	0	1	No Change	0.00
Paving Equipment	Diesel	No Change	0	1	No Change	0.00
Rollers	Diesel	No Change	0	1	No Change	0.00
Rubber Tired Dozers	Diesel	No Change	0	3	No Change	0.00
Tractors/Loaders/Backhoes	Diesel	No Change	0	8	No Change	0.00
Welders	Diesel	No Change	0	3	No Change	0.00

Sierra College Science Building

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Unmitigated tons/yr							Unmitigated mt/yr					
Air Compressors	1.02000E-003	7.04000E-003	9.07000E-003	1.00000E-005	4.10000E-004	4.10000E-004	0.00000E+000	1.27663E+000	1.27663E+000	8.00000E-005	0.00000E+000	1.27870E+000
Cement and Mortar Mixers	2.20000E-004	1.38000E-003	1.16000E-003	0.00000E+000	5.00000E-005	5.00000E-005	0.00000E+000	1.71850E-001	1.71850E-001	2.00000E-005	0.00000E+000	1.72300E-001
Concrete/Industrial Saws	3.85000E-003	3.03800E-002	3.67400E-002	6.00000E-005	1.73000E-003	1.73000E-003	0.00000E+000	5.37656E+000	5.37656E+000	3.10000E-004	0.00000E+000	5.38437E+000
Cranes	2.89000E-002	3.29280E-001	1.44030E-001	4.30000E-004	1.35700E-002	1.24800E-002	0.00000E+000	3.80203E+001	3.80203E+001	1.23000E-002	0.00000E+000	3.83277E+001
Forklifts	8.89000E-003	8.20100E-002	8.68600E-002	1.10000E-004	5.56000E-003	5.12000E-003	0.00000E+000	1.00719E+001	1.00719E+001	3.26000E-003	0.00000E+000	1.01533E+001
Generator Sets	3.38500E-002	3.00200E-001	3.67870E-001	6.60000E-004	1.53400E-002	1.53400E-002	0.00000E+000	5.65208E+001	5.65208E+001	2.75000E-003	0.00000E+000	5.65894E+001
Graders	1.36000E-003	1.77700E-002	5.30000E-003	2.00000E-005	5.60000E-004	5.20000E-004	0.00000E+000	1.74638E+000	1.74638E+000	5.60000E-004	0.00000E+000	1.76050E+000
Pavers	7.80000E-004	7.87000E-003	1.08100E-002	2.00000E-005	3.70000E-004	3.40000E-004	0.00000E+000	1.54876E+000	1.54876E+000	5.00000E-004	0.00000E+000	1.56128E+000
Paving Equipment	8.90000E-004	8.69000E-003	1.27300E-002	2.00000E-005	4.20000E-004	3.90000E-004	0.00000E+000	1.78928E+000	1.78928E+000	5.80000E-004	0.00000E+000	1.80375E+000
Rollers	7.30000E-004	7.55000E-003	8.14000E-003	1.00000E-005	4.40000E-004	4.00000E-004	0.00000E+000	1.00852E+000	1.00852E+000	3.30000E-004	0.00000E+000	1.01668E+000
Rubber Tired Dozers	1.34700E-002	1.41260E-001	5.19900E-002	1.10000E-004	6.86000E-003	6.31000E-003	0.00000E+000	9.66348E+000	9.66348E+000	3.13000E-003	0.00000E+000	9.74161E+000
Tractors/Loaders/Backhoes	2.01600E-002	2.04580E-001	2.57530E-001	3.60000E-004	1.15700E-002	1.06400E-002	0.00000E+000	3.12727E+001	3.12727E+001	1.01100E-002	0.00000E+000	3.15256E+001
Welders	8.54300E-002	4.43150E-001	5.10890E-001	7.70000E-004	2.01200E-002	2.01200E-002	0.00000E+000	5.64662E+001	5.64662E+001	6.94000E-003	0.00000E+000	5.66397E+001

Sierra College Science Building

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Mitigated tons/yr						Mitigated mt/yr					
Air Compressors	1.02000E-003	7.04000E-003	9.07000E-003	1.00000E-005	4.10000E-004	4.10000E-004	0.00000E+000	1.27663E+000	1.27663E+000	8.00000E-005	0.00000E+000	1.27870E+000
Cement and Mortar Mixers	2.20000E-004	1.38000E-003	1.16000E-003	0.00000E+000	5.00000E-005	5.00000E-005	0.00000E+000	1.71850E-001	1.71850E-001	2.00000E-005	0.00000E+000	1.72300E-001
Concrete/Industrial Saws	3.85000E-003	3.03800E-002	3.67400E-002	6.00000E-005	1.73000E-003	1.73000E-003	0.00000E+000	5.37656E+000	5.37656E+000	3.10000E-004	0.00000E+000	5.38436E+000
Cranes	2.89000E-002	3.29280E-001	1.44030E-001	4.30000E-004	1.35700E-002	1.24800E-002	0.00000E+000	3.80202E+001	3.80202E+001	1.23000E-002	0.00000E+000	3.83276E+001
Forklifts	8.89000E-003	8.20100E-002	8.68600E-002	1.10000E-004	5.56000E-003	5.12000E-003	0.00000E+000	1.00718E+001	1.00718E+001	3.26000E-003	0.00000E+000	1.01533E+001
Generator Sets	3.38500E-002	3.00200E-001	3.67870E-001	6.60000E-004	1.53400E-002	1.53400E-002	0.00000E+000	5.65207E+001	5.65207E+001	2.75000E-003	0.00000E+000	5.65894E+001
Graders	1.36000E-003	1.77700E-002	5.30000E-003	2.00000E-005	5.60000E-004	5.20000E-004	0.00000E+000	1.74638E+000	1.74638E+000	5.60000E-004	0.00000E+000	1.76050E+000
Pavers	7.80000E-004	7.87000E-003	1.08100E-002	2.00000E-005	3.70000E-004	3.40000E-004	0.00000E+000	1.54876E+000	1.54876E+000	5.00000E-004	0.00000E+000	1.56128E+000
Paving Equipment	8.90000E-004	8.69000E-003	1.27300E-002	2.00000E-005	4.20000E-004	3.90000E-004	0.00000E+000	1.78928E+000	1.78928E+000	5.80000E-004	0.00000E+000	1.80374E+000
Rollers	7.30000E-004	7.55000E-003	8.14000E-003	1.00000E-005	4.40000E-004	4.00000E-004	0.00000E+000	1.00852E+000	1.00852E+000	3.30000E-004	0.00000E+000	1.01667E+000
Rubber Tired Dozers	1.34700E-002	1.41260E-001	5.19900E-002	1.10000E-004	6.86000E-003	6.31000E-003	0.00000E+000	9.66347E+000	9.66347E+000	3.13000E-003	0.00000E+000	9.74160E+000
Tractors/Loaders/Backhoes	2.01600E-002	2.04580E-001	2.57530E-001	3.60000E-004	1.15700E-002	1.06400E-002	0.00000E+000	3.12727E+001	3.12727E+001	1.01100E-002	0.00000E+000	3.15256E+001
Welders	8.54300E-002	4.43150E-001	5.10890E-001	7.70000E-004	2.01200E-002	2.01200E-002	0.00000E+000	5.64661E+001	5.64661E+001	6.94000E-003	0.00000E+000	5.66397E+001

Sierra College Science Building

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Air Compressors	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Cement and Mortar Mixers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Concrete/Industrial Saws	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.85723E-006
Cranes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.31509E-006	1.31509E-006	0.00000E+000	0.00000E+000	1.30454E-006
Forklifts	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	9.92866E-007	9.92866E-007	0.00000E+000	0.00000E+000	9.84903E-007
Generator Sets	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.23848E-006	1.23848E-006	0.00000E+000	0.00000E+000	1.23698E-006
Graders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Pavers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Paving Equipment	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	5.54401E-006
Rollers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	9.83594E-006
Rubber Tired Dozers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.03482E-006	1.03482E-006	0.00000E+000	0.00000E+000	1.02652E-006
Tractors/Loaders/Backhoes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.27907E-006	1.27907E-006	0.00000E+000	0.00000E+000	1.26881E-006
Welders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.23968E-006	1.23968E-006	0.00000E+000	0.00000E+000	1.23588E-006

Fugitive Dust Mitigation

Yes/No Mitigation Measure Mitigation Input Mitigation Input Mitigation Input

No	Soil Stabilizer for unpaved Roads	PM10 Reduction	PM2.5 Reduction	
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Sierra College Science Building

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

No	Replace Ground Cover of Area Disturbed	PM10 Reduction		PM2.5 Reduction			
No	Water Exposed Area	PM10 Reduction		PM2.5 Reduction		Frequency (per day)	
No	Unpaved Road Mitigation	Moisture Content %		Vehicle Speed (mph)	0.00		
No	Clean Paved Road	% PM Reduction	0.00				

Phase	Source	Unmitigated		Mitigated		Percent Reduction	
		PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Architectural Coating	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Roads	0.03	0.01	0.03	0.01	0.00	0.00
Demolition	Fugitive Dust	0.01	0.00	0.01	0.00	0.00	0.00
Demolition	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Grading	Fugitive Dust	0.01	0.01	0.01	0.01	0.00	0.00
Grading	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Fugitive Dust	0.01	0.00	0.01	0.00	0.00	0.00
Site Preparation	Roads	0.00	0.00	0.00	0.00	0.00	0.00

Operational Percent Reduction Summary

Sierra College Science Building

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.06	7.65	0.05	0.43	4.30
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting:

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	-0.01	0.13		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
No	Land Use	Increase Transit Accessibility	0.25			
No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.00			

Sierra College Science Building**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

No	Neighborhood Enhancements	Improve Pedestrian Network			
No	Neighborhood Enhancements	Provide Traffic Calming Measures			
No	Neighborhood Enhancements	Implement NEV Network	0.00		
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00		
No	Parking Policy Pricing	Limit Parking Supply	0.00		
No	Parking Policy Pricing	Unbundle Parking Costs	0.00		
No	Parking Policy Pricing	On-street Market Pricing	0.00		
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00		
No	Transit Improvements	Provide BRT System	0.00		
No	Transit Improvements	Expand Transit Network	0.00		
No	Transit Improvements	Increase Transit Frequency	0.00		
	Transit Improvements	Transit Improvements Subtotal	0.00		
		Land Use and Site Enhancement Subtotal	0.00		
No	Commute	Implement Trip Reduction Program			
No	Commute	Transit Subsidy			
No	Commute	Implement Employee Parking "Cash Out"			
No	Commute	Workplace Parking Charge			
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00		
No	Commute	Market Commute Trip Reduction Option	0.00		
No	Commute	Employee Vanpool/Shuttle	0.00		2.00

Sierra College Science Building**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

No	Commute	Provide Ride Sharing Program			
	Commute	Commute Subtotal	0.00		
No	School Trip	Implement School Bus Program	0.00		
		Total VMT Reduction	0.00		

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	100.00
No	Use Low VOC Paint (Residential Exterior)	100.00
No	Use Low VOC Paint (Non-residential Interior)	100.00
No	Use Low VOC Paint (Non-residential Exterior)	100.00
No	Use Low VOC Paint (Parking)	100.00
No	% Electric Lawnmower	
No	% Electric Leafblower	
No	% Electric Chainsaw	

Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24		

Sierra College Science Building**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

No	Install High Efficiency Lighting		
No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00
DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
Yes	Apply Water Conservation on Strategy	0.00	20.00
No	Use Reclaimed Water	0.00	0.00
No	Use Grey Water	0.00	
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction	0.00	
No	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape	0.00	0.00

Solid Waste Mitigation

Sierra College Science Building**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Mitigation Measures	Input Value
Institute Recycling and Composting Services Percent Reduction in Waste Disposed	