CITY OF ROSEVILLE
CALIFORNIA

AGENDA
March 20, 2019

CITY COUNCIL SPECIAL MEETING
CLOSED SESSION
3:00 p.m.
CITY COUNCIL MEETING
7:00 p.m.
Council Chambers
311 Vernon Street
Roseville, California
www.roseville.ca.us

THE CITY OF ROSEVILLE WELCOMES YOUR PARTICIPATION

If an agenda item is open to public comment, such public comment shall be addressed to the chair of the meeting.

Public Comment - Speakers have three minutes under Public Comment to speak on issues that are not listed on the agenda and are within the City's jurisdiction. The Brown Act does not permit any action or discussion on items not listed on the agenda.

Consent Calendar - If applicable, the Consent Calendar consists of routine items that may be approved by one motion. Any person can remove an item from the Consent Calendar to be discussed separately.

Agenda Items - Speakers have five minutes to address items that are listed on the agenda.

Americans with Disabilities Act - Notify the City Clerk or Secretary at least 72 hours in advance if special assistance is required to participate in a meeting including the need of auxiliary aids or services.

Audio/Visual Presentations - If making a presentation regarding an agenda item, audio/visual materials must be submitted to the City Clerk or Secretary at least 72 hours in advance.

Roseville City Clerk 311 Vernon Street, Roseville, CA 916-774-5200 TDD 916-774-5220

CLOSED SESSION

3:00 p.m.

Public Employee Performance Evaluation
Pursuant to Government Code Section 54957(b)(1) and 54957.6(a):
Performance evaluation/goal setting of the City Manager and the City Attorney

Conference with labor negotiator: Mary Egan
Regarding compensation/fringe benefits of unrepresented employees
CONTACT: Stacey Peterson 916-774-5374 slpeterson@roseville.ca.us

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

4. MEETING PROCEDURES

5. PUBLIC COMMENTS

6. CONSENT CALENDAR

BEGINNING OF CONSENT CALENDAR

Bids / Purchases / Services

6.1. 2019 Curb Ramps, Sidewalks, Curbs, and Gutters Project – Approval of Plans and Specifications and Authorization to Call for Bids

Memo from Assistant Engineer Daniel Lierly and Acting Public Works Director Jason Shykowski recommending the City Council approve plans and specifications for the 2019 Curb Ramps, Sidewalks, Curbs, and Gutters project and authorize staff to call for bids. The scope of this project consists of minor concrete construction repairing City-owned sidewalks, driveway aprons, curb and gutter, and curb ramps. The engineer's estimate for construction is approximately $2,750,000. The project is primarily funded by State Gas Tax Funds, as well as some North Central Lighting and Landscaping District funds. No General Fund resources will be used.

CC #: 9832

File #: 0900-04-01

CONTACT: Daniel Lierly 916-746-1300 delierly@roseville.ca.us

6.2. Audiovisual Services (RFP 12-009) - Service Agreement Renewal

Memo from Information Technology Program Manager Scott Adrian and Chief Information Officer Hong Sae recommending the City Council adopt RESOLUTION NO. 19-89 APPROVING A SERVICE AGREEMENT RENEWAL BETWEEN CITY OF ROSEVILLE AND BETTER PRESENTATION SYSTEMS, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE (S1909066). The City has an ongoing need for audiovisual design and installation services. This item requests the renewal of a service agreement with Better Presentation Systems, Inc. for citywide audiovisual services. Projects range in size from small conference room upgrades to large facility system installations. The original contract term was three years plus two optional one (1) year renewals. This is the first of the two optional renewals. The recommended service agreement amendment does not require the appropriation of additional funding. Information Technology Department staff coordinate the services provided under this agreement on an as-needed basis

and directly charge the requesting department for the services upon identification of adequate funds in their respective budgets.

CC #: 9863

File #: 0203-06

CONTACT: Scott Adrian 916-774-5164 sadrian@roseville.ca.us

6.3. Performance Management Software - Sole Source Service Agreement

Memo from Assistant Human Resources Director Hedy Dehghan and Human Resources Director Stacey Peterson recommending the City Council adopt RESOLUTION NO. 19-93 APPROVING A SOLE SOURCE SERVICE AGREEMENT BETWEEN CITY OF ROSEVILLE AND CORNERSTONE ONDEMAND, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE (S1909347). Staff recommends approval of a sole source service agreement for a one year agreement with Cornerstone OnDemand for Performance Management software used to conduct performance evaluations for City staff. The annual fee of $33,650.00 is included in the FY2018-19 budget.

CC #: 9871

File #: 0600

CONTACT: Hedy Dehghan 916-774-5205 hdehghan@roseville.ca.us

6.4. Residential New Construction Energy Efficiency Program Development - Service Agreement

Memo from Senior Energy Services Account Representative Mark Riffey and Electric Utility Director Michelle Bertolino recommending the City Council adopt RESOLUTION NO. 19-80 APPROVING A SERVICE AGREEMENT BETWEEN THE CITY OF ROSEVILLE AND TRC SOLUTIONS, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE (S1909056). This item is a service agreement with TRC Solutions, Inc. (TRC) to implement and administer Roseville Electric Utility's residential new construction energy efficiency program. The total contract value of the agreement with TRC is not to exceed $900,000.00. The term of the agreement begins in FY2018-19 and extends through FY2020-21. Funds for the first year of the agreement in the amount of $200,000.00 are available in the FY2018-19 Electric Operations budget, as part of the public benefit programs. Future funding is pending City Council approval of the FY2019-20 and FY2020-21 budgets.

CC #: 9854

File #: 0800-03

CONTACT: Mark A. Riffey 916-746-1667 mriffey@roseville.ca.us

6.5. Landscape Bark and Playground Engineered Wood Fiber Material and Services - Service Agreement Amendment

Memo from Parks Supervisor Patrick Daly and Parks, Recreation & Libraries Director Dion Louthan recommending the City Council adopt RESOLUTION NO. 19-70 APPROVING AMENDMENT NO. 1 TO SERVICE AGREEMENT BETWEEN CITY OF ROSEVILLE AND APPLIED LANDSCAPE

MATERIALS, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE (S1909067). This amendment will increase the amount of the agreement from $100,000.00 to $150,000.00. This agreement provides landscape bark and playground fiber within City parks and landscape districts. The annual cost of the agreement shall not exceed $150,000.00. Funding is included in the FY2018-19 Parks, Recreation & Libraries Department budget. The funding sources are a combination of General Fund, Community Facility Districts, and Lighting and Landscape Districts. There is no net impact to the General Fund.

CC #: 9838

File #: 0203-10

CONTACT: Patrick Daly 916-774-5764 pdaly@roseville.ca.us

6.6. Time and Attendance Software - Service Agreement Amendment

Memo from Finance Manager Kristi Corral and Chief Financial Officer Dennis Kauffman recommending the City Council adopt RESOLUTION NO. 19-77 APPROVING AMENDMENT NO. 1 TO SERVICE AGREEMENT BETWEEN CITY OF ROSEVILLE AND GROUPEX LIMITED, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE (S1904314). This item requests approval of an amendment to a service agreement for reconfiguration of the Workforce Time and Attendance software. The total cost of the amendment is $50,490.00 for consultant services and $8,000.00 for travel cost, bringing the total cost of the contract to $78,990.00. Funding is available in the Enterprise Resource Planning project budget.

CC #: 9848

File #: 0203-06

CONTACT: Kristi Corral 916-774-5316 kcorral@roseville.ca.us
Dennis Kauffman 916-774-5313 dkauffman@roseville.ca.us

6.7. Vehicle Purchases - Budget Adjustment

Memo from Fleet Manager Brian Craighead and Acting Public Works Director Jason Shykowski recommending the City Council adopt ORDINANCE NO. 6063 OF THE COUNCIL OF THE CITY OF ROSEVILLE AUTHORIZING CERTAIN AMENDMENTS TO THE 2018-19 BUDGET AND DECLARING THIS ORDINANCE TO BE IMMEDIATELY EFFECTIVE AS AN APPROPRIATION MEASURE. Staff requests the City Council approve a purchase order to Winner Chevrolet, Inc. for one Chevrolet Tahoe Police Pursuit Vehicle utilizing RFQ 10-3202 in the amount of $44,264.25; and adopt an ordinance to approve a budget adjustment of $67,575.00 from the Auto Replacement budget to pay for the purchase price and upfitting for this vehicle; and approve a sole source purchase order to Dilo Company, Inc. for one SF6 gas recovery system in the amount of $134,373.70; and approve a purchase order to 72 Hour LLC dba National Auto Fleet Group for one Ford Interceptor Utility Hybrid utilizing Sourcewell contract #120716-NAF in the amount of $50,184.61; and approve a budget adjustment of $65,000.00 from the Auto Replacement budget to pay for the purchase price and upfitting for this vehicle. Funding for the SF6 gas recovery system is included in the FY2018-19 Auto

Replacement budget.

CC #: 9849

File #: 0203-01 & 0201-01

CONTACT: Brian Craighead 916-774-5731 bcraighead@roseville.ca.us

6.8. Computers and Technology Equipment - Purchase Order Increase

Memo from Information Technology Divisional Manager Michael Sinor and Chief Information Officer Hong Sae recommending the City Council approve a purchase order increase for computers and technology equipment for the Police and Fire Department servers. Total estimated cost for the purchase order increase in FY2018-19 is $150,000.00, which will be funded by the Information Technology budget and other departmental budgets.

CC #: 9852

File #: 0203-06

CONTACT: Michael Sinor 916-774-5183 msinor@roseville.ca.us

Resolutions

6.9. Mediation Disclosure Notification and Acknowledgment

Memo from Assistant City Attorney Michelle Sheidenberger recommending the City Council adopt RESOLUTION NO. 19-87 AUTHORIZING THE MAYOR TO SIGN A MEDIATION DISCLOSURE NOTIFICATION AND ACKNOWLEDGEMENT FORM. This item requests authorization for the Mayor to execute a Mediation Disclosure Notification and Acknowledgement form required by SB 954 which went into effect January 1, 2019. There is no fiscal impact related to this action.

CC #: 9860

File #: 0500

CONTACT: M. Sheidenberger 916-774-5325 msheidenberger@roseville.ca.us

6.10. Placer Valley Tourism - Annual Budget and Strategic Work Plan

Memo from Recreation Manager Kathy Barsotti and Parks, Recreation & Libraries Director Dion Louthan recommending the City Council adopt RESOLUTION NO. 19-91 APPROVING THE 2019 PLACER VALLEY TOURISM STRATEGIC MARKETING PLAN AND BUDGET. Staff recommends the City Council approve the 2019 Budget and 2019 Strategic Marketing Plan for Placer Valley Tourism (PVT). On November 5, 2014, the City entered into a Marketing Management Agreement with PVT which authorizes PVT to administer and implement all of the activities and improvements of the District. Expenditure of assessments received from the District are directed by the PVT Board, which is comprised of hotel, Chamber and City representatives from Roseville, Rocklin and Lincoln. The PVT strategic marketing plan and budget are required to undergo an annual review and approval by the City Council.

CC #: 9866

File #: 0110-01

CONTACT: Kathy M. Barsotti 916-774-5955 kbarsotti@roseville.ca.us

6.11. Street Closure Request - Wizard Fun Run 5K - May 5, 2019

Memo from Recreation Superintendent Kristi LaRoche and Parks, Recreation & Libraries Director Dion Louthan recommending the City Council adopt RESOLUTION NO. 19-76 OF THE COUNCIL OF THE CITY OF ROSEVILLE APPROVING THE CLOSING OF CERTAIN STREETS FOR WIZARD FUN RUN 5K. Staff recommends City Council approval of the street closures as outlined in the authorizing resolution between 5:00 a.m. – 11:00 a.m. for the Inaugural Wizard Fun Run 5K on Sunday, May 5, 2019. Funding for the expenses of this event, budgeted at $22,525.00, is included in the approved Parks, Recreation & Libraries FY2018-19 budget.

CC #: 9847

File #: 0109-02

CONTACT: Kristi LaRoche 916-774-5962 klaroche@roseville.ca.us

6.12. Street Closure Request - Woof, Wine & Dine Event - May 17, 2019

Memo from Recreation Superintendent Jeff Nereson and Parks, Recreation & Libraries Director Dion Louthan recommending the City Council adopt RESOLUTION NO. 19-75 APPROVING AN AGREEMENT BY AND BETWEEN THE CITY OF ROSEVILLE AND THE PLACER COUNTY SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. Staff requests City Council approval for the closure of South Grant Street, between Vernon and Oak Streets between 4:00 p.m.– 6:00 p.m. and 9:30 p.m.–11:00 p.m. on Friday, May 17, 2019 for the Placer SPCA Woof, Wine & Dine event. All costs associated with this event for City services will be reimbursed by Placer SPCA.

CC #: 9846

File #: 0109-02

CONTACT: Jeff Nereson 916-774-5974 jnereson@roseville.ca.us

6.13. Street Closure Request - John Adams Academy Revolution Fun Run - March 23, 2019

Memo from Recreation Superintendent Jeff Nereson and Parks, Recreation & Libraries Director Dion Louthan recommending the City Council adopt RESOLUTION NO. 19-71 APPROVING AN AGREEMENT BETWEEN THE CITY OF ROSEVILLE AND JOHN ADAMS ACADEMIES, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. Staff requests the City Council approve the closure of the following streets from 7:30 a.m. – 12:00 p.m. on Saturday, March 23, 2019 for the John Adams Academy Revolution Fun Run. All costs associated with this event for City services will be reimbursed by John Adams Academy.

CC #: 9840

File #: 0109-02

CONTACT: Jeff Nereson 916-774-5974 jnereson@roseville.ca.us

6.14. F-97 Pocket Park - Master Plan and Park Development Agreement Approval

Memo from Park Planning & Development Superintendent Tara Gee and Parks, Recreation & Libraries Director Dion Louthan recommending the City Council adopt RESOLUTION NO. 19-69 APPROVING A PARK DEVELOPMENT AGREEMENT FOR F97 POCKET PARK SITE AND PARK IMPROVEMENTS, BY AND BETWEEN THE CITY OF ROSEVILLE AND ATC REALTY ONE, LLC, LLC, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. F-97 is the pocket park located within Fiddyment Ranch Phase 2 Villages 11A.1 and 12, just north of North Hayden Parkway and Hollis Way. The entitlements for these villages have been approved and construction is underway. The construction of the pocket parks within the West Roseville Specific Plan area is the sole responsibility of the developer. Maintenance of the pocket parks are included in the West Roseville Community Facilities District for Services. There is no General Fund impact with this request.

CC #: 9835

File #: 0704-01

CONTACT: Tara Gee 916-774-5253 tgee@roseville.ca.us

6.15. Roseville Road Improvement Project - Professional Services Agreement Amendment

Memo from Senior Engineer Stefanie Kemen and Acting Public Works Director Jason Shykowski recommending the City Council adopt RESOLUTION 19-83 APPROVING A FIRST AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND INTERWEST CONSULTING GROUP, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. This is an amendment to the professional services agreement with Interwest Consulting Group, Inc. for title and escrow tasks that need to be completed to close two outstanding escrows for the Roseville Road Improvement project. The cost of the additional services is $32,500.00, bringing the total contract amount to $168,300.00. The project is fully funded with Federal Highway Safety Improvement Program grant funds and Traffic Mitigation funds, and sufficient funding is available in the previously approved project budget for this amendment. No budget adjustment is needed, and no General Fund resources are allocated for this project.

CC #: 9856

File #: 0900-04-02

CONTACT: Stefanie A. Kemen 916-746-1300 skemen@roseville.ca.us

6.16. International Swaps and Derivatives Association Master Agreement with Gas & Power Annexes

Memo from Electric Risk and Compliance Supervisor Petra Wallace and Electric Utility Director Michelle Bertolino recommending the City Council adopt RESOLUTION NO. 19-86 APPROVING AN INTERNATIONAL SWAP

DEALERS ASSOCIATION MASTER AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND NEXTERA ENERGY MARKETING, LLC AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. This is an International Swaps and Derivatives Association Master Agreement ("ISDA") with Gas and Power Annexes with NextEra Energy Marketing, LLC that will allow the City to purchase physical and financial electricity and natural gas. The ISDA agreement is an industry standard contract that allows the City to manage risk by purchasing and selling natural gas and electricity. There is no fiscal impact associated with the execution of the ISDA with Gas and Power Annexes as it is only an enabling agreement.

CC #: 9859

File #: 0800-03

CONTACT: Petra Wallace 916-774-5510 pwallace@roseville.ca.us

6.17. Resolution of Intention to Form Sierra Vista Specific Plan Westpark-Federico Community Facilities District No. 1 (Public Facilities) and Resolution of Intention to Incur Bonded Indebtedness

Memo from Administrative Analyst Jeannine Thrash and Chief Financial Officer Dennis Kauffman recommending the City Council adopt RESOLUTION NO. 19-81 OF INTENTION OF THE CITY COUNCIL OF THE CITY OF ROSEVILLE TO FORM A COMMUNITY FACILITIES DISTRICT AND FUTURE ANNEXATION AREA, AND LEVY A SPECIAL TAX IN THE CITY OF ROSEVILLE SVSP WESTPARK-FEDERICO COMMUNITY FACILITIES DISTRICT NO. 1 (PUBLIC FACILITIES) TO FINANCE PUBLIC SERVICES AND THE ACQUISITION AND CONSTRUCTION OF CERTAIN PUBLIC FACILITIES IN AND FOR SUCH COMMUNITY FACILITIES DISTRICT; and adopt RESOLUTION NO. 19-82 OF THE CITY COUNCIL OF THE CITY OF ROSEVILLE OF INTENTION TO INCUR BONDED INDEBTEDNESS TO FINANCE THE ACQUISITION AND CONSTRUCTION OF CERTAIN PUBLIC FACILITIES IN AND FOR THE CITY OF ROSEVILLE SVSP WESTPARK-FEDERICO COMMUNITY FACILITIES DISTRICT NO. 1 (PUBLIC FACILITIES). The Westpark-Federico property is a portion of the Federico property within the Sierra Vista Specific Plan (SVSP). The overall Federico property is approximately 506 acres and is approved for 2,154 residential units (1,632 low and medium-density, and 522 high-density residential units). The Westpark-Federico portion is approximately 251 acres and is planned for 935 residential units (763 low and medium-density, and 172 high-density residential units). The property is anticipated to be developed over a number of phases. The first phase, which is also the initial Community Facilities District (CFD) boundary, includes approximately 215 low-density residential units and 110 medium-density residential units over roughly 62 acres. The CFD boundary also includes a 3.4 acre open space parcel and a 1.1 acre park parcel.

CC #: 9855

File #: 0206-03-01

CONTACT: Jeannine Thrash 916-774-5473 jthrash@roseville.ca.us
Dennis Kauffman 916-774-5313 dkauffman@roseville.ca.us

6.18. City of Roseville Goals and Policies Concerning the Use of Mello-Roos Community Facilities Act of 1982

Memo from Administrative Analyst Jeannine Thrash and Chief Financial Officer Dennis Kauffman recommending the City Council adopt RESOLUTION NO. 19-78 ADOPTING THE AMENDED GOALS AND POLICIES CONCERNING THE USE OF MELLO-ROOS COMMUNITY FACILITIES ACT OF 1982. Staff is recommending the City Council approve an update of The City of Roseville Goals and Policies Concerning the Use of Mello-Roos Community Facilities Act of 1982 with revisions to the language in the document to help clarify the meaning of the policy. The policy is also being revised to reference the newly established Schedule of Maintenance Costs and Charges that is applicable to all annexations into maintenance Community Facility Districts (CFDs) and newly formed maintenance CFDs. Approval of the update will not have any impact of the City's General Fund.

CC #: 9851

File #: 0206-03

CONTACT: Jeannine Thrash 916-774-5473 jthrash@rosville.ca.us
Dennis Kauffman 916-774-5313 dkauffman@roseville.ca.us

6.19. Audit Services - Professional Services Agreement Amendment

Memo from Accounting Supervisor Nick Rosas and Chief Financial Officer Dennis Kauffman recommending the City Council adopt RESOLUTION NO. 19-88 APPROVING A SECOND AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND VAVRINEK, TRINE, DAY & COMPANY, LLC, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. Staff wishes to exercise the City's option to extend the term of the existing agreement for financial audit services for an additional two-year period. The cost of the financial audit services is $181,900.00 per year, for a total of $363,800.00 over the two-year period, part of which will be paid for by the General Fund. The cost of the first year of the audit services has been budgeted in the FY 2018-19 budget. The cost of the second year of the audit services will be included in the FY 2019-20 budget, pending City Council approval.

CC #: 9861

File #: 0201-02

CONTACT:Nick Rosas 916-774-5314 nrosas@roseville.ca.us

6.20. Housing Element Annual Progress Report for Calendar Year 2018

Memo from Housing Analyst Trisha Isom and Economic Development Director Laura Matteoli recommending the City Council adopt RESOLUTION NO. 19-73 HOUSING ELEMENT ANNUAL PROGRESS REPORT AND THE HOUSING SUCCESSOR'S ANNUAL REPORT OF THE LOW ANS MODERATE INCOME HOUSING SSET FUND. Staff is providing the City Council an annual informational report on the status of the Housing Element of the General Plan and progress in its implementation, as required by the State of California. This item does not impact the General Fund.

CC #: 9843
File #: 0709-01

CONTACT: Trisha Isom 916-746-1239 tisom@roseville.ca.us

Ordinances (for introduction and adoption - appropriation/urgency measures)

6.21. Staffing Allocation and Salary Schedule Changes

Memo from Human Resources Director Stacey Peterson recommending the City Council adopt ORDINANCE NO. 6065 OF THE COUNCIL OF THE CITY OF ROSEVILLE AMENDING ORDINANCE NO. 6057, THE SALARY ORDINANCE FOR MANAGEMENT EMPLOYEES, AS AMENDED BY APPENDIX "B" TO BE EFFECTIVE MARCH 30, 2019, AS AN URGENCY MEASURE. Staff is recommending the addition of an Information Technology Client Services Supervisor classification on the Management A & B salary schedules. In addition, staff is also requesting approval of the citywide allocation schedule reflecting the reclassification of 1 allocation on the citywide allocation schedule. The total FY2018-19 cost is $2,374.00.

CC #: 9867

File #: 0600-01

CONTACT: Stacey Peterson 916-774-5374 slpeterson@roseville.ca.us

Ordinances (for second reading and adoption)

6.22. Play Care Commercial Project Rezone

ORDINANCE NO. 6066 OF THE COUNCIL OF THE CITY OF ROSEVILLE AMENDING ZONING ORDINANCE NO. 5428 OF THE CITY OF ROSEVILLE CHANGING THE ZONING OF CERTAIN REAL PROPERTY LOCATED WITHIN THE CITY OF ROSEVILLE, for second reading and adoption.

CC #: 9869

File #: 0400-04-07-2

CONTACT: Kinarik Shallow 916-746-1309 kshallow@roseville.ca.us

6.23. The Villages at Kit Carson Project Rezone

ORDINANCE NO. 6067 OF THE COUNCIL OF THE CITY OF ROSEVILLE AMENDING ZONING ORDINANCE NO. 5428 OF THE CITY OF ROSEVILLE CHANGING THE ZONING OF CERTAIN REAL PROPERTY LOCATED WITHIN THE CITY OF ROSEVILLE, for second reading and adoption.

CC #: 9870

File #: 0400-04-17-2

CONTACT: Charity Gold 916-774-5247 cgold@roseville.ca.us

Reports / Requests

6.24. Out of State Travel Request - Police Memorial Week

Memo from Police Captain Troy Bergstrom and Police Chief James Maccoun recommending the City Council approve out-of-state travel for the Police Department Honor Guard Team to attend the National Police Week Memorial in Washington D.C. from May 12-17, 2019. All travel costs, except lodging, are being covered by donations or the participants. Lodging expenses will be paid through the Police Department Training funds and is not expected to exceed $4,000.00. Sufficient funds are available in the Police Department's FY2018-19 budget.

CC #: 9872

File #: 0600-02

CONTACT: Troy Bergstrom 916-774-5058 tbergstrom@roseville.ca.us

6.25. John L Sullivan Park (WB-51) - Master Plan Approval

Memo from Park Planning & Development Superintendent Tara Gee and Parks, Recreation & Libraries Director Dion Louthan recommending the City Council approve the John L. Sullivan Park (WB-51) Master Plan**.** This park design meets the allocated budget of $950,000.00, which includes hard costs (construction) and soft costs (design, engineering, permits, project management, and inspection). Park development fees have been collected through the Westbrook Neighborhood Park Fund. The funding source for maintenance is provided through the Westbrook Community Facilities District for Service. There will be no General Fund impact.

CC #: 9839

File #: 0704-01

CONTACT: Tara Gee 916-774-5253 tgee@roseville.ca.us

6.26. Out of State Travel Request - Fire Department

Memo from Division Chief Jason Rizzi and Fire Chief Rick Bartee recommending the City Council approve out of state travel for one Fire Department staff member to attend the Government Social Media conference in Nashville, TN, in April 2019. Funding for travel, lodging, per diem and conference registration is estimated to be $2,500.00 and is included in the Fire Department's current fiscal year budget. The Government Social Media Conference is the only major social media conference for U.S. city, county, and state governments. This conference is specifically designed to educate cities, counties, states, and federal agencies on social media best practices, not only for day-to-day social media use, but also best practices for emergency management social media use.

CC #: 9836

File #: 0600-02

CONTACT: Jason Rizzi 916-774-5802 jrizzi@roseville.ca.us

6.27. Out of State Travel Request - Fire Department

Memo from Assistant Fire Chief Greg James and Fire Chief Rick Bartee recommending the City Council approve out-of-state travel for 3 Fire Department staff members to attend the Tank Car Safety Course. This course

is held at the Association of American Railroad's Security and Emergency Response Training Center located at the Transportation and Technology Center near Pueblo, CO. The Roseville Fire Department has a Type-1 Hazardous Materials team capable of responding to various Hazardous Materials rail incidents in Roseville and the surrounding area. These classes focus on technical damage assessment and field repair of damaged hazardous materials railcars in order to rapidly and effectively mitigate emergencies. This effective response protects residents while providing a minimal amount of disruption to business and commerce. Total cost to the department is approximately $6,000.00. Funds for this training are available in the department's current fiscal year budget. Approximate costs in the amount of $10,500.00 which includes tuition, travel, and lodging will be covered by Union Pacific.

CC #: 9844

File #: 0600-02

CONTACT: Greg James 916-774-5806 gjames@roseville.ca.us

6.28. Fiscal Year 2018-19 Second Quarter Report

Memo from Budget Manager Scott Pettingell and Chief Financial Officer Dennis Kauffman with an informational report that includes financial data for the second quarter of FY2018-19 for the General Fund, the enterprise operating funds, and revenues in selected other funds.

CC #: 9837

File #: 0201

CONTACT: Scott Pettingell 916-746-1306 spettingell@roseville.ca.us

6.29. State and Federal Legislative Platform 2019

Memo from Government Relations Administrator Mark Wolinski and Public Affairs & Communications Director Megan MacPherson with the City's Legislative Platform as a result of the City Council's articulation of its goals and priorities during legislative updates and the City Council's Legislative Platform Workshop held February 20, 2019. The Legislative Platform conveys the Council's position on issues that are currently, or are anticipated to be, the focus of future legislation and regulation at the state and federal levels.

CC #: 9842

File #: 0103-32-02

CONTACT: Mark Wolinski 916-774-5179 mwolinski@roseville.ca.us

END OF CONSENT CALENDAR

7. RESOLUTIONS

7.1. Dry Creek Greenway East Trail - EIR Certification and Project Approval

Memo from Alternative Transportation Manager Michael Dour and Acting Public Works Director Jason Shykowski recommending the City Council adopt

RESOLUTION NO. 19-68 CERTIFYING A FINAL ENVIRONMENTAL IMPACT REPORT RELATING TO THE DRY CREEK GREENWAY EAST TRAIL PROJECT, MAKING FINDINGS OF FACT, ISSUING A STATEMENT OF OVERRIDING CONSIDERATIONS, APPROVING A MITIGATION MONITORING PROGRAM AND APPROVING THE DRY CREEK GREENWAY EAST TRAIL PROJECT. This item is a request for City Council action on the Dry Creek Greenway East Trail Project. The Dry Creek Greenway East Trail Project is a proposed paved multi-use trail along Dry, Cirby, and Linda Creeks from Darling Way/Riverside Avenue to the City limits at S. Cirby Way/Old Auburn Road. The project is identified as a proposed Class I bikeway in the City of Roseville General Plan and Bicycle Master Plan. The requested actions are to certify the project Environmental Impact Report, approve the Findings of Fact and Statement of Overriding Considerations, and approve the project, including Alignment Option 1B for the Hillcrest area and Alignment Option 5A for the Sunrise Avenue area. There is no cost associated with this action, and no General Fund expenditures are anticipated with the future construction of the project.

CC #: 9864

File #: 0721-05 & 0400-06-03

CONTACT: Michael Dour 916-746-1304 mdour@roseville.ca.us

7.2. Historic District Parking Project - Professional Services Agreement

Memo from Senior Engineer Stefanie Kemen and Acting Public Works Director Jason Shykowski recommending the City Council adopt RESOLUTION NO. 19-74 APPROVING A PROFESSIONAL SERVICES AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND INTERWEST CONSULTING GROUP, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. This is a professional services agreement with Interwest Consulting Group, Inc. for negotiations to acquire real property in the Historic Old Town Roseville area for a planned Parking Project. The costs of the services will not exceed $34,750.00 and will be funded from General Fund contingency. No additional General Fund resources are required as there are adequate resources in the General Fund contingency to fund the recommended purchase.

CC #: 9845

File #: 1002-02 & 0401-02-02

CONTACT: Stefanie A. Kemen 916-746-1300 skemen@roseville.ca.us

7.3. Authorization to Submit Grant Application to Sacramento Area Council of Governments

Memo from Administrative Analyst Alison Winter and Acting Public Works Director Jason Shykowski recommending the City Council adopt RESOLUTION NO. 19-84 AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE TO SUBMIT A SACRAMENTO AREA COUNCIL OF GOVERNMENTS DISCRETIONARY FEDERAL TRANSPORTATION ADMINISTRATION TRANSIT PROGRAMMING APPLICATION AND TO EXECUTE ALL RELATED FORMS AND AGREEMENTS. Staff requests authorization to submit an application to the Sacramento Area Council of

Governments and to execute all related forms and agreements that will allow the City to receive up to $688,556.00 from Sacramento Urbanized Area Federal Transit Administration to purchase one (1) zero-emission battery electric bus to expand commuter service.

CC #: 9857

File #: 0721 & 0214

CONTACT: Alison Winter 916-746-1316 awinter@roseville.ca.us

7.4. Exclusive Right to Negotiate Agreement for Property Exchange (West Roseville Specific Plan Parcels F-55, W-60a, W-60b)

Memo from Senior Planner Lauren Hocker and Development Services Director Mike Isom recommending Council adopt RESOLUTION NO. 19-85 APPROVING AN EXCLUSIVE RIGHT TO NEGOTIATE AGREEMENT FOR PROPERTY EXCHANGE, BY AND BETWEEN THE CITY OF ROSEVILLE AND WEST ROSEVILLE, LLC, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. This item will allow staff to negotiate exclusively with West Roseville, LLC to exchange 25.67 acres of City-owned property (Parcel F-55) for 25.67 acres of property owned by West Roseville, LLC (Parcel W-60a and a portion of Parcel W-60b) in the West Roseville Specific Plan area of the City of Roseville. Any property exchange agreement resulting from the exclusive negotiations would require future City Council approval. Aside from Development Services, City Attorney, and City Manager staff time associated with negotiations, there are no direct impacts to the General Fund as a result of this item.

CC #: 9858

File #: 0400-04-09

CONTACT: Lauren Hocker 916-774-5272 lhocker@roseville.ca.us

8. ORDINANCES

8.1. HOUSING SUCCESSOR AGENCY/CITY COUNCIL - Homeless Prevention and Rapid Rehousing Funding Allocations and Budget Adjustment

Memo from Housing Manager Danielle Foster and Economic Development Director Laura Matteoli recommending the City Council adopt RESOLUTION NO. 19-90 APPROVING FUNDING RECOMMENDATIONS AND AUTHORIZING THE CITY MANAGER OR DESIGNEE TO EXECUTE GRANT AGREEMENTS ON BEHALF OF THE CITY OF ROSEVILLE; and adopt ORDINANCE NO. 6064 OF THE COUNCIL OF THE CITY OF ROSEVILLE AUTHORIZING CERTAIN AMENDMENTS TO THE 2018-19 BUDGET AND DECLARING THIS ORDINANCE TO BE IMMEDIATELY EFFECTIVE AS AN APPROPRIATION MEASURE. This item allocates 2019 Homeless Prevention and Rapid Rehousing grants to local non-profit partners using the budgeted $250,000.00 of affordable housing funding as the Housing Successor of the Roseville Redevelopment Agency, and another $125,000.00 of Sutter Health's *Getting to Zero* funding for grants totaling $375,000.00. A related budget adjustment is included for the Sutter Health grant funding. This item does not impact the General Fund.

CC #: 9865

File #: 0709-05 & 0201-01

CONTACT: Danielle Foster 916-774-5446 dfoster@roseville.ca.us

9. SPECIAL REQUESTS/REPORTS/PRESENTATION

9.1. Electric Department - Proposed Budget

Memo from Michelle Bertolino with an update on Roseville Electric Utility's proposed FY2019-20 budget. This is an informational presentation that has no fiscal impact.

CC #: 9833

File #: 0800-03

CONTACT: Michelle Bertolino 916-774-5603 mbertolino@roseville.ca.us

9.2. Environmental Utilities Department - Budget Update

Memo from Environmental Utilities Director Richard Plecker with a budget update for the Environmental Utilities Department. This is an informational presentation and has no fiscal impact.

CC #: 9834

File #: 0800-02

CONTACT: Richard Plecker 916-774-5714 rplecker@roseville.ca.us

10. APPOINTMENTS

10.1. Appointments to Transportation Commission and Planning Commission

Memo from Deputy City Clerk Ryan Carroll and City Clerk Sonia Orozco recommending Council appoint (1) one member to the Transportation Commission with a term ending December 31, 2019, from the following (3) three individuals who submitted an application for consideration: Dan Groff, Neil Peacock, and John Raniseski; and appoint (1) one member to the Planning Commission with a term ending June 30, 2020, from the following (5) five individuals who submitted applications for consideration: Pam Herman, Tracy Librea, Jonathan Martin, Neil Peacock, and Andrew Waldrop.

CC #: 9862

File #: 0103 & 0103-13-03 & 0103-07-03

CONTACT: Ryan Carroll 916-774-5265 rcarroll@roseville.ca.us

11. PUBLIC HEARING

NOTICE TO THE PUBLIC

City Council, when considering the matter scheduled for hearing, will take the following actions:

1. Open the Public Hearing
2. Presentation by Staff
3. Presentation by applicant or Appellant

4. Accept Public Testimony
5. Appellant or Applicant Rebuttal Period
6. Close the Public Hearing
7. City Council Comments and Questions
8. City Council Action

In the future, if you wish to challenge in court any of the matters on this agenda for which a public hearing is to be conducted, you may be limited to raising only those issues, which you, or someone else raised orally at the Public Hearing or in written correspondence received by the City or before the hearing

Public Hearings listed for continuance will be continued as noted and posting of this agenda serves as notice of continuation.

11.1. Statewide Community Infrastructure Program Participation

Memo from Economic Development Director Laura Matteoli recommending the City Council adopt RESOLUTION NO. 19-92 OF THE CITY COUNCIL OF THE CITY OF ROSEVILLE AUTHORIZING THE CALIFORNIA STATEWIDE COMMUNITIES DEVELOPMENT AUTHORITY TO ISSUE LOCAL OBLIGATIONS WITHIN THE JURSDICTIONAL BOUNDARIES OF THE CITY FROM TIME TO TIME FOR THE STATEWIDE COMMUNITY INFRASTRUCTURE PROGRAM AND AUTHORIZING RELATED ACTIONS. Staff recommends that the City Council authorize the City to participate in the Statewide Community Infrastructure Program (SCIP). The SCIP program financing will include a City administrative fee, per the City's master fee schedule at 100% full cost recovery, to cover staff time involved with the processing and tracking of SCIP applications.

CC #: 9868

File #: 0110

CONTACT: Laura Matteoli 916-774-5284 lmatteoli@roseville.ca.us

11.2. Schedule of Maintenance Costs and Charges for Maintenance Community Facilities Districts Adoption

Memo from Administrative Analyst Jeannine Thrash and Chief Financial Officer Dennis Kauffman recommending the City Council adopt RESOLUTION NO. 19-79 ADOPTING A SCHEDULE OF MAINTENANCE COSTS AND CHARGES FOR COMMUNITY FACILITIES DISTRICTS. The proposed Schedule of Maintenance Costs and Charges for Maintenance Community Facilities Districts (CFDs) identifies costs for services provided by the City at the request of, or on behalf of, individual districts, as opposed to the public at large. This schedule of costs and charges is intended for application to all future maintenance CFD annexations as well as any new maintenance CFDs planned and formed by the City. The proposed Schedule of Maintenance Costs and Charges for Maintenance CFDs is intended to target full cost recovery in a fair and reasonable manner for all future maintenance CFDs once implemented.

CC #: 9853

File #: 0206-03

CONTACT: Jeannine Thrash 916-774-5473 jthrash@roseville.ca.us
Dennis Kauffman 916-774-5313 dkauffman@roseville.ca.us

12. COUNCIL / STAFF / REPORTS/ COMMENTS

13. ADJOURNMENT

COUNCIL COMMUNICATION

CC #: 9832
File #: 0900-04-01

Title:	2019 Curb Ramps, Sidewalks, Curbs, and Gutters Project – Approval of Plans and Specifications and Authorization to Call for Bids
Contact:	Daniel Lierly 916-746-1300 delierly@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 6.1.

RECOMMENDATION TO COUNCIL

Staff recommends the City Council approve the plans and specifications for the 2019 Curb Ramps, Sidewalks, Curbs, and Gutters Project and authorize staff to call for bids.

BACKGROUND

The 2019 Curb Ramps, Sidewalks, Curbs and Gutters Project is the combination of two biennial City maintenance projects; the 2019 Residential Curb Ramps Project, and the 2019 Sidewalks, Curbs and Gutters Project. We anticipate that incorporating the two projects into one will give us an improved economy of scale, and result in lower unit and bid prices.

In 2013, a joint technical assistance release was issued by the United States Department of Justice and the Federal Highway Administration requiring that roads receiving an overlay of additional material must ensure that all curb ramps adjacent to the overlay meet current ADA standards. If they do not, they must be improved. Staff has determined that 405 access ramps require improvement with the 2019 and 2020 residential resurfacing projects. The 2019 Curb Ramps, Sidewalks, Curbs and Gutters Project also includes construction of seven ramps requested by residents in areas where no ramps currently exist. In total, this project will improve or construct 412 ADA access ramps.

This project also includes 134 sidewalk, curb, and/or gutter repair locations. These locations were damaged by the roots of official city trees.

A map showing all of the project locations for the 2019 Curb Ramps, Sidewalks, Curbs and Gutters Project is provided as Exhibit A.

Construction of the project is anticipated to begin in the Spring of 2019 and be completed by the Fall of 2019.

Plans and specifications for the project have been completed and are available at the City Clerk's

Office for review.

FISCAL IMPACT

The Engineer's estimate for construction is approximately $2,750,000. The project is primarily funded by State Gas Tax Funds, as well as some North Central Lighting and Landscaping District funds. No General Fund resources will be used.

ECONOMIC DEVELOPMENT / JOBS CREATED

Federal guidelines suggest that there is one job created for every $92,000 in direct government spending. Based on that figure, this project will create approximately 29.9 jobs.

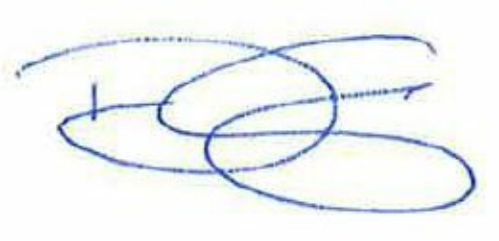
ENVIRONMENTAL REVIEW

The proposed project involves the repair and maintenance of existing facilities. This activity is categorically exempt from CEQA as a Class 1 Exemption (State CEQA Guidelines Section 15301). The Exemption has been prepared and no further CEQA action is required.

Respectfully Submitted,

Daniel Lierly, Assistant Engineer

Jason Shykowski, Acting Public Works Director



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Dominick Casey, City Manager

ATTACHMENTS:

Description

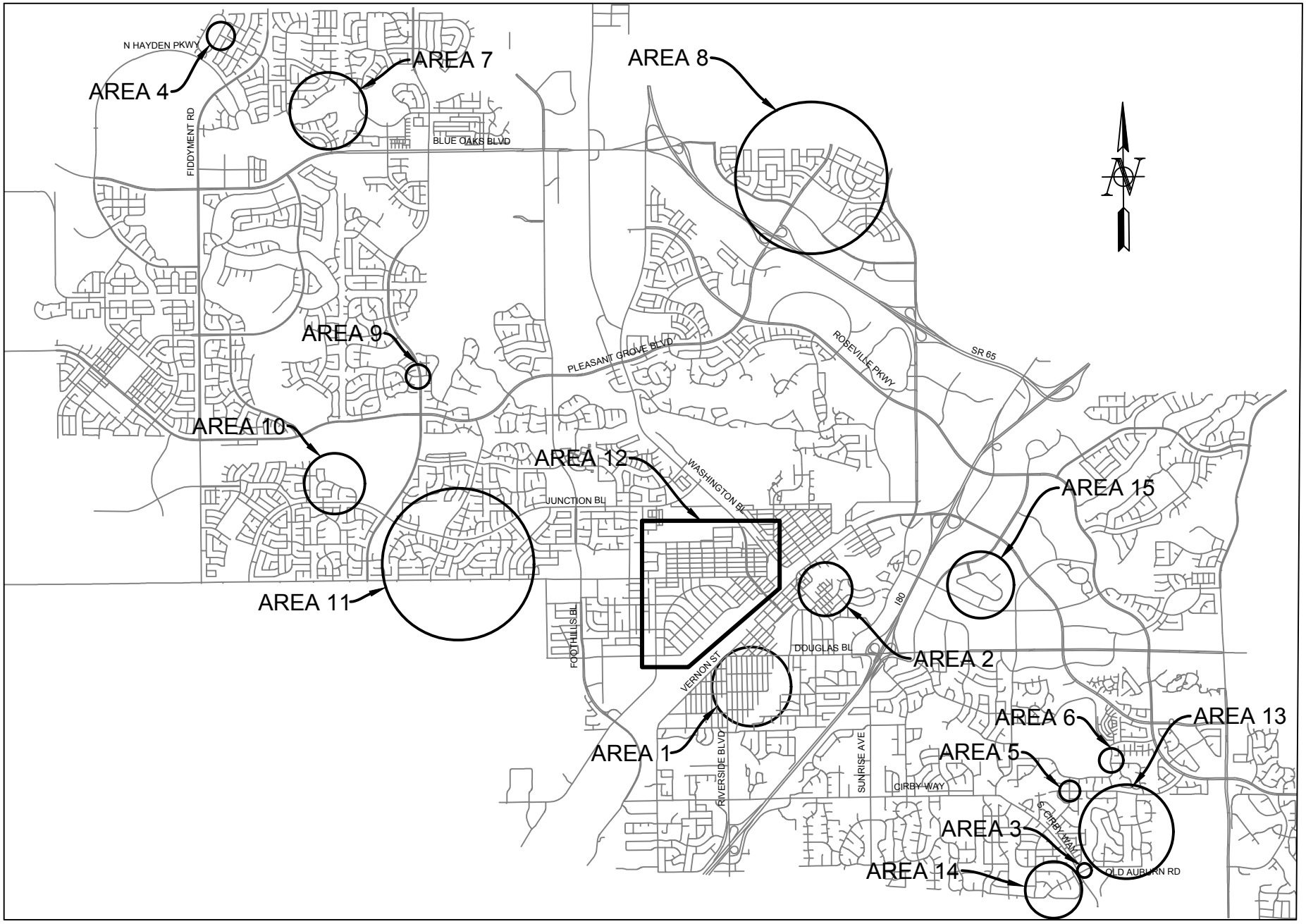
Attachment A - Location Map

Project Manual Cover Sheet

"EXHIBIT A"

2019 CURB RAMPS, SIDEWALKS , CURBS, & GUTTERS PROJECT

VICINITY MAP



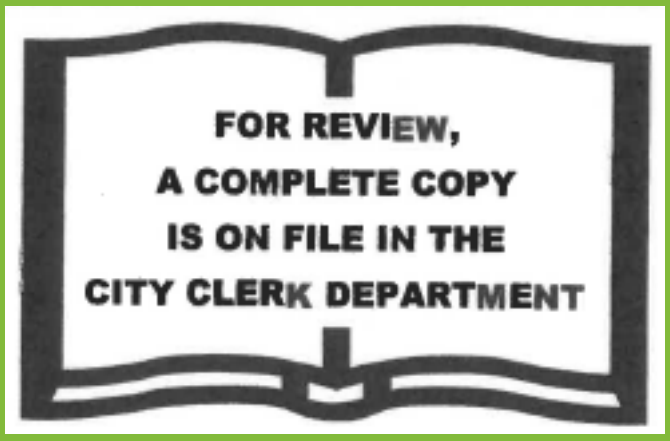
Streets & Bridges Project Manual

Name of project:

2019 Curb Ramps, Sidewalks, Curbs, and Gutters

Department:

Public Works



CITY OF ROSEVILLE CALIFORNIA

COUNCIL COMMUNICATION

CC #: 9863
File #: 0203-06

Title: Audiovisual Services (RFP 12-009) - Service Agreement Renewal
Contact: Scott Adrian 916-774-5164 sadrian@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 6.2.

RECOMMENDATION TO COUNCIL

Recommend Council adopt a resolution to approve the Service Agreement Renewal with Better Presentation Systems, Inc. for audiovisual services.

BACKGROUND

The City has an ongoing need for audiovisual design and installation services. These services include project design/engineering, programming, repair, equipment, and training. These services are scheduled on an as-needed basis at various locations throughout the City. Projects range in size from small conference room upgrades to large facility system installations.

The original contract term was three years plus two optional one (1) year renewals. This is the first of the two optional renewals.

FISCAL IMPACT

The recommended service agreement amendment with Better Presentations Systems, Inc. does not require the appropriation of additional funding. Information Technology Department staff coordinate the services provided under this agreement on an as-needed basis and directly charge the requesting department for the services upon identification of adequate funds in their respective budgets. In addition, staff is not recommending an increase to the total agreement award amount because there is adequate spending authority remaining under the original agreement.

ECONOMIC DEVELOPMENT / JOBS CREATED

There is no applicable economic development or job creation from this purchase order.

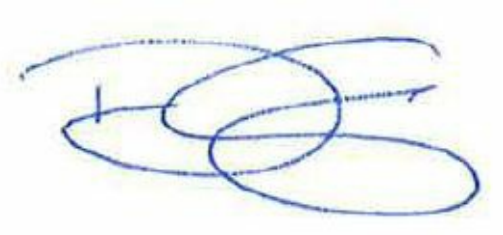
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) doesnot apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment (CEQA Guidelines §15061(b)(3)). This project does not include the potential for a significant environmental effect, and therefore is not subject to CEQA.

Respectfully Submitted,

Scott Adrian, IT Program Manager - GIS & Analytics

Hong Sae, Chief Information Officer



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Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-89

Service Agreement Renewal

RESOLUTION NO. 19-89

APPROVING A SERVICE AGREEMENT RENEWAL BETWEEN CITY OF ROSEVILLE AND BETTER PRESENTATION SYSTEMS, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE

WHEREAS, a service agreement renewal (No. S1909066) for audiovisual services, between City of Roseville and Better Presentation Systems, Inc. has been reviewed by the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said service agreement renewal is approved and that the City Manager is authorized to execute it on behalf of the City of Roseville; and

PASSED AND ADOPTED by the Council of the City of Roseville this ___ day of _____, 20__, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

PURCHASING
CITY OF ROSEVILLE

2005 HILLTOP CIRCLE, ROSEVILLE, CA 95747
(916) 774-5720 • TDD (916) 774-5220 • FAX (916) 774-5736

SERVICE AGREEMENT

SERVICE AGREEMENT
No: **S1909066**

SERVICE LOCATION: AS DIRECTED

REQ. NO.: RENEWAL DATE: 2/28/19

SUBMIT ALL INVOICES TO:
CITY OF ROSEVILLE
Finance Department
311 Vernon Street
Roseville, CA 95678

Contractor No.: V39617
Telephone No.: 916-782-6444 Fax: 916-782-8811
Email address: joshua@betterAVsystems.com
Contractor: BETTER PRESENTATION SYSTEMS, INC.
ATTN: JOSHUA TOWNE
2008 OPPORTUNITY DRIVE
SUITE 170
ROSEVILLE, CA 95678

Department: IT

Acct. Code: 03122-5212
VARIOUS

Buyer: LONI COUNTRYMAN
Phone: 916-774-5734

Start Date	Terms	Completion Date	Insurance Limits	Contact
1/21/19	NET 30	1/20/20	Approved by Risk Mgt.	SCOTT ADRIAN

The contractor shall furnish all labor, equipment and materials necessary to accomplish the following:
THE SERVICES CALLED FOR UNDER CITY OF ROSEVILLE REQUEST FOR PROPOSAL #12-009 TITLED "AUDIOVISUAL SERVICES" AND CONTRACTOR'S PROPOSAL THERETO TITLED "BID RESPONSE FOR: CITY OF ROSEVILLE AUDIOVISUAL SERVICES RFP" (HEREINAFTER "PROPOSAL"). THE TERMS AND SCOPE OF WORK OF CITY OF ROSEVILLE REQUEST FOR PROPOSAL #12-009 AND CONTRACTOR'S PROPOSAL ARE HERIN MADE PART OF THIS SERVICE AGREEMENT AND FULLY INCORPORATED BY REFERENCE.

PLEASE CONTACT SCOTT ADRIAN AT 916-774-5164 FOR QUESTIONS REGARDING THIS SERVICE AGREEMENT.

**The total amount listed is an approximation only. The City does not guarantee whatsoever the actual value of this contract.

Total Cost of Service: $ **EXTENSION OF SERVICE AGREEMENT S1604135**

ATTENTION: Total cost of service not to exceed the agreement amount without prior approval of the Purchasing Office.

The Contractor named hereon by the acceptance of this order agrees to the provisions of this document titled "Service Agreement" and Attachment "A".

Roseville Business License No.: _____ *Contractor License No.: 828018* *DIR Registration No.: 1000004209*

☐ **SOLE PROPRIETOR** ☐ **PARTNERSHIP** ☒ **CORPORATION**

CONTRACTOR: _____ Steven Hardy President
SIGNATURE PRINT NAME TITLE

CONTRACTOR: _____
SIGNATURE PRINT NAME TITLE

By: _____
Dominick Casey, City Manager
CITY OF ROSEVILLE, A MUNICIPAL CORPORATION

1. To the fullest extent allowed by law, Contractor shall defend, indemnify, and save and hold harmless City, its officers, agents, employees and volunteers from any claims, suits or actions of every name, kind and description brought forth, or on account of, injuries to or death of any person (including but not limited to workers and the public), or damage to property, resulting from or arising out of Contractor's willful misconduct or negligent act or omission while engaged in the performance of obligations or exercise of rights created by this Agreement, except those matters arising from City's sole negligence or willful misconduct. The parties intend that this provision shall be broadly construed. Contractor's responsibility for such defense and indemnity obligations shall survive the termination or completion of this Agreement for the full period of time allowed by law. The defense and indemnity obligations of this Agreement are undertaken in addition to, and shall not in any way be limited by, the insurance obligations contained in this Agreement.
2. Contractor is an independent contractor, and shall not be considered an officer, agent or employee of the City.
3. Without the written consent of the City, this Agreement is not assignable by Contractor either in whole or in part.
4. Time is of the essence of this Agreement.
5. At any time during the term of this Agreement, the City has the right to terminate this Agreement, provided Contractor is given thirty (30) days' written notice. City's termination shall be without further liability to City, however Contractor shall be entitled to all costs reasonably incurred prior to the date of termination. Contractor acknowledges that City may terminate this Agreement should funds not be appropriated by its governing body to continue services under this Agreement.
6. This Agreement may only be amended or modified in writing. It is integrated and contains the complete understanding of the parties.
7. All equipment, supplies and services sold to the City of Roseville shall conform to the general safety orders of the State of California.
8. Unless notified to the contrary, in writing, the City assumes that the Contractor has accepted the work in accordance with the plans and specifications (if any) and agrees to do the work in compliance with this Agreement.
9. All fair employment practices must be adhered to. In addition, if the project referenced on this service agreement is a Public Works project, all prevailing wage laws must be complied with. For prevailing wage contracts over $25,000, copies of certified payroll must be submitted with invoices. Prevailing wage rates may be obtained from the State Department of Industrial Relations and/or the following website address: http://www.dir.ca.gov/dlsr/DPreWageDetermination.htm."

10a. Unless otherwise specified, the Contractor shall maintain the policies of insurance outlined in Attachment A, incorporated herein by this reference, in full force and effect during the term of this Agreement. The City of Roseville retains sole discretion in determining the types and proper levels of insurance coverage.

10b. Form. Contractor shall submit a certificate evidencing such coverage for the period covered by this Agreement in a form satisfactory to Risk Management and the City Attorney, prior to undertaking any work hereunder. Any insurance written on a claims made basis is subject to the approval of Risk Management and the City Attorney.

10c. Additional Insureds. Contractor shall also provide a separate endorsement or section of the policy showing City, its officers, agents, employees, and volunteers as additional insureds for each type of coverage, except for Workers' Compensation. Such insurance shall specifically cover the contractual liability of Contractor. The additional insured coverage under the Contractor's policy shall be primary and noncontributory, as evidenced by a separate endorsement or section of the policy, and shall not seek contribution from City's insurance or self-insurance. In addition, the additional insured coverage shall be at least as broad as the Insurance Services Office ("ISO") CG 20 01 Endorsement. Any available insurance proceeds in excess of the specified minimum insurance coverage requirements and limits shall be available to the additional insureds. Furthermore, the requirements for coverage and limits shall be: (1) the minimum coverage and limits specified in this Agreement; or (2) the full coverage and maximum limits of any insurance proceeds available to the named insureds, whichever is greater.

10d. Cancellation/Modification. Contractor shall provide ten (10) days written notice to City prior to cancellation or modification of any insurance required by this Agreement.

10e. Umbrella/Excess Insurance. The limits of insurance required in this Agreement may be satisfied by a combination of primary and excess insurance. Any excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and noncontributory basis for the benefit of City (if agreed to in a written contract) before City's own insurance shall be called upon to protect it as a named insured.

10f. Subcontractors. Contractor agrees to include in its contracts with all subcontractors the same requirements and provisions of this Agreement, including the indemnity and insurance requirements, to the extent they apply to the scope of the subcontractor's work. Furthermore, Contractor shall require its subcontractors to agree to be bound to Contractor and City in the same manner and to the same extent as Contractor is bound to City under this Agreement. Additionally, Contractor shall obligate its subcontractors to comply with these same provisions with respect to any tertiary subcontractor, regardless of tier. A copy of City's indemnity and insurance provisions will be furnished to the subcontractor or tertiary subcontractor upon request.

10g. Self-Insured Retentions. All self-insured retentions ("SIR") must be disclosed to Risk Management for approval and shall not reduce the limits of liability. Policies containing any SIR provision shall provide or be endorsed to provide that the SIR may be satisfied by either the named insured or City. City reserves the right to obtain a full certified copy of any insurance policy and endorsements. The failure to exercise this right shall not constitute a waiver of such right.

10h. Waiver of Subrogation. Contractor hereby agrees to waive subrogation which any insurer of Contractor may acquire from Contractor by virtue of the payment of any loss under a Workers Compensation, Commercial General Liability or Automobile Liability policy. All Workers Compensation, Commercial General Liability and Automobile Liability policies shall be endorsed with a waiver of subrogation in favor of City, its officers, agents, employees and volunteers for all worked performed by Contractor, its employees, agents and subcontractors.

10i. Liability/Remedies. Insurance coverage in the minimum amounts set forth herein shall not be construed to relieve Contractor of liability in excess of such coverage, nor shall it preclude City from taking such other actions as are available to it under any other provisions of this Agreement or law.

11. Contractor shall comply with all federal, state and local laws and ordinances, including but not limited to the City's storm water regulations, as may be applicable to the performance of services under this Agreement. Failure to comply with local ordinances may result in monetary fines and cancellation of this Agreement. Refer to www.roseville.ca.us/stormwater for links to more information on the City's storm water regulations.
12. In the event that the terms of any attachment or exhibit conflict with any terms of this Service Agreement, the terms of this Service Agreement shall control.
13. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. In the event that any signature is delivered by facsimile transmission or by e-mail delivery of a ".pdf" format data file, such signature shall create a valid and binding obligation of the party executing (or on whose behalf such signature is executed) with the same force and effect as if such facsimile or ".pdf" signature page were an original thereof.
14. If either party commences any legal action against the other party arising out of this Agreement or the performance thereof, the prevailing party in such action shall be entitled to recover its reasonable litigation expenses, including but not limited to, court costs, expert witness fees, discovery expenses, and attorneys' fees. Any action arising out of this Agreement shall be brought in Placer County, California, regardless of where else venue may lie. This Agreement shall be governed by and construed in accordance with the laws of the State of California.
15. This Agreement shall be binding upon the heirs, successors, executors, administrators and assigns of the respective parties hereto.
16. If any of the provisions contained in this Agreement are for any reason held invalid or unenforceable, such holding shall not affect the remaining provisions or the validity and enforceability of the Agreement as a whole.
17. If the project referenced on this service agreement is a Public Works project, then the following shall apply: No contractor or subcontractor may work on a public works project unless registered with the Department of Industrial Relations pursuant to Labor Code section 1725.5. During the performance of this agreement, Contractor and its subcontractors shall have a continuing legal obligation to maintain current registration with the Department of Industrial Relations. Contractor is hereby notified that this project is subject to compliance monitoring and enforcement by the Department of Industrial Relations.
18. If the project referenced on this service agreement is a Public Works project, then the following shall apply: Contractor must submit all claims as defined in and in accordance with the claim resolution process set forth in Section 9204 of the Public Contract Code. Each such claim must be sent to the City by registered mail or certified mail with return receipt requested and must contain reasonable documentation to support the claim. All claims must be received prior to acceptance of the work.

City reserves the right to withhold any payments to Contractor in the event of noncompliance with insurance requirements or if required by law.

ATTACHMENT A
HUMAN RESOURCES/RISK MANAGEMENT DIVISION
INSURANCE REQUIREMENTS
SERVICE AGREEMENTS OVER $22,790 OR INVOLVING HIGH RISK ACTIVITIES

General - Required Coverage/Documentation

- General Liability: $1 Million per occurrence
  $2 Million aggregate
- Automobile Liability: $1 Million combined single limit
- Workers' Compensation: Statutory *Must provide a Waiver of subrogation
- Additional Insured Endorsement (AIE) - General Liability policy: CG 20 38 04 13 or an equivalent, blanket endorsement or section of the policy. Endorsement shall cover the City of Roseville, its officers, agents, employees and volunteers as additional insured.
- Policies must be primary and non-contributory
- A 30 day notice of cancellation must be provided
- List certificate holder as: The City of Roseville -Insurance Compliance
  PO Box 100085-R1, Duluth, GA 30096

Additional Liability Requirements if required by Agreement (and marked below):

☐ **Construction**	☐ **Design Professional**	☐ **Chemical/Environmental**
General Liability: $2 Million/occurrence $4 Million aggregate	General Liability: $2 Million/occurrence $4 Million aggregate Professional Liability $2 Million/occurrence	General Liability: $3 Million/occurrence $6 Million aggregate, Pollution – $2 Million/Occurrence Auto - $2 Million/Occurrence
☐ **IT Services**	☐ Professional Consultant	☐ **Hazardous Materials**
Professional Liability: $1 Million/occurrence No auto required	Professional Liability: $1 Million/occurrence	Pollution Liability: $1 Million/occurrence
☐ **Special Events/Caterers-Vendors**	☐ **Professional Counseling/Psychological**	☐ **Pyrotechnics**
No auto required No workers' comp required	Professional Liability: $1 Million/occurrence No auto required	General Liability: $5 Million/occurrence $10 Million aggregate Auto - $2 Million/Occurrence

Insurance Submission Process

The City of Roseville Human Resources/Risk Management Department uses a service called EBIX to manage our insurance certificate tracking.

How It Works

- The vendor's contact information is entered into EBIX. EBIX will contact the vendor to request proof of insurance.
- The Vendor can forward the request to their Insurance Agent(s) if necessary.
- Vendor/Insurance Agent submits insurance to EBIX by email to roseville@ebix.com or by fax to (770) 325-5727. After faxing or emailing the certificate, please **DO NOT** send the certificate by mail to EBIX. Please do not mail, email or fax any certificates to the City of Roseville.
- Once submitted, EBIX reviews the insurance documentation. If there are deficiencies, EBIX will send a follow up letter or email requesting additional information.

Questions Regarding Insurance Submission: Contact EBIX at (951) 652-4239
Questions Regarding Insurance Requirements Contact Risk Management at (916) 774-5202

Asbestos-Containing Materials in City-Owned Buildings

California Health and Safety Code Section 25915 requires that all City of Roseville employees, contractors and lessees be notified annually of the presence of asbestos in City-owned buildings constructed prior to 1979. Please post this notice in an area(s) accessible to all employees, contractors and lessees. Contact Facility Maintenance & Operations at (916) 774-5740 for more information about Asbestos Containing Materials (ACMs) in specific City-owned buildings. For more information about asbestos refer to the OSHA website.

The City of Roseville is committed to maintaining a safe and healthy work environment. The City's Facility Maintenance & Operations staff conducts ongoing inspections to identify and safely manage previously installed asbestos-containing products. Renovation of City-owned buildings **MUST** be reviewed in advance by Facility Maintenance & Operations to ensure the City is in compliance with building codes, Americans with Disabilities Act and that no ACMs are disturbed without proper safeguards. Work that requires removal or repair of ACMs is restricted to trained and qualified persons only. **Facility Maintenance & Operations will need to approve the qualified contractors**.

Use the following measures to protect you and others from exposure to airborne asbestos:

- Presume all building materials contain asbestos until determined otherwise by Facility Maintenance & Operations.
- Do not install walls, closets, cabinets, ceilings.
- Do not remove, cut, drill, sand, grind or otherwise disturb any material in the buildings, including carpet and tile.
- Do not paint (this includes any walls, ceilings, floors and electrostatic painting of office furniture).
- Do not remove any items nailed or screwed to the walls (this includes pictures, cabinets, electrical, etc.).
- Do not go above ceilings, behind walls or into building spaces such as attics and crawlspaces unless these areas have been inspected and cleared by Facility Maintenance & Operations.
- Do not pull cable or wiring through above-ceiling spaces with asbestos.
- Do not install screws, pins, nails or hangers into asbestos ceiling or wall plaster.
- Be careful not to damage walls, ceilings or floors when moving furniture or equipment. It is recommended that Facility Maintenance & Operations be contacted prior to moving furniture or equipment.
- Do not brush, sweep or vacuum textured asbestos ceiling plaster or plaster debris.
- Immediately report any damage or deterioration of suspect building materials to Facility Maintenance & Operations or Risk Management.

It is important to note that the presence of asbestos does not mean you have been exposed. Exposure results when friable asbestos particles are inhaled or ingested. Asbestos becomes friable when material containing asbestos is drilled, sanded or disturbed by remodeling or demolition work or when the ACM has deteriorated. Intact, bonded, sealed or undisturbed asbestos does not pose a hazard.

Employees may review the asbestos survey reports, results of bulk sampling or air monitoring conducted in City-owned buildings. All asbestos data will be available by appointment with Facility Maintenance & Operations.

Facilities Built Pre 1979 That May Contain Asbestos	Year Built
Downtown Library - 225 Taylor Street 95678	1974
Carnegie Museum - 557 Lincoln Street 95678	1912
Tower Theatre - 415 Vernon Street 95678	1940
Fire Station #3 - 1300 Cirby Way 95661	1963
Old Corp Yard - 100 Old Corp Yard Road 95678	1940
Water Treatment Plant Operations Bldg.- 9595 Barton Road 95746	1965
Waste Water Treatment Plant Operations Bldg. - 1800 Booth Road 95747	1962
Royer Recreation Bldg. - 190 Park Drive 95678	1950
Fire Museum - 400 Lincoln Street 95678	1930
Diamond Oaks Golf - 349 Diamond Oaks Road 95678	1965
Johnson Pool, 4th & D Street	1950
330 Vernon Street	1940
107 Sutter Avenue	1962

* Indicates facility has known asbestos

Sign to acknowledge receipt of asbestos notification		
SIGNATURE	**COMPANY NAME**	**DATE**

Better
Presentation
Systems, Inc.

Attachment C

RATE SCHEDULE

Labor	Hourly Rate	Overtime Hourly Rate
Project Management	$92.00	$130.00
Project Design and Engineering	$ 115.00	$ 150.00
Programming	$ 120.00	$ 160.00
A/V Equalization and Commissioning	$ 98.00	$ 140.00
Prevailing Wage Field Labor	$ 95.00	$ 135.00
Shop Labor	$ 60.00	$ 90.00
Miscellaneous	$ 95.00	$ 135.00

Minimum Service Fee $ 200.00

Subcontractor Markup (if used) 15 %

Materials provided by the Contractor shall be billed on a "cost plus" basis Indicate your percentage markup to the actual cost of materials. Note: Percentage markup shall include any travel time needed for pickup and delivery of materials.

Material Percentage Markup: 16 %

2008 Opportunity Drive Suite 170 Roseville, CA 95678 – Phone (916) 782-6444 – Fax (916) 782-8811

COUNCIL COMMUNICATION

CC #: 9871
File #: 0600

Title: Performance Management Software - Sole Source Service Agreement
Contact: Hedy Dehghan 916-774-5205 hdehghan@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 6.3.

RECOMMENDATION TO COUNCIL

Staff recommends City Council adopt a resolution authorizing the City Manager to execute a Sole Source Service Agreement for a one year agreement with Cornerstone OnDemand for performance management software.

BACKGROUND

In 2015, staff went through a competitive Request for Proposal (RFP) process to identify a software replacement for the City's performance management process. In response to the RFP, the City received four responses and Cornerstone OnDemand was chosen as the vendor. Performance management is a critical component of effective supervision in giving performance feedback to City employees. It also supports advancement of compensation from one salary step to a higher salary step within the same range based on satisfactory performance. The Cornerstone OnDemand system is currently used by about 250 managers and supervisors to review approximately 1,100 employees. Given that performance evaluations take place on a regular basis and Cornerstone maintains all current and past employee evaluations and annual goals, they are the only vendor the City can use to maintain continuity for all employees/evaluations through a Sole Source Service Agreement for a period of one year.

FISCAL IMPACT

The proposed agreement is for a one year term with a product subscription cost of $33,650.00 as budgeted in the FY2018/19 budget.

ECONOMIC DEVELOPMENT / JOBS CREATED

No new jobs will be created by this action.

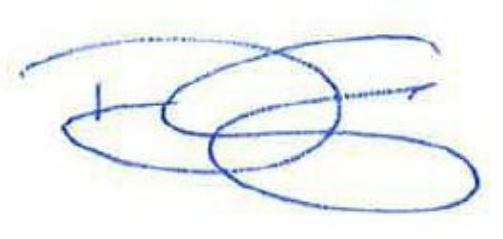
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical changes in the environment (CEQA Guidelines §15061(B)(3)). Entering into a service agreement for performance management software does not include the potential for a significant environmental effect, and therefore is not subject to CEQA.

Respectfully Submitted,

Hedy Dehghan, Assistant Human Resources Director

Stacey Peterson, Human Resources Director



_____

Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-93

Cornerstone Final Amendment

RESOLUTION NO. 19-93

APPROVING A SOLE SOURCE SERVICE AGREEMENT BETWEEN CITY OF ROSEVILLE AND CORNERSTONE ONDEMAND, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE

WHEREAS, a sole source service agreement (S1909347) for performance management software, between City of Roseville and Cornerstone OnDemand, Inc., has been prepared and reviewed by the Council; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said sole source service agreement is approved and that the City Manager is authorized to execute it on behalf of the City of Roseville.

PASSED AND ADOPTED by the Council of the City of Roseville this ___ day of _____, 20__, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

PURCHASING
CITY OF ROSEVILLE

2005 HILLTOP CIRCLE, ROSEVILLE, CA 95747
(916) 774-5720 • TDD (916) 774-5220 • FAX (916) 774-5736

SERVICE AGREEMENT

SERVICE AGREEMENT
No: **S1909347**

SERVICE LOCATION: AS DIRECTED

REQ. NO.: R1902692 DATE: 3/11/19

SUBMIT ALL INVOICES TO:
CITY OF ROSEVILLE
Finance Department
311 Vernon Street
Roseville, CA 95678

Contractor No.: V40849
Telephone No.: 508-269-9566 Fax:
Email address: aberning@csod.com
Contractor: CORNERSTONE ONDEMAND, INC.
ATTN: AMANDA BERNING
1601 CLOVERFIELD BLVD, SUITE 600 SOUTH
SANTA MONICA, CA 90404

Department: HUMAN RESOURCES

Acct. Code: 03136-5330

Buyer: LONI COUNTRYMAN
Phone: 916-774-5734

Start Date	Terms	Completion Date	Insurance Limits	Contact
EXECUTED AGREEMENT	NET 30	UPON FINAL PAYMENT	Approved by Risk Mgt.	SUSAN SCHINNERER

The contractor shall furnish all labor, equipment and materials necessary to accomplish the following:
VENDOR WILL PROVIDE A PERFORMANCE MANAGEMENT SOFTWARE SOLUTION FOR PERFORMANCE APPRAISALS IN ACCORDANCE WITH THE ATTACHED CORNERSTONE ONDEMAND, INC. QUOTE NUMBER Q-00085855 AND IN ACCORDANCE WITH THE ATTACHED CITY OF ROSEVILLE NEGEGOTIATED TERMS AND CONDITIONS AND CORNERSTONE ONDEMAND - MASTER AGREEMENT WITH CORNERSTONE ONDEMAND, INC. DATED 3/11/19.

PLEASE CONTACT SUSAN SCHINNERER AT 916-774-5204 FOR QUESTIONS REGARDING THIS SERVICE AGREEMENT.

Total Cost of Service: $ **33,650.00**

ATTENTION: Total cost of service not to exceed the agreement amount without prior approval of the Purchasing Office.

The Contractor named hereon by the acceptance of this order agrees to the provisions of this document titled "Service Agreement" and Attachment "A".

Roseville Business License No.: _____ *Contractor License No.:* _____ *DIR Registration No.:* _____

☐ **SOLE PROPRIETOR** ☐ **PARTNERSHIP** ☒ **CORPORATION**

CONTRACTOR: _____ Adam Weiss Chief Administrative Officer/General Counsel
SIGNATURE **PRINT NAME** **TITLE**

CONTRACTOR: _____ Brian Swartz CFO
SIGNATURE **PRINT NAME** **TITLE**

By: _____
Dominick Casey, City Manager
CITY OF ROSEVILLE, A MUNICIPAL CORPORATION

1. To the fullest extent allowed by law, Consultant agrees to indemnify, including the cost to defend City, and its officers, agents, employees and volunteers from any and all claims, demands, costs or liability that arise out of, or pertain to, or relate to the negligence, recklessness, or willful misconduct of Consultant and its agents in the performance of services under this Agreement, but this indemnity does not apply to liability for damages for death or bodily injury to persons, injury to property, or other loss, arising from the sole negligence, willful misconduct or defects in design by City or the agents, servants, or independent contractors who are directly responsible to City, or arising from the active negligence of City. Consultant's responsibility for such defense and indemnity obligations shall survive the termination or completion of this Agreement for the full period of time allowed by law. The defense and indemnity obligations of this Agreement are undertaken in addition to, and shall not in any way be limited by, the insurance obligations contained in this Agreement.

2. Consultant is an independent contractor, and shall not be considered an officer, agent or employee of the City.

3. Without the written consent of the City, this Agreement is not assignable by Consultant either in whole or in part.

4. Time is of the essence of this Agreement where so expressly stated.

5. This Agreement may only be amended or modified in writing. It is integrated and contains the complete understanding of the parties.

6. All equipment, supplies and services sold to the City of Roseville shall conform to the general safety orders of the State of California to which the equipment, supplies and/or Services are subject.

7. Unless notified to the contrary, in writing, the City assumes that the Consultant has accepted the work in accordance with the plans and specifications (if any) and agrees to do the work in compliance with this Agreement.

8. All prevailing wages and fair employment practices must be adhered to. For prevailing wage contracts over $25,000, copies of certified payroll must be submitted with invoices. Prevailing wage rates may be obtained from the State Department of Industrial Relations and/or the following website address: http://www.dir.ca.gov/dlsr/DPreWageDetermination.htm.

9a. Unless otherwise specified, the Consultant shall maintain the policies of insurance outlined in Attachment A, incorporated herein by this reference, in full force and effect during the term of this Agreement.

9b. Form. Upon request, Consultant shall submit a certificate evidencing such coverage for the period covered by this Agreement in a form satisfactory to Risk Management and the City Attorney, prior to undertaking any work hereunder. Any insurance written on a claims made basis is subject to the approval of Risk Management and the City Attorney.

9c. Additional Insureds. Consultant shall also provide a separate endorsement or section of the policy showing City, its officers, agents, employees, and volunteers as additional insureds for CGL policy only. Such insurance shall specifically cover the contractual liability of Consultant. The additional insured coverage under the Consultant's policy shall be primary and noncontributory, as evidenced by a separate endorsement or section of the policy, and shall not seek contribution from City's insurance or self-insurance. In addition, the additional insured coverage shall be at least as broad as the Insurance Services Office ("ISO") CG 20 01 Endorsement. Any available insurance proceeds in excess of the specified minimum insurance coverage requirements and limits shall be available to the additional insureds. Furthermore, the requirements for coverage and limits shall be: (1) the minimum coverage and limits specified in this Agreement; or (2) the full coverage and maximum limits of any insurance proceeds available to the named insureds, whichever is greater.

9d. Cancellation/Modification. Consultant shall provide ten (10) days written notice to City prior to cancellation or material, negative modification of any insurance required by this Agreement.

9e. Umbrella/Excess Insurance. The limits of insurance required in this Agreement may be satisfied by a combination of primary and excess insurance. Any excess insurance shall contain or be endorsed to contain a provision that such

coverage shall also apply on a primary and noncontributory basis for the benefit of City (if agreed to in a written contract) before City's own insurance shall be called upon to protect it as a named insured.

9f. Subcontractors. Consultant agrees to include in its contracts with all subcontractors substantially similar requirements and provisions of this Agreement, including the indemnity and insurance requirements, to the extent they apply to the scope of the subcontractor's work. Furthermore, Consultant shall require its subcontractors to agree to be bound to Consultant and City in the same manner and to the same extent as Consultant is bound to City under this Agreement. Additionally, Consultant shall obligate its subcontractors to comply with these same provisions with respect to any tertiary subcontractor, regardless of tier. A copy of City's indemnity and insurance provisions will be furnished to the subcontractor or tertiary subcontractor upon request.

9g. Self-Insured Retentions. All self-insured retentions ("SIR") must be disclosed to Risk Management for approval and shall not reduce the limits of liability. Policies containing any SIR provision shall provide or be endorsed to provide that the SIR may be satisfied by either the named insured or City. City reserves the right to obtain a full certified copy of any insurance policy and endorsements. The failure to exercise this right shall not constitute a waiver of such right.

9h. Waiver of Subrogation. Consultant hereby agrees to waive subrogation which any insurer of Consultant may acquire from Consultant by virtue of the payment of any loss under a Workers Compensation, Commercial General Liability or Automobile Liability policy. All Workers Compensation, Commercial General Liability and Automobile Liability policies shall be endorsed with a waiver of subrogation in favor of City, its officers, agents, employees and volunteers for all worked performed by Consultant, its employees, agents and subcontractors.

9i. Liability/Remedies. Insurance coverage in the minimum amounts set forth herein shall not be construed to relieve Consultant of liability in excess of such coverage, nor shall it preclude City from taking such other actions as are available to it under any other provisions of this Agreement or law.

10. Consultant shall comply with all federal, state, local laws and ordinances as may be applicable to the performance of services under this Agreement. Failure to comply with local ordinances may result in monetary fines and cancellation of this Agreement.

11. In the event that the terms of any attachment or exhibit conflict with any terms of this Service Agreement, the terms of this Service Agreement shall control.

12. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. In the event that any signature is delivered by facsimile transmission or by e-mail delivery of a ".pdf" format data file, such signature shall create a valid and binding obligation of the party executing (or on whose behalf such signature is executed) with the same force and effect as if such facsimile or ".pdf" signature page were an original thereof.

13. If either party commences any legal action against the other party arising out of this Agreement or the performance thereof, the prevailing party in such action shall be entitled to recover its reasonable litigation expenses, including but not limited to, court costs, expert witness fees, discovery expenses, and attorneys' fees. Any action arising out of this Agreement shall be brought in Placer County, California, regardless of where else venue may lie. This Agreement shall be governed by and construed in accordance with the laws of the State of California.

14. This Agreement shall be binding upon the heirs, successors, executors, administrators and assigns of the respective parties hereto.

15. If any of the provisions contained in this Agreement are for any reason held invalid or unenforceable, such holding shall not affect the remaining provisions or the validity and enforceability of the Agreement as a whole.

16. For purposes of this Agreement, the terms "Contractor" and "Consultant" are used interchangeably.

17. Consultant agrees that any and all information furnished by City, including "Client Data" as defined by Section 1(d) of the Cornerstone OnDemand- Master Agreement, shall be deemed proprietary to City and confidential. All such

information, including "Client Data" as defined by Section 1(d) of the Cornerstone OnDemand- Master Agreement, to the extent previously, presently or subsequently disclosed to Consultant and/or processed and derived by Consultant services is the property of City and such property shall be deemed and treated as "Confidential Information" of City. Consultant acknowledges that such Confidential Information may contain information provided and/or generated by third-parties. Consultant agrees that such Confidential Information shall not be disclosed to any third party without written permission from City, except as required by law. Consultant shall not use the Confidential Information except to perform Consultant's services as directed by City.

18. All facilities, devices, networks and services used to store, deliver, process, backup or purge Confidential Information will employ administrative, physical, technical, and procedural safeguards and best practices at a level sufficient to secure Confidential Information from unauthorized access, destruction, use, modification, or disclosure. Such measures will be no less protective than those used to secure Consultant's own information of a similar type, and in no event less than reasonable in view of the type and nature of the information involved. It is the City's expectation that Consultant, at its own expense, shall perform annual audits for any data centers that house Confidential Information, using an independent third-party audit that meets industry standards applicable to the services under this Agreement, and provide the audit report or certification upon request to City.

19. Consultant will retain Confidential Information until deleted by City or City-authorized third party, or for a time period in accordance with Section 6.c) of the Cornerstone OnDemand- Master Agreement.

20. Consultant shall report to City any data compromise or unauthorized access to Confidential Information within twenty-four (24) hours after Consultant discovers such data compromise or unauthorized access. Consultant will take commercially reasonable measures to address any such data compromise or unauthorized access in a timely manner. Except as otherwise required by law, Consultant will not provide notice to end users or other entities of any such data compromise or unauthorized access without written permission from City.

21. Consultant may not advertise that City is a client, list City as a reference or otherwise use City's name, logos, trademarks, or service marks without prior written permission from City.

22. Consultant acknowledges that services rendered under this Agreement (including but not limited to service levels and operational levels) shall be performed in accordance with industry standards.

23. If the project referenced on this service agreement is a Public Works project, then the following shall apply: No contractor or subcontractor may work on a public works project unless registered with the Department of Industrial Relations pursuant to Labor Code section 1725.5. During the performance of this agreement, Contractor and its subcontractors shall have a continuing legal obligation to maintain current registration with the Department of Industrial Relations. Contractor is hereby notified that this project is subject to compliance monitoring and enforcement by the Department of Industrial Relations.

24. If the project referenced on this service agreement is a Public Works project, then the following shall apply: Contractor must submit all claims as defined in and in accordance with the claim resolution process set forth in Section 9204 of the Public Contract Code. Each such claim must be sent to the City by registered mail or certified mail with return receipt requested and must contain reasonable documentation to support the claim. All claims must be received prior to acceptance of the work.

City reserves the right to withhold any payments to Consultant in the event of noncompliance with insurance requirements or if required by law.

Cornerstone OnDemand – ORDER				
Client Name ("**Client**"):	**City of Roseville**			
Order Effective Date:	[Date of last signature below]			
Master Agreement Effective Date:	[Date of last signature below]			
Quote Number	Q-00086855			
Is a *new* purchase order required for this purchase?*	("No," unless box is checked) [ ]Yes: PO#			
Primary Client Contact	Hedy Dehghan	hdehghan@roseville.ca.us	(916) 774-5205	
Client Address (Ship To)	311 Vernon St, Roseville, CA, 95678, United States			
Primary Billing (Invoice) Contact	Hedy Dehghan	hdehghan@roseville.ca.us	(916) 774-5205	
Client Billing (Invoice) Address	311 Vernon St, Roseville, CA, 95678, United States			
Order Start Date:	[Order Effective Date]	**Order Term/ Order End Date:**	1 Year(s)	

*Note: If Purchase Order (PO) number is required for this purchase and not listed above, please send PO number to DLCollections@csod.com within 3 business days of order signing

Product Name	Max Quantity	Annual Fee(s)
Performance	1,100	$31,900.00
Included Customer Success Package	1	$0.00
Basic Training	1	$1,750.00
	ANNUAL FEE SUBTOTAL	$33,650.00
	FIRST YEAR GRAND TOTAL	$33,650.00

Included Package:
New Functionality Readiness and Adoption – *adopt and drive usage of new features*
S.O.S. (Sustain Our System) – *get help with tasks and on-boarding new admins, and tune up your reports*
Education – *an efficient way to learn Cornerstone products, features and functions*
Customer Success – *proactive, strategic guidance and support to make the most of your investment*
Technical Support – *enhanced support and issue resolution*
Client Community – *access self-help tools, connect with peers and stay up to speed on what's new*

Annual fees are invoiced annually, beginning on the Order Start Date, through the Order End Date. If applicable, the final invoice for annual fees (except for eLearning content) will be prorated as follows: (total number of days in the prorated period / 365) x annual fee. One-time fees are invoiced on the Order Start Date. See https://www.cornerstoneondemand.com/support/included for detailed support descriptions.

Client agrees to an annual 4.50% fee increase for the Annual Fees in this Order, beginning on the first anniversary thereof. In exchange, Cornerstone agrees never to increase prices for Cornerstone software beyond this rate during the Order Term and/or any renewal thereof for the same contract length, products and quantities.

Agreed and accepted:

Client		**Cornerstone OnDemand, Inc.**	
Signature:		Signature:	
Name:		Name:	Adam Weiss
Title:		Title:	Chief Administrative officer
Date:		Date:	March 11, 2019

Cornerstone OnDemand – Master Agreement
COVER PAGE

Effective Date ("**ED**"):	[Date of the signature]

Client Name ("**Client**"):	**City of Roseville, CA**
Client Address:	311 Vernon St, Roseville, CA - 95678, United States
Billing Address:	311 Vernon St, Roseville, CA - 95678, United States
Federal Tax ID# / VAT #:	

Primary Contact		Billing Contact (if different than Primary Contact)	
Name:	Hedy Dehghan	Name:	Hedy Dehghan
Title:	Assistant Human Resources Director	Title:	Assistant Human Resources Director
Email:	hdehghan@roseville.ca.us	Email*:	hdehghan@roseville.ca.us
Phone:	(916) 774-5205	Phone:	(916) 774-5205

*NOTE: All invoices will be emailed to Client unless otherwise agreed by the parties.

Is Client exempt from applicable sales/VAT tax?	
Does Client require a purchase order ("**PO**")?	
PO Number (if applicable):	

By signing below, each party acknowledges that it has read, understands, and agrees to the provisions set forth in this documents listed and checked below, which together comprise the Master Agreement (the "**Agreement**"). No other terms and conditions will apply. Capitalized terms set forth in the Agreement shall have the respective meanings set forth in the Master Terms and Conditions. Except as otherwise expressly set forth herein, all purchases are non-cancelable and non-refundable. Fees are exclusive of applicable sales, use, VAT, and other taxes, and are net of withholding taxes.

Client		**Cornerstone OnDemand, Inc.**	
Signature:		Signature:	
Name:		Name:	Adam Weiss
Title:		Title:	Chief Administrative officer

Approved as to form:

Cornerstone OnDemand – Master Agreement
MASTER TERMS AND CONDITIONS

These Master Terms and Conditions are made a part of and incorporated by reference into the Cornerstone OnDemand – Master Agreement by and between Client and Cornerstone OnDemand ("**Cornerstone**") (the "**Agreement**").

1. Definitions.
   a) "**Active User**" means, in a given calendar month, a user established on the Software with a designation of "active" at any time during that month. Client determines who is an Active User, subject to the maximum quantities set forth in the respective Order(s).
   b) "**Affiliate**" means a party that partially (at least 50%) or fully controls, is partially or fully controlled by, or is under partial (at least 50%) or full common control with, another party.
   c) "**Client Content**" means any and all courses, learning objects, certifications, quizzes, tests, materials, instructor-led sessions, documents, or URLs created and/or introduced by Client or its Affiliates that reside in the Software.
   d) "**Client Data**" means proprietary or personal data supplied by Client or regarding any of its users which is input and/or uploaded to the Software pursuant to this Agreement.
   e) "**Confidential Information**" means any non-public information of Cornerstone or Client disclosed by either party to the other party, either directly or indirectly, in writing, orally or by inspection of tangible objects, or to which the other party may have access, which a reasonable person would consider confidential and/or which is marked "confidential" or "proprietary" or some similar designation by the disclosing party. Confidential Information shall not, however, include the existence of the Agreement or any information which the recipient can establish: (i) was or has become generally known or available or is part of the public domain without direct or indirect fault, action, or omission of the recipient; (ii) was known by the recipient prior to the time of disclosure, according to the recipient's prior written documentation; (iii) was received by the recipient from a source other than the discloser, rightfully having possession of and the right to disclose such information; or (iv) was independently developed by the recipient, where such independent development has been documented by the recipient.
   f) "**Order**" means a purchase made by Client hereunder in a schedule, statement of work, addendum, or amendment signed by both parties.
   g) "**Service**" means any service rendered by Cornerstone specifically to Client, including, but not limited to: (i) hosting and making available the Software; (ii) hosting, delivery, and/or distribution of eLearning content; and/or (iii) provision of customer and/or technical support for the Software.
   h) "**Software**" means: (i) any and all of Cornerstone's proprietary web-based applications, including, without limitation, all updates, revisions, bug-fixes, upgrades, and enhancements thereto, as well as applications that have been modified in any way by Cornerstone at the request of a client; and (ii) application functionality and eLearning content provided by Cornerstone-contracted third parties.
   i) "**Third Party**" means any party that is not either of the parties, its Affiliates, employees, shareholders, directors, officers, contractors, customers, or Active Users.
2. Rights; Usage. In accordance with the terms and conditions of the Agreement, Cornerstone gives Client the non-transferable and non-assignable right for the duration of applicable Orders to use, and to permit its Active Users, Affiliates, and each of their Active Users to use, the Software items listed therein on a non-exclusive basis via the Internet. Cornerstone will (i) according to ISO27001 (or successor/equivalent) standards, maintain appropriate safeguards for protection of Client Data, including regular back-ups, security and incident response protocols, and application and infrastructure monitoring; and (ii) not access, modify, or disclose Client Data, except as compelled by law, to prevent or address service or technical issues, or if otherwise permitted by Client. To meet its disaster recovery commitments, Cornerstone maintains a backup copy of Client Data for approximately six (6) months following expiration or termination of the Agreement, after which time all backups are destroyed.
3. Restrictions. The Software may be used only for Client's and its Affiliates' own lawful business purposes. Client shall not: (i) use or deploy the Software in violation of applicable laws or this Agreement; (ii) resell any Software or Service except through Extended Enterprise transactions/registrations; (iii) create any derivative works based upon the Software; (iv) reverse engineer, reverse assemble, decompile or otherwise attempt to derive source code from the Software or any part thereof (except to the extent that such restriction is not permitted under applicable law); (v) make any Software or Service available to any unauthorized parties; or (vi) release the results of benchmark tests or other comparisons of any Software or Service with other software, services, or materials. Client will be responsible for Active Users' compliance with the Agreement and liable for Active Users' breach thereof. Client will ensure that it has obtained all necessary consents and approvals for Cornerstone to access Client Data for the purposes permitted under this Agreement.
4. Support. Cornerstone shall provide the level of technical support stated in the applicable Order. Only the number of administrators set forth in the applicable support package description (i.e., not all Active Users) who have completed the requisite training may contact Cornerstone for support. Client agrees to promptly provide Cornerstone with sufficient documentation, data and assistance with respect to any reported errors, and to reasonably cooperate with Cornerstone, in order for Cornerstone to comply with its support obligations hereunder. In no event shall Cornerstone be responsible or liable for any errors, bugs or other problems contained in or originating from hardware or software not provided by Cornerstone. Should unexpected or inappropriate use of the Software result in denial of service (DoS) with respect to the Software, Cornerstone may disable the implicated Client Content and/or deny access to Client's portal only if and for so long as necessary to restore service.
5. Fees and Payment. Client will be invoiced for fees according to the applicable Order. Payment of fees will be due upon receipt, except where an Order expressly prescribes other payment dates. Except where otherwise stated, all fees set forth in an Order are in U.S. dollars and must be paid in the currency set forth in the Order. Late payments hereunder will incur a late charge of 1.5% (or the highest rate allowable by law, whichever is lower) per month on the outstanding balance from the date due until the date of actual payment. In addition, following notice and a reasonable time to cure, Services are subject to suspension for failure to timely remit payment therefor.
6. Term and Termination.
   a) Term. The term of this Agreement is one (1) year from the Effective Date.
   b) Termination for Cause. Either party may immediately terminate this Agreement if the other party materially breaches the Agreement, and, where capable of remedy, such breach has not been materially cured within thirty (30) days of the breaching party's receipt of written notice describing the breach in reasonable detail.
   c) Termination for Lack of Appropriation. In the event that Client's City Council fails to appropriate funds payable under this Agreement, then Client will have the option to, upon ten (10) days' prior written notice to Cornerstone, terminate the Agreement at the end of the contract year (as set forth in the Order) in which the

budgetary decision was made. Termination shall not be effective unless Client pays Cornerstone all fees due and owing through the termination date.

d) Bankruptcy Events. A party may immediately terminate this Agreement if the other party: (i) has a receiver appointed over it or over any part of its undertakings or assets; (ii) passes a resolution for winding up (other than for a bona fide scheme of solvent amalgamation or reconstruction), or a court of competent jurisdiction makes an order to that effect and such order is not discharged or stayed within ninety (90) days; or (iii) makes a general assignment for the benefit of its creditors.

e) Effect of Termination or Expiration. Immediately following termination or expiration of this Agreement, Client shall cease using all Software and Services. Client may retrieve Client Data any time prior to, or upon, termination or expiration of the Agreement. If requested, Cornerstone will assist with such data retrieval at a scope and price to be agreed.

7. Confidentiality. Each of the parties agrees: (i) not to disclose any Confidential Information to any third parties except as mandated by law and except to those Affiliates and subcontractors of Cornerstone providing Services hereunder who agree to be bound by confidentiality obligations no less stringent than those set forth in this Agreement; (ii) not to use any Confidential Information for any purposes except carrying out such party's rights and responsibilities under this Agreement; and (iii) to keep the Confidential Information confidential using the same degree of care such party uses to protect its own confidential information; provided, however, that such party shall use at least reasonable care. These obligations shall survive termination of this Agreement. If either party breaches any of its obligations with respect to confidentiality or the unauthorized use of Confidential Information hereunder, the other party shall be entitled to seek equitable relief to protect its interest therein, including but not limited to, injunctive relief, as well as money damages. This section shall not apply to any disclosure that is required by law.

8. Intellectual Property. As between the parties, Cornerstone will and does retain all proprietary and intellectual property rights, title and interest in and to the Software and Services. Client retains all proprietary and intellectual property rights, title and interest in and to Client Data and Client Content.

9. Indemnification.

a) Indemnification by Cornerstone. Cornerstone agrees to indemnify, defend, and hold harmless Client from and against any and all Third Party claims and causes of action, as well as related losses, liabilities, judgments, awards, settlements, damages, expenses and costs (including reasonable attorney's fees and related court costs and expenses) (collectively, "Damages") incurred or suffered by Client which directly relate to or directly arise out of the violation or infringement of any third-party intellectual property rights by Client's authorized use of the Software. The foregoing provisions of this section shall not apply to the extent the Damages relate to or arise out of: (i) Client Data; (ii) Client Content; or (iii) unauthorized use and/or alteration of the Software by Client and/or its users.

b) Indemnification by Client. Client agrees to indemnify, defend, and hold harmless Cornerstone from and against any and all Damages incurred or suffered by Cornerstone which directly relate to or directly arise out of the violation or infringement of any third-party intellectual property rights by Client Data or Client Content. The foregoing provisions of this section shall not be applicable to the extent the Damages relate to or arise from Cornerstone's use of Client Data or Client Content in violation of this Agreement.

c) Indemnification Procedures. To obtain indemnification, indemnitee shall: (i) give written notice of any claim promptly to indemnitor; (ii) give indemnitor, at indemnitor's option, sole control of the defense and settlement of such claim, provided that indemnitor may not, without the prior consent of indemnitee (not to be unreasonably withheld), settle any claim unless it unconditionally releases indemnitee of all liability; (iii) provide to indemnitor all available information and assistance; and (iv) not take any action that might compromise or settle such claim.

d) Infringement Cures. Should the Software or any part thereof become, or in Cornerstone's reasonable opinion be likely to become, the subject of a claim for infringement of a third party intellectual property right, then Cornerstone may, at its sole option and expense: (i) procure for Client the right to use and access the infringing or potentially infringing item(s) of the Software free of any liability for infringement; or (ii) replace or modify the infringing or potentially infringing item(s) of the Software with a non-infringing substitute otherwise materially complying with the functionality of the replaced system.

e) Exclusive Remedies. The remedies set forth in this section shall be exclusive with respect to any infringement claim hereunder.

10. Warranties. Each party represents and warrants to the other party that, as of the date hereof: (i) it has full power and authority to execute and deliver the Agreement; (ii) the Agreement has been duly authorized and executed by an appropriate employee of such party; (iii) the Agreement is a legally valid and binding obligation of such party; and (iv) its execution, delivery and/or performance of the Agreement does not conflict with any agreement, understanding or document to which it is a party. CORNERSTONE WARRANTS THAT THE SOFTWARE WILL PERFORM SUBSTANTIALLY IN MATERIAL ACCORDANCE WITH THE AGREEMENT AND APPLICABLE DOCUMENTATION REGARDING EXISTING FUNCTIONALITY PROVIDED BY CORNERSTONE; NO NEW OR DIFFERENT FUNCTIONALITY IS PROMISED HEREUNDER. TO THE EXTENT PERMITTED BY APPLICABLE LAW, CORNERSTONE DISCLAIMS ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, STATUTORY OR OTHERWISE, INCLUDING WITHOUT LIMITATION WARRANTIES OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, AND ANY WARRANTIES ARISING FROM A COURSE OF DEALING, USAGE OR TRADE PRACTICE.

11. Liability.

a) Liability Cap. EXCEPT FOR (i) A PARTY'S INTELLECTUAL PROPERTY INDEMNIFICATION OBLIGATIONS; (ii) A PARTY'S WILLFUL MISCONDUCT; OR (iii) LIABILITY WHICH CANNOT BE LIMITED BY APPLICABLE LAW, EACH PARTY'S MAXIMUM AGGREGATE LIABILITY ARISING OUT OF OR RELATING TO THIS AGREEMENT, REGARDLESS OF THE THEORY OF LIABILITY, WILL BE LIMITED TO TWO TIMES (2X) THE TOTAL FEES PAID OR PAYABLE BY CLIENT TO CORNERSTONE HEREUNDER FOR THE TWELVE-MONTH PERIOD IMMEDIATELY PRECEDING THE DATE THE CAUSE OF ACTION AROSE. THE EXISTENCE OF MORE THAN ONE CLAIM SHALL NOT EXPAND SUCH LIMIT. THE PARTIES ACKNOWLEDGE THAT THE FEES AGREED UPON BETWEEN CLIENT AND CORNERSTONE ARE BASED IN PART ON THESE LIMITATIONS, AND THAT THESE LIMITATIONS WILL APPLY NOTWITHSTANDING ANY FAILURE OF ANY ESSENTIAL PURPOSE OF ANY LIMITED REMEDY. THE FOREGOING LIMITATION SHALL NOT APPLY TO A PARTY'S PAYMENT OBLIGATIONS UNDER THE AGREEMENT.

b) Exclusion of Consequential Damages. NEITHER PARTY WILL BE LIABLE FOR LOST PROFITS, LOST REVENUE, LOST BUSINESS OPPORTUNITIES, INTERRUPTION OF BUSINESS, PROVIDING REPLACEMENT SOFTWARE (EXCEPT AS SET FORTH IN SECTION "INFRINGEMENT CURES"), OR ANY OTHER INDIRECT, SPECIAL, PUNITIVE, INCIDENTAL OR CONSEQUENTIAL DAMAGES ARISING OUT OF OR RELATING TO THIS AGREEMENT, REGARDLESS OF THE THEORY OF LIABILITY, EVEN IF IT HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES.

12. Communications. Neither party shall issue any press release using the name of the other party as a customer or provider without the other party's consent.

13. Miscellaneous Provisions.

a) Governing Law; Jurisdiction. This Agreement will be governed by and construed in accordance with the laws of the State of California and the federal laws of the United States of America, without regard to conflict of law principles. Cornerstone and Client agree that any suit, action or proceeding arising out of, or with respect to, this Agreement or any judgment entered by any court in respect thereof shall be brought exclusively in the state or federal courts of the State of California located in the County of Placer, and each of Cornerstone and Client hereby irrevocably accepts the exclusive personal jurisdiction and venue of those courts for the purpose of any suit, action or proceeding.

b) Force Majeure. Neither party will be liable for any failure or delay in its performance under this Agreement due to any cause beyond its reasonable control, including without limitation acts of war, acts of God, earthquake, flood, weather conditions, embargo, riot, epidemic, acts of terrorism, sabotage, governmental act, failure of the Internet or other acts beyond such party's reasonable control, provided that the delayed party: (i) gives the other party prompt notice of such cause; and (ii) uses reasonable commercial efforts to correct promptly such failure or delay in performance.

c) Counterparts; Facsimile. The Agreement and Orders may be executed in any number of counterparts and in facsimile or electronically, each of which shall be an original but all of which together shall constitute one and the same instrument.

d) Entire Agreement. This Agreement contains the entire understanding of the parties in respect of its subject matter and supersedes all prior agreements and understandings (oral or written) between the parties with respect to such subject matter. Orders and the schedules and exhibits hereto constitute a part hereof as though set forth in full herein. To the extent Client issues any purchase orders to Cornerstone, then, such purchase orders submitted by Client are for Client's internal administrative purposes only, and the terms and conditions contained in those purchase orders will have no force and effect. Any modification, amendment, or addendum to this Agreement must be in writing and signed by both parties.

e) Assignment. Neither party may assign this Agreement or any of its rights, obligations, or benefits hereunder, by operation of law or otherwise, without the other party's prior written consent; provided, however, either party, without the consent of the other party, may assign this Agreement to an Affiliate or to a successor (whether direct or indirect, by operation of law, and/or by way of purchase, merger, consolidation or otherwise) to all or substantially all of the business or assets of such party, where the responsibilities or obligations of the other party are not increased by such assignment and the rights and remedies available to the other party are not adversely affected by such assignment. Subject to that restriction, this Agreement will be binding on, inure to the benefit of, and be enforceable against the parties and their respective successors and permitted assigns.

f) No Third Party Beneficiaries. The representations, warranties and other terms contained herein are for the sole benefit of the parties hereto and their respective successors and permitted assigns, and shall not be construed as conferring any rights on any other persons.

g) Statistical Data. Without limiting the confidentiality rights and intellectual property rights protections set forth in this Agreement, Cornerstone has the perpetual right to use aggregated, anonymized, and statistical data ("Statistical Data") derived from the operation of the Software, and nothing herein shall be construed as prohibiting Cornerstone from utilizing the Statistical Data for business and/or operating purposes, provided that Cornerstone does not share with any third party Statistical Data which reveals the identity of Client, Client's users, or Client's Confidential Information.

h) Suggestions. Cornerstone shall have a royalty-free, worldwide, perpetual license to use or incorporate into the Software and Services any suggestions, ideas, enhancement requests, feedback, recommendations, or other information provided by Client or its users relating to the operation of the Software and Services.

i) Third-Party Applications and Service Providers.
   i) External Applications. The Software may contain features capable of interoperating with third-party applications not offered by Cornerstone ("External Applications"). To use such features, Client may be required to obtain access to such applications from a third-party provider. Cornerstone shall not be responsible for Client's access to, or operation of, External Applications.
   ii) Embedded Applications. Cornerstone may offer or sell certain third-party applications embedded within the Software, which meet security, privacy, and/or support standards that differ from those set forth in the Agreement ("Embedded Applications"). Use of Embedded Applications is optional, and Client may deactivate Embedded Applications in its Software portal at any time. A list of Embedded Applications, including information relevant thereto, is available upon request.
   iii) Service Providers. Cornerstone offers a certification program to certify third-party service providers that implement, configure, and/or administer Software ("Certified Consultants"). A list of Certified Consultants is available upon request. Client may not permit any non-Certified Consultant to implement, configure, and/or administer Software. None of the warranties or support obligations hereunder shall apply to any Software implemented, configured, or administered by any non-Certified Consultant.

j) Export Controls. Client understands that use of the Software and Services is subject to U.S. export controls and trade and economic sanctions laws and agrees to comply with all such applicable laws and regulations, including without limitation the Export Administration Regulations maintained by the U.S. Department of Commerce, and the trade and economic sanctions maintained by the Treasury Department's Office of Foreign Assets Control.

k) Rule 10b-5 Limitations. Each party acknowledges that United States securities laws prohibit any person who has material, non-public information about a publicly-traded company from purchasing or selling securities of such company, or from communicating such information to any other person under circumstances in which it is reasonably foreseeable that such person is likely to purchase or sell securities of such company.

l) Severability. If any provision of this Agreement is held by a court or arbitrator of competent jurisdiction to be contrary to law, such provision shall be changed by the court or by the arbitrator and interpreted so as to best accomplish the objectives of the original provision to the fullest extent allowed by law, and the remaining provisions of this Agreement shall remain in full force and effect.

m) Notices. Any notice or communication required or permitted to be given hereunder may be delivered by hand, deposited with an overnight courier, sent by facsimile, or mailed by registered or certified mail, return receipt requested and postage prepaid to the address for the other party first written above or at such other address as may hereafter be furnished in writing by either party hereto to the other party. Such notice will be deemed to have been given as of the date it is delivered, if by personal delivery; the next business day, if deposited with an overnight courier; upon receipt of confirmation of facsimile delivery (if followed up by such registered or certified mail); and five days after being so mailed.

n) Independent Contractors. Client and Cornerstone are independent contractors, and nothing in this Agreement shall create any partnership, joint venture, agency, franchise, sales representative or employment relationship between Client and Cornerstone. Each party understands that it does not have authority to make or accept any offers or make any representations on behalf of the other. Neither party may make any statement that would contradict anything in this section.

o) Waiver. No failure or delay on the part of either party in exercising any right, power or remedy under this Agreement shall operate as a waiver, nor shall any single or partial exercise of any such right, power or remedy preclude any other or further exercise or the exercise of any other right, power or remedy.

p) Survival. Sections of the Agreement intended by their nature and content to survive termination of the Agreement shall so survive.

ATTACHMENT A
HUMAN RESOURCES/RISK MANAGEMENT DIVISION
INSURANCE REQUIREMENTS
SERVICE AGREEMENTS OVER $22,790 OR INVOLVING HIGH RISK ACTIVITIES

General - Required Coverage/Documentation

- General Liability: $1 Million per occurrence
  $2 Million aggregate
- Automobile Liability: $1 Million combined single limit
- Workers' Compensation: Statutory *Must provide a Waiver of subrogation
- Additional Insured Endorsement (AIE) - General Liability policy: CG 20 38 04 13 or an equivalent, blanket endorsement or section of the policy. Endorsement shall cover the City of Roseville, its officers, agents, employees and volunteers as additional insured.
- Policies must be primary and non-contributory
- A 30 day notice of cancellation must be provided
- List certificate holder as: The City of Roseville -Insurance Compliance
  PO Box 100085-R1, Duluth, GA 30096

Additional Liability Requirements if required by Agreement (and marked below):

☐ Construction	☐ Design Professional	☐ Chemical/Environmental
General Liability: $2 Million/occurrence $4 Million aggregate	General Liability: $2 Million/occurrence $4 Million aggregate Professional Liability $2 Million/occurrence	General Liability: $3 Million/occurrence $6 Million aggregate, Pollution – $2 Million/Occurrence Auto - $2 Million/Occurrence
☑ IT Services	☐ **Professional Consultant**	☐ **Hazardous Materials**
Professional Liability: $1 Million/occurrence No auto required	Professional Liability: $1 Million/occurrence	Pollution Liability: $1 Million/occurrence
☐ **Special Events/Caterers-Vendors**	☐ **Professional Counseling/Psychological**	☐ **Pyrotechnics**
No auto required No workers' comp required	Professional Liability: $1 Million/occurrence No auto required	General Liability: $5 Million/occurrence $10 Million aggregate Auto - $2 Million/Occurrence

Insurance Submission Process

The City of Roseville Human Resources/Risk Management Department uses a service called EBIX to manage our insurance certificate tracking.

How It Works

- The vendor's contact information is entered into EBIX. EBIX will contact the vendor to request proof of insurance.
- The Vendor can forward the request to their Insurance Agent(s) if necessary.
- Vendor/Insurance Agent submits insurance to EBIX by email to roseville@ebix.com or by fax to (770) 325-5727. After faxing or emailing the certificate, please **DO NOT** send the certificate by mail to EBIX. Please do not mail, email or fax any certificates to the City of Roseville.
- Once submitted, EBIX reviews the insurance documentation. If there are deficiencies, EBIX will send a follow up letter or email requesting additional information.

Questions Regarding Insurance Submission: Contact EBIX at (951) 652-4239
Questions Regarding Insurance Requirements Contact Risk Management at (916) 774-5202

COUNCIL COMMUNICATION

CC #: 9854
File #: 0800-03

Title:	Residential New Construction Energy Efficiency Program Development - Service Agreement
Contact:	Mark A. Riffey 916-746-1667 mriffey@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 6.4.

RECOMMENDATION TO COUNCIL

Recommend Council adopt a resolution authorizing the City Manager to execute a service agreement with TRC Solutions, Inc. (TRC) to implement and administer Roseville Electric Utility's residential new construction energy efficiency program for new construction home builders.

BACKGROUND

Roseville Electric Utility is required under state law to administer public benefit programs to encourage energy efficiency, in excess of what is required by California's energy building code (Title 24). As part of the utility's public benefit offerings, residential home builders are offered incentives for new construction projects. Ongoing changes to Title 24 require California's residential buildings to be more energy efficient. As building standards become more stringent, it is becoming increasingly difficult to achieve additional energy efficiency savings.

Roseville Electric Utility regularly updates its residential new construction energy efficiency program to account for the new Title 24 requirements. As part of this process, Roseville Electric Utility reviewed the residential new construction programs offered by Sacramento Municipal Utility District (SMUD) and Pacific Gas and Electric Company (PG&E). Both of these neighboring utilities have historically had high volume residential new construction programs which have been successfully modified to meet new Title 24 standards. Both of these utilities use a third party, TRC, to develop and administer their residential new construction energy efficiency programs. TRC developed a common framework, a rebate calculator and the reporting structure for SMUD and PG&E's residential new construction programs. These programs serve the same set of regional builders as Roseville, and TRC is the only vendor familiar with them.

Under the scope of the proposed agreement, TRC will work with Roseville staff to design, develop, and market new construction energy efficiency programs that exceed Title 24 standards. TRC will also administer the program, process incentive requests, and verify energy and greenhouse gas savings for regulatory reporting.

In order to provide continuity across energy efficiency programs offered by the Sacramento region's electric utilities and increase overall program participation, staff recommends executing a sole source professional services agreement with TRC.

FISCAL IMPACT

The total contract value of this agreement will not exceed $900,000.00. The term of the agreement begins in FY2018-19 and extends through FY2020-21. Funds for the first year of the agreement in the amount of $200,000.00 are available in the FY2018-19 Electric public benefit budget. Future funding is pending Council approval of the FY2019-20 ($350,000.00) and FY2020-21 ($350,000.00) budgets.

ECONOMIC DEVELOPMENT / JOBS CREATED

Not applicable.

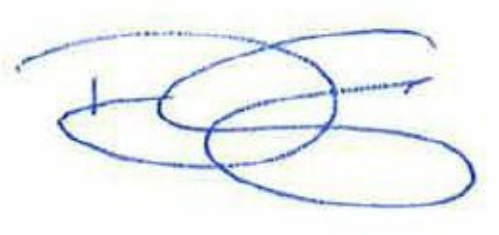
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment (CEQA Guidelines §15061(b)(3)). This service agreement does not include the potential for a significant environmental effect, and therefore is not subject to CEQA.

Respectfully Submitted,

Mark A. Riffey, Sr. Energy Services Account Representative

Michelle Bertolino, Electric Utility Director



_____

Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-80

Service Agreement

RESOLUTION NO. 19-80

APPROVING A SERVICE AGREEMENT BETWEEN THE CITY OF ROSEVILLE AND TRC SOLUTIONS, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE

WHEREAS, a service agreement (S1909056) to design and maintain a residential new construction energy efficiency program for new home builders, between the City of Roseville and TRC Solutions, Inc., has been reviewed by the Council;

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said service agreement is approved and that the City Manager is authorized to execute it on behalf of the City of Roseville.

PASSED AND ADOPTED by the Council of the City of Roseville this ___ day of _____, 2019, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

PURCHASING
CITY OF ROSEVILLE

2005 HILLTOP CIRCLE, ROSEVILLE, CA 95747
(916) 774-5720 • TDD (916) 774-5220 • FAX (916) 774-5736

SERVICE AGREEMENT

SERVICE AGREEMENT
No: **S1909056**

SERVICE LOCATION: AS DIRECTED

REQ. NO.: R1902281 DATE: 1/14/19

SUBMIT ALL INVOICES TO:
CITY OF ROSEVILLE
Finance Department
311 Vernon Street
Roseville, CA 95678

Contractor No.: V40733
Telephone No.: 916-962-7001 Fax:
Email address: ndunfee@trcsolutions.com & pgulati@trcsolutions.com
Contractor: TRC SOLUTIONS, INC.
ATTN: NIC DUNFEE & PARUL GULATI
10680 WHITE ROCK ROAD
RANCHO CORDOVA, CA 95670

Department: ELECTRIC

Acct. Code: 08623-5101/686200-30

Buyer: LONI COUNTRYMAN
Phone: 916-774-5734

Start Date	Terms	Completion Date	Insurance Limits	Contact
EXECUTED AGREEMENT	NET 30	6/30/21	Approved by Risk Mgt.	MARK RIFFEY

The contractor shall furnish all labor, equipment and materials necessary to accomplish the following:
VENDOR WILL DESIGN AND MAINTAIN A RESIDENTIAL NEW CONSTRUCTION ENERGY EFFICIENCY PROGRAM FOR NEW HOME BUILDERS IN THE CITY OF ROSEVILLE'S SERVICE TERRITORY IN ACCORDANCE WITH THE ATTACHED TRC SOLUTIONS, INC. SCOPE OF WORK DATED 6/8/18 AND IN ACCORDANCE WITH THE ATTACHED CITY OF ROSEVILLE NEGOTIATED TERMS AND CONDITIONS WITH TRC SOLUTIONS, INC. DATED 1/11/19, AND NEGOTIATED INSURANCE DATED 12/13/18.

PLEASE CONTACT MARK RIFFEY AT 916-746-1667 FOR QUESTIONS REGARDING THIS SERVICE AGREEMENT

listed below is an approximation only. The City does not guarantee whatsoever the actual value of this agreement.

Total Cost of Service: $ **900,000.00**

ATTENTION: Total cost of service not to exceed the agreement amount without prior approval of the Purchasing Office.

The Contractor named hereon by the acceptance of this order agrees to the provisions of this document titled "Service Agreement" and Attachment "A".

Roseville Business License No.: 00812008 *Contractor License No.:* 409606 *DIR Registration No.:* 1000012289

☐ SOLE PROPRIETOR ☐ PARTNERSHIP ☒ CORPORATION

CONTRACTOR: _____ Jason S. Greenlaw Chief Financial Officer
SIGNATURE PRINT NAME TITLE

CONTRACTOR: _____ Christopher P. Vincze Chairman & Chief Executive Officer
SIGNATURE PRINT NAME TITLE

By: _____
Dominick Casey, City Manager
CITY OF ROSEVILLE, A MUNICIPAL CORPORATION

1. To the fullest extent allowed by law, Consultant agrees to indemnify, including the cost to defend City, and its officers, employees and volunteers from any and all claims, demands, costs or liability that arise out of, or pertain to, or relate to the negligence, recklessness, or willful misconduct of Consultant and its agents in the performance of services under this contract, but this Consultant's indemnity obligation does not apply to liability for damages for death or bodily injury to persons, injury to property, or other loss, arising from the active negligence, willful misconduct or defects in design by City or the agents, servants, or independent contractors who are directly responsible to City, or arising from the active negligence of City. Consultant's responsibility for such defense and indemnity obligations shall survive the termination or completion of this Agreement for the full period of time allowed by law. The defense and indemnity obligations of this Agreement are undertaken in addition to, and shall not in any way be limited by, the insurance obligations contained in this Agreement.
2. Consultant is an independent contractor, and shall not be considered an officer, agent or employee of the City.
3. Without the written consent of the City, this Agreement is not assignable by Consultant either in whole or in part.
4. Time is an important consideration of this Agreement.
5. At any time during the term of this Agreement, the City has the right to terminate this Agreement, provided Consultant is given thirty (30) days' written notice. City's termination shall be without further liability to City, however Consultant shall be entitled to all costs reasonably incurred prior to the date of termination. Consultant acknowledges that City may terminate this Agreement should funds not be appropriated by its governing body to continue services under this Agreement.
6. This Agreement may only be amended or modified in writing. It is integrated and contains the complete understanding of the parties.
7. All equipment, supplies and services sold to the City of Roseville shall conform to the general safety orders of the State of California.
8. Unless notified to the contrary, in writing, the City assumes that the Consultant has accepted the work in accordance with the plans and specifications (if any) and agrees to do the work in compliance with this Agreement.
9. All fair employment practices must be adhered to.

10a. Unless otherwise specified, the Consultant shall maintain the policies of insurance outlined in Attachment A, incorporated herein by this reference, in full force and effect during the term of this Agreement. The City of Roseville retains sole discretion in determining the types and proper levels of insurance coverage.

10b. Form. Consultant shall submit a certificate evidencing such coverage for the period covered by this Agreement in a form satisfactory to Risk Management and the City Attorney, prior to undertaking any work hereunder. Any insurance written on a claims made basis is subject to the approval of Risk Management and the City Attorney.

10c. Additional Insureds. Consultant shall also provide a separate endorsement or section of the policy showing City, its officers, agents, employees, and volunteers as additional insureds for each type of coverage, except for Workers' Compensation and Professional Liability. Such insurance shall specifically cover the contractual liability of Consultant. The additional insured coverage under the Consultant's policy shall be primary and noncontributory, as evidenced by a separate endorsement or section of the policy, and shall not seek contribution from City's insurance or self-insurance. In addition, the additional insured coverage shall be at least as broad as the Insurance Services Office ("ISO") CG 20 01 Endorsement. Any available insurance proceeds in excess of the specified minimum insurance coverage requirements and limits shall be available to the additional insureds. Furthermore, the requirements for coverage and limits shall be: (1) the minimum coverage and limits specified in this Agreement; or (2) the full coverage and maximum limits of any insurance proceeds available to the named insureds, whichever is greater.

10d. Cancellation/Modification. Consultant shall provide ten (10) days written notice to City prior to cancellation of any insurance required by this Agreement.

10e. Umbrella/Excess Insurance. The limits of insurance required in this Agreement may be satisfied by a combination of primary and excess insurance. Any excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and noncontributory basis for the benefit of City (if agreed to in a written contract) before City's own insurance shall be called upon to protect it as a named insured.

10f. Subconsultants. Consultant agrees to include in its contracts with all subconsultants the same requirements and provisions of this Agreement, including the indemnity and insurance requirements, to the extent they apply to the scope of the subconsultant's work. Furthermore, Consultant shall require its subconsultants to agree to be bound to Consultant and City in the same manner and to the same extent as Consultant is bound to City under this Agreement. Additionally, Consultant shall obligate its subconsultants to comply with these same provisions with respect to any tertiary subconsultant, regardless of tier. A copy of City's indemnity and insurance provisions will be furnished to the subconsultant or tertiary subconsultant upon request.

10g. Self-Insured Retentions. All self-insured retentions ("SIR") must be disclosed to Risk Management for approval and shall not reduce the limits of liability. Policies containing any SIR provision shall provide or be endorsed to provide that the SIR may be satisfied by either the named insured or City. City reserves the right to obtain a full certified copy of any insurance policy and endorsements. The failure to exercise this right shall not constitute a waiver of such right.

10h. Waiver of Subrogation. Consultant hereby agrees to waive subrogation which any insurer of Consultant may acquire from Consultant by virtue of the payment of any loss under a Commercial General Liability or Automobile Liability policy. All Commercial General Liability and Automobile Liability policies shall be endorsed with a waiver of subrogation in favor of City, its officers, agents, employees and volunteers for all worked performed by Consultant, its employees, agents and subconsultants.

10i. Liability/Remedies. Insurance coverage in the minimum amounts set forth herein shall not be construed to relieve Consultant of liability in excess of such coverage, nor shall it preclude City from taking such other actions as are available to it under any other provisions of this Agreement or law.

11. Consultant shall comply with all federal, state and local laws and ordinances as may be applicable to the performance of services under this Agreement. Failure to comply with local ordinances may result in monetary fines and cancellation of this Agreement.
12. In the event that the terms of any attachment or exhibit conflict with any terms of this Service Agreement, the terms of this Service Agreement shall control.
13. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. In the event that any signature is delivered by facsimile transmission or by e-mail delivery of a ".pdf" format data file, such signature shall create a valid and binding obligation of the party executing (or on whose behalf such

signature is executed) with the same force and effect as if such facsimile or ".pdf" signature page were an original thereof.

14. If either party commences any legal action against the other party arising out of this Agreement or the performance thereof, the prevailing party in such action shall be entitled to recover its reasonable litigation expenses, including but not limited to, court costs, expert witness fees, discovery expenses, and attorneys' fees. Any action arising out of this Agreement shall be brought in Placer County, California, regardless of where else venue may lie. This Agreement shall be governed by and construed in accordance with the laws of the State of California.
15. This Agreement shall be binding upon the heirs, successors, executors, administrators and assigns of the respective parties hereto.
16. If any of the provisions contained in this Agreement are for any reason held invalid or unenforceable, such holding shall not affect the remaining provisions or the validity and enforceability of the Agreement as a whole.
17. For purposes of this Agreement, the terms "Contractor" and "Consultant" are used interchangeably.
18. All tangible materials ("Material") created or delivered pursuant to this Agreement is considered a work made for hire under the Copyright Act. To the extent such Material does not qualify as a work made for hire, CONSULTANT hereby assigns to CITY all right, title, and interest, including but not limited to all copyrights, in all Material created by CONSULTANT in its performance under this Agreement. All Material furnished by CONSULTANT is, and shall remain, the property of CITY.
19. If the project referenced on this service agreement is a Public Works project, then the following shall apply: Contractor must submit all claims as defined in and in accordance with the claim resolution process set forth in Section 9204 of the Public Contract Code. Each such claim must be sent to the City by registered mail or certified mail with return receipt requested and must contain reasonable documentation to support the claim. All claims must be received prior to acceptance of the work.
20. Notwithstanding anything to the contrary in this Agreement, Consultant and City waive any and all claims against each other for incidental, consequential, special, multiple, and punitive damages arising out of or relating to this Agreement, regardless of whether such damages were foreseeable and whether or not the culpable Party was advised of the possibility of such damages. This mutual waiver includes, but is not limited to, rental expenses, loss of use, loss of production, loss of income, loss of profit (except profit arising directly from the Services), loss of financing, loss of business, and loss of reputation. This mutual waiver is applicable, without limitation, to all consequential damages due to either Party's breach or termination of the Agreement.

City reserves the right to withhold any payments to Consultant in the event of noncompliance with insurance requirements or if required by law.

ATTACHMENT A - TRC Solutions, Inc. Negotiated 12/13/18
HUMAN RESOURCES/RISK MANAGEMENT DIVISION
INSURANCE REQUIREMENTS
SERVICE AGREEMENTS OVER $22,790 OR INVOLVING HIGH RISK ACTIVITIES

General - Required Coverage/Documentation

- **General Liability:** $1 Million per occurrence
  $2 Million aggregate
- **Automobile Liability:** $1 Million combined single limit
- **Workers' Compensation:** Statutory
- Additional Insured Endorsement (AIE) - General Liability policy: CG 20 38 04 13 or an equivalent, blanket endorsement or section of the policy. Endorsement shall cover the City of Roseville, its officers, agents, employees and volunteers as additional insured.
- Policies except Professional Liability and Workers' Compensation must be primary and non-contributory
- A 30 day notice of cancellation must be provided
- List certificate holder as: The City of Roseville -Insurance Compliance
  PO Box 100085-R1, Duluth, GA 30096

Additional Liability Requirements if required by Agreement (and marked below):

☐ Construction	☑ Design Professional	☐ Chemical/Environmental
General Liability: $2 Million/occurrence $4 Million aggregate	General Liability: $2 Million/occurrence $4 Million aggregate Professional Liability $2 Million/occurrence	General Liability: $3 Million/occurrence $6 Million aggregate, Pollution – $2 Million/Occurrence Auto - $2 Million/Occurrence
☐ IT Services	**☐ Professional Consultant**	**☐ Hazardous Materials**
Professional Liability: $1 Million/occurrence No auto required	Professional Liability: $1 Million/occurrence	Pollution Liability: $1 Million/occurrence
☐ Special Events/Caterers-Vendors	**☐ Professional Counseling/Psychological**	**☐ Pyrotechnics**
No auto required No workers' comp required	Professional Liability: $1 Million/occurrence No auto required	General Liability: $5 Million/occurrence $10 Million aggregate Auto - $2 Million/Occurrence

Insurance Submission Process

The City of Roseville Human Resources/Risk Management Department uses a service called EBIX to manage our insurance certificate tracking.

How It Works

- The vendor's contact information is entered into EBIX. EBIX will contact the vendor to request proof of insurance.
- The Vendor can forward the request to their Insurance Agent(s) if necessary.
- Vendor/Insurance Agent submits insurance to EBIX by email to roseville@ebix.com or by fax to (770) 325-5727. After faxing or emailing the certificate, please **DO NOT** send the certificate by mail to EBIX. Please do not mail, email or fax any certificates to the City of Roseville.
- Once submitted, EBIX reviews the insurance documentation. If there are deficiencies, EBIX will send a follow up letter or email requesting additional information.

Questions Regarding Insurance Submission: Contact EBIX at (951) 652-4239

10680 White Rock Road
Suite 100
Rancho Cordova, CA 95670

916.844.0146 PHONE

www.trcsolutions.com

February 6, 2019

MEMORANDUM

To: Mark Riffey, Roseville Electric Utility

Cc: Sophia Hartkopf (TRC)

From: Nic Dunfee (TRC), Parul Gulati (TRC)

Re: Roseville Electric Residential New Construction Three-Year Implementation Scope

SCOPE OF WORK

TRC Solutions, Inc submits the following proposal to the Roseville Electric Utility (REU) to support REU's new construction programs for a period of three years commencing with contract execution. This scope is a continuation of TRC's implementation support provided between 2015 and 2018 for single family new construction project support.

TRC proposed to enroll 2,300 single family homes during these three years, and deliver incentives on 2,200 lots in the same time period.

Split Commodity (lots)				
	Year 1	Year 2	Year 3	*Total*
Enrollments	400	600	500	1,500
Completions	550	625	625	1,800

Figure 1. Estimated participation for split commodity single family homes

All Electric (lots)				
	Year 1	Year 2	Year 3	*Total*
Enrollments	100	350	350	800
Completions	25	75	300	400

Figure 2. Estimated participation for all-electric single family homes

TRC will continue to request incentive and process payment from REU for the remaining 828 lots previously enrolled in the split-commodity program (for incentives reserved prior to 2018).

Any lots anticipated to complete after this three year contract period are outside of the scope of this contract, however, TRC will actively monitor and report to REU on enrollments that are expected to complete after the contract period.

The figures above represent estimated program volume over the course of the program. For this reason, the total budget for this agreement may change depending on the number of lots and plans that enroll. TRC will monitor the volume of these projects and alert REU, if it appears the budget will not be met or will not suffice the tasks. TRC will update REU regularly on actual volume and will notify REU if we anticipate exceeding, or falling short of the estimated volume. New enrollments will be permitted under the 2016 or 2019 Title 24 Standards, whichever applies.

TRC proposes to support REU through the following six tasks:

1. *Project Management:* Time and materials budget for TRC to support program management tasks such as client progress meetings, ongoing reporting, data tracking, and data requests.
2. *Design Assistance and Policy Updates:* Time and materials budget for TRC to provide one-on-one technical assistance with builders and their consultants to assist qualifying single family developments with constructing energy efficient projects. TRC will also use a portion of this budget to document and communicate key program policy decisions to participants and conduct field verifications. Task will also include the all-electric and 2019 code program designs.
3. *Marketing and Recruitment:* Time and materials budget for marketing and outreach tasks. Under this task, TRC proposes development of marketing collateral, a quarterly newsletter, orientation webinar, and attendance/sponsorship at select relevant industry events such as, but not limited to, the CABEC conference, or Building Industry Association events. TRC will also use this budget for processing leads and recruiting projects.
4. *Project Review and Processing:* Fixed price payment budget to compensate TRC at enrollment (incentive reservation) and completion (incentive payment) stages of qualifying single family lots. This task includes application intake, desktop technical reviews, greenhouse gas reduction reporting, energy savings reporting and incentive request processing.

Task 1. Management

This task will support program management activities (time and materials), including:

- Reporting and invoicing to REU
- Progress and pipeline review meetings with REU
- Data tracking
- Quarterly data requests from REU
- Initial reporting set up
- Program Database Setup
- Ongoing database maintenance and quality assurance

Task 1 Budget: $172,800

Task 1 Deliverables:

- Monthly invoice with cover letter summarizing activities
- Monthly progress and pipeline reports

- Monthly teleconference call or in-person meeting with REU to discuss program progress
- Documentation to support up to one (1) data request per quarter
  - If more than one data request is requested per quarter, TRC will review budget with REU to ensure that sufficient budget remains to complete the additional data request

Task 2: Design Assistance and Policy Updates

Policy Updates

TRC will use a portion of this task budget to make minor revisions as necessary to update the program design for the split commodity program. The following are examples of policy best practices that TRC would document: approved modeling best practices for new technologies, benefits of program pre-requisites such as smart thermostats and power strips, benefits of measures such as whole house fans and balanced indoor air quality designs, to name a few.

TRC will use a part of the budget to design a new residential electrification program for REU customers and also to design a new program for the 2019 Title 24 code.

TRC will also use this budget to document and communicate these program design changes and other policy decisions to REU participants.

Design Assistance

To maximize kWh savings, TRC will work with REU's key previous builder participants, providing one-on-one targeted design assistance for up to 10 projects. This design assistance will take the form of a conversation or multiple conversations with the project team to identify and prioritize opportunities for deeper savings, such as encouraging designs that push projects towards net zero energy, designs that reduce energy use in the early evening residential peak use period, or all-electric design. This support will evaluate cost-effective strategies that reduce the development's modeled electric usage and improve their incentives. These design assistance meetings will take place via web meeting, or in-person as budget permits.

Task 2 Budget: $204,000

Task 2 Deliverables:

- Summary of design assistance activities for up to ten (10) projects, documented in monthly invoice cover letter
- Summary of policy decisions documented in monthly invoice cover letter

Task 2: Marketing and Recruitment

In collaboration with REU's marketing team, TRC proposes three outreach strategies to assist Roseville Electric in educating builders and consultants about the new program(s). First, TRC will meet with the top four energy consulting firms active in REU's service territory (DuctTesters, Energy Inspectors, Valley Duct Testing, Villara) to encourage them to market the program to their clients and to identify potential participant projects. Second, TRC will research, identify, and meet with the most active builders in Roseville. Third, TRC will develop ongoing communications with prospective participants through the development and recommendation of program

advertisement placement, the distribution of a quarterly newsletter, recording of webinars, and attendance/sponsorship at select industry events, and working with local jurisdictions to identify projects early in the planning stages, as outlined below. TRC will attempt to work with the local planning an permit departments to promote the program through their offices. TRC will also use this budget to develop and process leads through the pipeline.

Recruitment and Lead Processing

TRC shall inform REU of all committed projects in the monthly program report, and all active leads in a bi-weekly outreach pipeline report. TRC shall verify that all information associated with the program application package is reviewed, for completeness and maintain a database of all enrolled projects for program pipeline and forecasting purposes.

TRC will develop correspondence with each project to ensure that the project's California HERS registration entity is prepared for program verification purposes. TRC will interact directly with each project's HERS registration entity as needed. TRC will deliver an application acceptance package to each enrolled project team containing, at minimum, the completed and signed Program Participation Agreement, a program enrollment approval letter, a plan check verification summary sheet (which lists the enrolled plans and incentive levels), the approved lot list, Incentive Request Form (IRF) blanks, and an IRF instructions sheet.

Collateral

TRC will developed new marketing materials to ensure that the benefits of the programs, both for split commodity as well as all-electric projects are clearly communicated, including: program website, one-page program flyer, program half page advertisement for placement in industry publications, program button for placement in industry email newsletters. TRC will work with REU's marketing team to finalize and distribute this collateral through agreed upon marketing channels.

Quarterly Newsletter

To communicate key program policies and highlight participating developments, TRC will develop a one-page quarterly newsletter for distribution to TRC's database of homebuilders, multifamily developers, HERS Raters, energy consultants, architects, contractors, and other professionals active in REU's service territory. This newsletter will include a project case study, announcement of relevant upcoming industry events, and an update on key program polices (such as steps for demonstrating compliance with program pre-requisites).

Webinars

To promote the program and highlight the participation process, TRC will develop up to five (5) webinars covering topics such as: program process, program pre-requisites, design best practices, solar or other green programs. TRC will record all webinars and host recordings on a YouTube page for future viewing. TRC will also provide an attendance report to REU following each webinar training.

Marketing Events and Other Marketing Research

TRC will research relevant industry events in the Roseville region to recruit builders and other homebuilding professionals. TRC will focus this outreach to events hosted by the North State Building Industry Association (BIA),

American Institute of Architects Central Valley Chapter, and the HERS Providers (CHEERS and CalCERTS), and the California Association of Building Energy Consultants (CABEC). TRC will work with REU to identify the most appropriate attendee (REU or TRC) and has budgeted for attendance at up to three events during this contract period. TRC will also research prospective homebuilding activity through the Sacramento City and County building departments and through the Business Journal. TRC will work with Roseville's marketing team to identify other marketing opportunities such as sponsorships and advertisement placement (Note: this budget does not include expenses for marketing purchases as it is assumed that these purchases will be made by REU's marketing department).

Task 3 Budget: $202,000

Task 3. Deliverables:

- Copies of program collateral: one-page flyer, half page advertisement, and button
- Copy of newsletter document for up to four (4) newsletters annually
- Copy of webinar presentation, recordings, and attendance reports for up to five (5) webinars
- Summary of other marketing activities for up to three (3) marketing events, documented in invoice cover letter

Task 4: Project Processing

To support Roseville in reaching the program goal of working with 2,300 lots through the end of contract, TRC proposes the following fixed price, performance-based budget paid at two stages: 1: enrollment and 2: completion of each single family lot. This budget assumes a flat rate of $88.00 be paid per lot enrolled and $54.00 per lot completed. The budget allows 2,300 lots for commitment (or incentives reserved) and 2,200 lots for completion (or incentives paid) including all previously enrolled lots that have not been paid yet, for a period of three years following contract execution. The remaining committed lots should be anticipated to complete after this three-year timeframe and are outside the scope of this contract. Enrollment and completion rates are highly dependent on market conditions with minimal potential for program influence. These are only annual estimates, actual annual totals may vary and TRC will keep REU aware of the budget status. If program volume increases beyond the budget allotment, REU will work with TRC to determine if additional budget can be added, or will determine to cut off program processing operations.

Stage	Fixed Price per Lot	Number of Lots Year 1	Fixed Performance Payments Year 1	Number of Lots Year 2	Fixed Performance Payments Year 2	Number of Lots Year 3	Fixed Performance Payments Year 3	Total Number of lots	Total Fixed Performance Price
Split-Commodity Commitment	$88	400	$35,200	600	$52,800	500	$44,000	1,500	$132,000
Split-Commodity Completion	$54	550	$29,700	625	$33,750	625	$33,750	1,800	$97,200
All-Electric Commitment	$88	-	$0	350	$30,800	450	$39,600	800	$70,400
All-Electric Completion	$54	-	$0	75	$4,050	325	$17,550	400	$21,600
TOTAL PROJECT COSTS >>>		950	$64,900.00	1,650	$ 121,400	1,900	$ 134,900	4,500	$ 321,200

Figure 3. Roseville Electric Best Home Fixed Price Budget

Within each stage, TRC will complete the following tasks outlined in the sections below.

Enrollment (Stage 1) Fixed Price Tasks

Application Processing

TRC will accept, organize, and verify all necessary documents related to program application. This includes the application, lot list, site map, plan set, Title 24 models, relevant specification sheets, and proof of service. TRC will work with the builder and their project team to ensure they understand and are prepared to meet all program prerequisites. TRC will transmit these files to REU's administrator for processing and tracking.

Plan Review

TRC will complete a thorough review of each project's Title 24 models in comparison to their building plans and product specification sheets. Review will confirm that modeling is accurate and kWh savings are maximized. Additionally, TRC will verify that program prerequisites and bonuses, when applied for, are met. As part of plan review, TRC will communicate with the consultant performing the energy modeling and the builder for modeling corrections or additional specification documentation as needed. TRC will communicate the final energy savings and energy design specifications to REU for tracking.

Project Enrollment

Projects that pass the plan review process will be enrolled in the REU program, and thus incentives will be reserved. For each project, TRC will generate a project approval letter that includes anticipated energy savings and incentives at the project level. TRC will also generate an enrollment data form that includes energy savings and incentives for each approved plan at each orientation. TRC will create a database entity internally to track this information per project, and be available for quick data retrieval as needed. TRC will create an enrollment package for the builder and project team. This package will include project data, REU program rules, and the necessary forms and instructions the builder will need to complete the program and receive their incentives. This includes a project acceptance letter, approved plan list, an enrollment data form, and incentive request forms.

Completion (Stage 2) Fixed Price Tasks

HERS Coordination

For each enrolled project, TRC will upload program-approved Title 24 CF-1R reports into the HERS registry (either CHEERS or CalCERTS). TRC will coordinate with the project's HERS Rating firm to ensure that the project's HERS registry entity is organized and maintained in a manner conducive to using it as a verification tool for program purposes. TRC will also coordinate with the builder to track construction schedule for completion forecasting purposes.

Project Adjustments

TRC will maintain contact with each project during the course of construction. TRC will conduct project adjustments as needed to add plans to the project (via a plan review process), change the project's lot quantity or lot addresses, or adjust existing plans to account for significant changes to the plan's energy efficiency features. Changes that adjust a plan's CA HERS score by more than 1 point, on average across all four orientations will be deemed significant. TRC will maintain in contact with the project teams to clarify program rules and give project related information. For adjusted projects, TRC will provide approval letters, enrollment data forms, builder enrollment packages, database entries and HERS Registry coordination as applicable to that project's specific adjustments.

Completion Verification

TRC will accept incentive request forms (IRFs) that the builder will use to indicate enrolled lots have completed construction and have had all HERS tests uploaded to the HERS registry. TRC will review the IRF and the registry to confirm that the lots have completed as specified and are therefore eligible for incentives. TRC will generate a payment approval letter advising REU to pay the incentives. This letter will include energy savings claims and HERS registry summary forms. During verification, TRC will communicate with the project team regarding the status of the incentive request and advise when additional information is needed. TRC will coordinate with REU to ensure that payment data is tracked and recorded in TRC's database for use in data analysis and project level communication.

Project Closure

In alignment with the CAHP program, projects will be given 36 months from enrollment to complete all lots. Expiration warnings will be issued at 6 months, 3 months, 2 months and 1 month prior to expiration. When projects expire, or complete all enrolled lots prior to expiration, TRC will close the project by providing a project completion letter to the project team and to REU.

Task 4 Budget: $321,200

Task 4 Deliverables:

- At commitment, a zip file including the following project documents:
  - Application
  - Incentive reservation letter
  - Electronic plan set and simulation files
  - Project enrollment data form
- At completion, a zip file including the following project documents:
  - HERS documentation
  - Completion letter

BUDGET

TRC proposes the following budget to perform the aforementioned program implementation support:

Task #	Description	Labor	Expenses	Fixed Performance Price	TOTAL	Percent of Budget
1	Management	$ 169,800	$ 3,000	$ -	$ 172,800	19%
2	Design Assistance and Policy Updates	$ 201,000	$ 3,000	$ -	$ 204,000	23%
3	Builder and Consultant Outreach	$ 185,500	$ 16,500	$ -	$ 202,000	22%
4	Project Processing	$ -	$ -	$ 321,200	$ 321,200	36%
	TOTAL PROJECT COSTS >>>	$ 556,300	$ 22,500	$ 321,200	$ 900,000	

Figure 4. Roseville Single-Family Residential New Construction Programs' Implementation Budget

Tasks 1, 2, and3 are proposed on a time and materials basis (TRC will bill Roseville on an hourly basis). Task 4 will be paid to TRC on a fixed price basis at two stages: 1) as each home or development reserves incentives and 2) as each home or development completes construction and verification.

Nicholas Dunfee will provide program oversight with primary support from Parul Gulati (management), Matthew Christie and Sophia Hartkopf (oversight and policy), Allison Wittwer (marketing and outreach), Jessica Nunez (plan review) and Lori McAdams (payment processing). Julieann Summerford will serve as Office-in-Charge.

Staff by job category and rate supporting this project are outlined in the figure below. Note that individuals working under each job classification may change due to new staff joining the program or promotions.

Job Classification	Rate	TRC Personnel
Vice President	$284	Julieann Summerford, Catherine Chappell, Abhijeet Pande
Associate Vice President	$267	TBD
Senior Program Manager	$232	David Beaulieu
Program Manager	$197	Sophia Hartkopf, Matthew Christie, Elizabeth McCollum
Senior Project Manager	$173	Nicole Allen, Nic Dunfee, Mike Maroney
Project Manager	$163	Ritesh Nayyar, Beth Baxter, Melisa Buckley
Associate Project Manager	$128	Lori McAdams, Matthew Flores, Connie Malone Jones, Yamini Arab, Parul Gulati
Project Associate	$122	Nolan Stephens, Neil Perry, Julia Sinex, Allison Wittwer, Carlos Ortiz, Lorenzo Pagano, Shari Mullins
Project Assistant	$93	Yolanda DuVall, Claire Chappell, Jude Carr

Figure 2: TRC Solutions, Inc Project Personnel January 2019

TIMELINE

TRC will continue implementation through change order authorization, for a period of 3 years following contract execution. The Roseville RNC program is projected to continue past the end of these contract terms. Implementation services to complete the program-cycle will be negotiated at a later time, as requested by Roseville Electric.

COUNCIL COMMUNICATION

CC #: 9838
File #: 0203-10

Title:	Landscape Bark and Playground Engineered Wood Fiber Material and Services - Service Agreement Amendment
Contact:	Patrick Daly 916-774-5764 pdaly@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 6.5.

RECOMMENDATION TO COUNCIL

Recommend Council adopt a resolution authorizing the City Manager to execute Amendment No. 1 to Service Agreement between the City of Roseville and Applied Landscape Materials, Inc. to increase the amount of the agreement from $100,000.00 to $150,000.00.

BACKGROUND

The Park Operations Division currently oversees over 77 parks & facilities with play areas and over 258 acres of landscaping. Engineered wood fiber is the primary safety surfacing within 82 play areas. Maintaining this material through periodic replenishment is critical to providing a safe and enjoyable experience. Furthermore, as part of our maintenance practices we utilize landscape bark in our parks and streetscapes. Well barked landscapes are aesthetically pleasing and assist in moisture retention for plant material.
The bid was originally awarded to Applied Landscape Materials in September of 2016 through a Request for Proposal (RFP 13-040). The City has continued to renew the agreement annually. The services provided by Applied Landscape Materials have been satisfactory and in accordance with the established terms and conditions of the bid.

FISCAL IMPACT

The total cost of the amended annual service agreement will be not to exceed $150,000.00. These funds have been identified and approved in the FY2018-19 budget for landscape improvements. The funding sources are a combination of General Fund, Community Facility Districts (CFDs), and Lighting and Landscape Districts (LLDs). There is limited impact to the General Fund for facilities that are not within a CFD or LLD. This limited General Fund impact is included in the FY 2018-19 budget.

ECONOMIC DEVELOPMENT / JOBS CREATED

Not applicable.

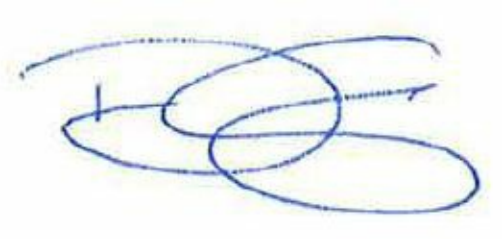
ENVIRONMENTAL REVIEW

The Landscape Bark and Engineered Wood Fiber Material and Services Agreement is not considered a “project” as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines § 15378). Consequently no CEQA action is required.

Respectfully Submitted,

Patrick Daly, Parks Supervisor

Dion Louthan, Parks, Recreation & Libraries Director



_____
Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-70

RESOLUTION NO. 19-70

APPROVING AMENDMENT NO. 1 TO SERVICE AGREEMENT BETWEEN CITY OF ROSEVILLE AND APPLIED LANDSCAPE MATERIALS, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE

WHEREAS, Amendment No. 1 to Service Agreement (S1909067), for landscape bark and playground engineered wood fiber material and services, between the City of Roseville and Applied Landscape Materials, Inc., has been prepared and reviewed by the Council; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said amendment to service agreement is approved and that the City Manager is authorized to execute it on behalf of the City of Roseville.

PASSED AND ADOPTED by the Council of the City of Roseville this ___ day of _____, 20__, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

COUNCIL COMMUNICATION

CC #: 9848
File #: 0203-06

Title:	Time and Attendance Software - Service Agreement Amendment
Contact:	Kristi Corral 916-774-5316 kcorral@roseville.ca.us Dennis Kauffman 916-774-5313 dkauffman@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 6.6.

RECOMMENDATION TO COUNCIL

Staff recommends Council adopt a resolution to approve the first amendment to a service agreement with GroupeX Limited for reconfiguration of the Workforce Time and Attendance software.

BACKGROUND

The City requires additional reconfiguration of our current version of Workforce to intergrate with the new Oracle Fusion ERP system. The City approved a service agreement with GroupeX Limited to assist in the reconfiguration efforts in December of 2018. Since then, an assessment has been done and additional hours are needed to meet our ERP project go live date of July 1st. GroupeX offers application managed services to support configuration of time and attendance systems.

FISCAL IMPACT

The total cost of the amendment is $50,490.00 for consultant services and $8,000.00 for travel cost, bringing the total cost of the contract to $78,990.00. Funding is available in the ERP budget.

ECONOMIC DEVELOPMENT / JOBS CREATED

This agreement will not have an impact on economic development or job creation.

ENVIRONMENTAL REVIEW

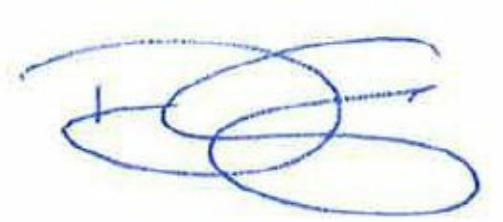
The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical changes in the environment (CEQA

Guidelines §15061(B)(3)). An amendment to a service agreement for software does not include the potential for a significant environmental effect, and therefore is not subject to CEQA.

Respectfully Submitted,

Kristi Corral, Finance Manager

Dennis Kauffman, Chief Financial Officer



_____

Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-77

Service Agreement

RESOLUTION NO. 19-77

APPROVING AMENDMENT NO. 1 TO SERVICE AGREEMENT BETWEEN CITY OF ROSEVILLE AND GROUPEX LIMITED, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE

WHEREAS, Amendment No. 1 to Service Agreement (S1904314), for Time and Attendance software, between the City of Roseville and GroupeX Limited, has been prepared and reviewed by the Council; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said amendment to service agreement is approved and that the City Manager is authorized to execute it on behalf of the City of Roseville.

PASSED AND ADOPTED by the Council of the City of Roseville this ___ day of _____, 20__, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

PURCHASING
CITY OF ROSEVILLE

2005 HILLTOP CIRCLE, ROSEVILLE, CA 95747
(916) 774-5720 • TDD (916) 774-5220 • FAX (916) 774-5736

SERVICE AGREEMENT AMENDMENT

SERVICE AGREEMENT No: S1904314
AMENDMENT No: 1

SERVICE LOCATION: AS DIRECTED

Contractor No.: V41917

SUBMIT ALL INVOICES TO:
CITY OF ROSEVILLE
Finance Department
311 Vernon Street
Roseville, CA 95678

Contractor License No.:
Business License No.:

Department: FINANCE

Telephone No.: 416-968-0000 Fax: 416-968-0009

Email address: heather.romito@groupex-solutions.com
Contractor: GROUPEX LIMITED
ATTN: HEATHER ROMITO
THREE ROMANWOOD AVE
TORONTO, ONTARIO
M4W 1Y5

Acct. Code: 05011-5100

Buyer: BECKY PHILIPP
Phone: 916-774-5724

Service Agreement Number S1904314 ("Agreement"), which was executed on, 12/20/18, is hereby modified as follows:

Select all provisions that apply:

☒ The Total Cost of Service payable under this Agreement is modified from 20,500.00 to $78,990.00. The purpose of this modification is to INCREASE THE SCOPE OF SERVICES TO BRING SOLUTION EXPERTISE IN-HOUSE AND SUPPORT THE CITY'S INTERNAL WFS TEAM IN SUPPORTING THE PLATFORM IN ACCORDANCE WITH THE ATTACHED GROUPEX SOLUTIONS SERVICES PROPOSAL FOR THE CITY OF ROSEVILLE APPLICATION MANAGED SERVICES DATED 2/10/19.

All other provisions of the Agreement shall remain unchanged and in full force and effect.

CONTRACTOR:

By: _____

Title: President - Thea Smith

By: _____

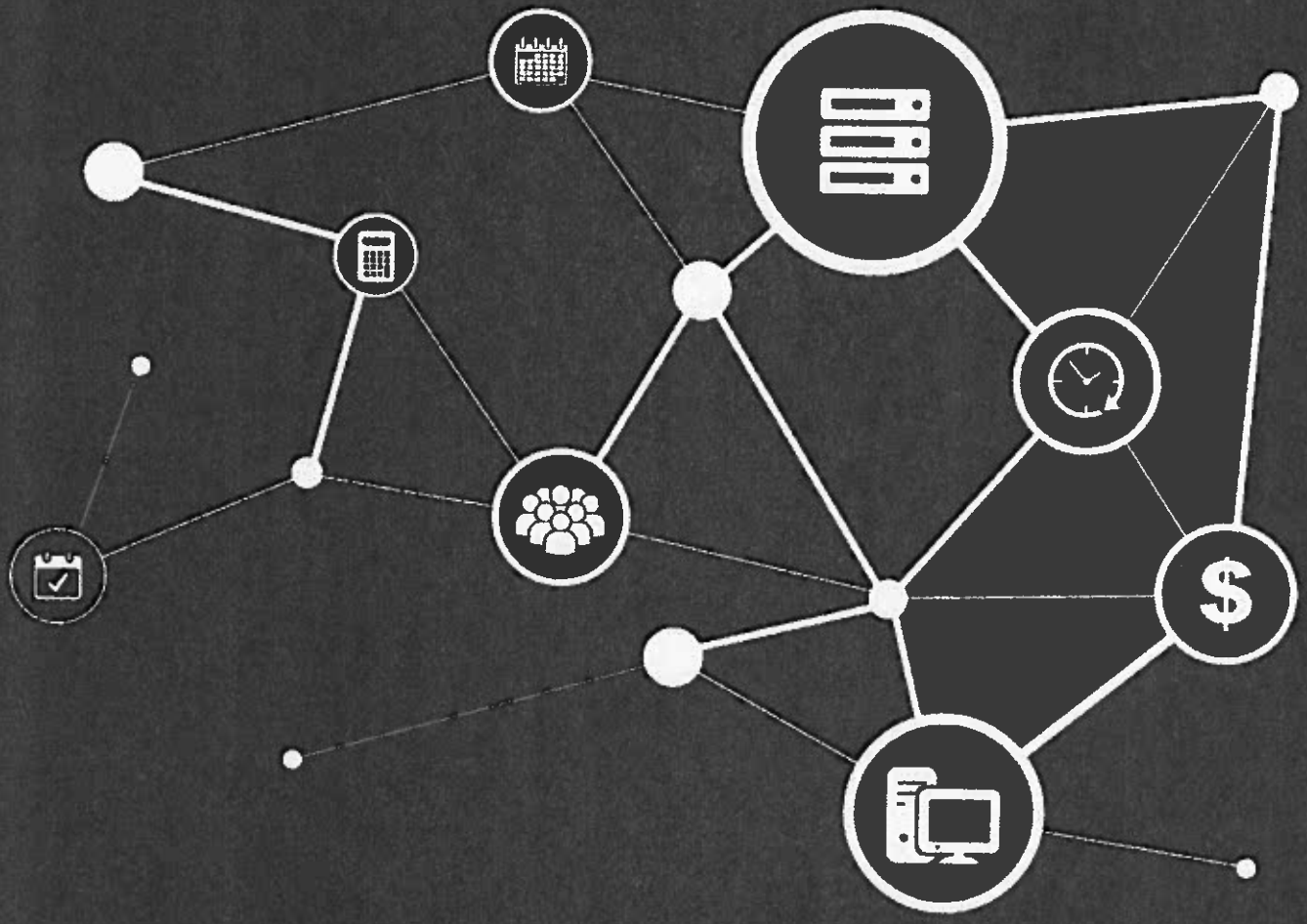
Title: CFO - Patricia Wallenius

CITY OF ROSEVILLE,
A MUNICIPAL CORPORATION:

By: _____
Dominick Casey
City Manager

Distribution: 1- Purchasing, 1 - Contractor, 1 - Originating Dept

GroupeX SOLUTIONS



Services Proposal for the City of Roseville

Application Managed Services (AMS)

February 10, 2019

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GroupeX SOLUTIONS

OUR MISSION

To drive our clients toward simple, efficient business processes and systems through high-quality consulting services.

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Application Managed Services for the City

GroupeX offers Application Managed Services (AMS) to support the client-specific configuration layer of a software solution. AMS offerings include Mentorship Services, Release Management Services and Staff Augmentation Services.

The City of Roseville (the City) is re-configuring their current on-premise Workforce Software v9.5 to integrate with Oracle Fusion ERP. The City will be doing most of the re-configuration but will need help with refining the following services through a combination of onsite and remote work. GroupeX will support the following efforts until estimated hours are depleted:

- 1 LD import - tasks
- 4 generic exports
- Revisions to up to 5 premium policies
- Revisions to up to 5 transaction creation policies
- Revisions to up to 20 banks accrual policies
- Revision to/creation of up to 40 exception messages (20-40 expected)
- Assistance with disabling banks that are no longer in use
- Assistance with creating a go live procedure
- Assistance with converting up to 4 reports (3-4 expected)
- Provide Test Support
- Provide Migration Support
- Provide Go Live Support
- Other items that the City may need assistance on that do not require exceeding the number of hours in this SOW

The GroupeX AMS practice will provide **Staff Augmentation services** to bring solution expertise in-house and support the City's internal WFS team in supporting the platform. This service offering assumes that the City has a mature WFS team

GroupeX will provide a Project Manager for 1 hour per week, a Technical Consultant for up to 200 hours and a Reports Consultant for up to 80 hours of remote work.

Timeline

This engagement will begin on April 1, 2019 and continue through July 31, 2019.

Roles and Responsibilities

Below are the general role definitions for an AMS engagement. Note that a single individual may play multiple roles on an engagement and all roles may not be required depending on the scope of the iteration cycle.

GroupeX Team

Role	Responsibilities
Project Manager	The Project Manager serves as the primary project contact throughout the engagement. This individual will be responsible for release timelines and dates for the project team. The Project Manager will coordinate and manage the activities of the GroupeX project team.
Technical Consultant	The Technical Consultant works as a member of our Client Services team to ensure the successful configuration and delivery of the Workforce Suite of applications. The

	Technical Consultant will be responsible for configuring the WorkForce Suite according to the customer's documented business requirements. They will also provide test phase support and participate in other tasks during implementation.
Reports Consultant	The Reports Consultant works as a member of our Client Services team to ensure the successful configuration and delivery of reports within the WorkForce Suite of applications. The Reports Consultant will be responsible for creating new reports and/or modifying existing reports according to the customer's documented business requirements. They will also provide test phase support for reports.

Client Team

Role	Responsibilities
Project Manager / Lead	The Project Manager has the responsibility and authority to make decisions, resolve issues, and engage staff as required to ensure an implementation consistent with the scope of work. The Project Manager will keep all Sponsors aware of the decisions, commitments, and status of the project in a timely and efficient manner.
Functional Analysts and Subject Matter Experts	These people will have the primary duties of participating in requirements definition sessions and providing knowledge of current and required HR and payroll policies and procedures. They may be asked to deliver detailed information on requirements to GroupeX. They will perform in depth reviews of all interim and final outputs for all delivered solutions.

Costs and Invoicing

The table below shows the estimated cost for Staff Augmentation Services through the GroupeX AMS practice.

Role	Rate	Total Hours	Total Cost
Project Manager	$170	17	$2,890
Technical Consultant	$170	200	$34,000
Reports Consultant	$170	80	$13,600
		Total	$50,490

Notes about the Pricing

- The above fees are in US Dollars.
- The City will be billed based on a Time and Materials basis.
- GroupeX will provide weekly hours reports to the City. Any dispute should be raised within three (3) business days of the report delivery. If no concern is raised, hours will be deemed accepted by all parties and GroupeX will bill for those services at the end of the month.
- Payments are due in accordance with the payment terms of Net 30 days from date of invoice. Accounts not paid within 30 days of the date of invoice are subject to a 2% monthly finance charge.
- Travel and expenses are in addition to the fees listed. Travel will not exceed $2000 per week without prior City approval.

COUNCIL COMMUNICATION

CC #: 9849
File #: 0203-01 & 0201-01

Title: Vehicle Purchases - Budget Adjustment
Contact: Brian Craighead 916-774-5731 bcraighead@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 6.7.

RECOMMENDATION TO COUNCIL

RFQ 10-3202
Staff recommends Council approve a purchase order to Winner Chevrolet, Inc. for one Chevrolet Tahoe Police Pursuit Vehicle (PPV) utilizing RFQ 10-3202 to replace 15-065. The total cost including options and sales tax is $44,264.25. Additionally, adopt an ordinance amending the budget by $67,575.00 to pay for the cost of the Chevrolet Tahoe and upfitting.

Sole Source
Staff recommends Council approve a sole source purchase order to Dilo Company, Inc. for one SF6 gas recovery system to replace 98-640 approved in the FY2018-19 Auto Replacement Budget. The total cost including options and sales tax is $134,373.70.

Sourcewell
Staff recommends Council approve a purchase order to 72 Hour LLC dba National Auto Fleet Group for one Ford Interceptor Utility Hybrid utilizing Sourcewell contract #120716-NAF to replace 16-034. The total cost of one Ford Interceptor Utility Hybrid including options and sales tax is $50,184.61. Additionally, adopt an ordinance amending the budget by $65,000.00 to pay for the cost of the Ford Interceptor and upfitting.

BACKGROUND

RFQ 10-3202
The Police Department is purchasing one Chevrolet Tahoe PPV as a replacement for 15-065 which was involved in an accident and damaged beyond repair.

A formal bid was issued with the following vendor responses:

Vendor	Unit Price (with all options)
Winner Chevrolet, Inc. Elk Grove, CA	**$47,499.98**
Folsom Chevrolet	$48,962.14

Folsom, CA

Sole Source
The Roseville Electric Operations Division is purchasing one SF6 gas recovery system as a replacement for 98-640. This equipment is used by substation technicians for recovery or filling of SF6 (sulfur hexafluoride) insulating gas during construction, maintenance or repair of Roseville Electric's 60kv distribution circuit breakers.

Dilo Company, Inc. is the sole distributor of Dilo SF6 gas recovery systems. Roseville Electric has standardized on Dilo SF6 gas recovery systems for more than 20 years. Every substation technician has been trained to operate Dilo equipment.

Sourcewell
The Police Department is purchasing one Ford Interceptor Utility Hybrid as a replacement for 16-034 due to an engine compartment fire that was damaged beyond repair. The manufacturer purchased the vehicle back, and those funds, previously deposited in the Automotive Replacement Fund, combined with the automotive replacement funds collected over time for 16-034, will be used to purchase the replacement vehicle.

Vehicle replacements are based on the Fleet Scoring System which considers factors such as age, mileage, reliability, prior maintenance and repair costs, and current condition. Below are the vehicle replacement scores. A score of 23 or more indicates the vehicle is eligible for replacement.

Vehicle ID	Replacement Score	Vehicle Condition
98-640	28	Meets City replacement criteria

FISCAL IMPACT

RFQ 10-3202
The total cost of one Chevrolet Tahoe PPV including options and sales tax is $44,264.25. Staff requests Council approve a budget adjustment in the amount of $67,575.00 from the Automotive Replacement Fund to authorize the additional expenditure from the FY2018-19 Auto Replacement Fund budget. No additional General Fund resources are required. All funds are currently in the Automotive Replacement Fund and allocated for this vehicle.

Sole Source
The total cost of one SF6 gas recovery system including options and sales tax is $134,373.70. Funding is included in the FY2018-19 Automotive Replacement Fund budget.

Sourcewell
The total cost of one Ford Interceptor Utility Hybrid including options and sales tax is $50,184.61. Staff requests Council approve a budget adjustment in the amount of $65,000.00 from the Automotive Replacement Fund to authorize the additional expenditure from the FY2018-19 Auto Replacement Fund bBudget. No additional General Fund resources are required. All funds are currently in the Automotive Replacement Fund and allocated for this vehicle.

ECONOMIC DEVELOPMENT / JOBS CREATED

Not applicable.

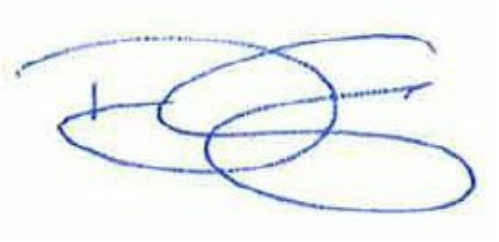
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment (CEQA Guidelines §15061(b)(3)). The purchase of vehicles does not include the potential for a significant environmental effect, and therefore is not subject to CEQA.

Respectfully Submitted,

Brian Craighead, Fleet Manager

Jason Shykowski, Acting Public Works Director



_____
Dominick Casey, City Manager

ATTACHMENTS:

Description

Ordinance No. 6063

Budget Adjustment

ORDINANCE NO. 6063

ORDINANCE OF THE COUNCIL OF THE CITY OF ROSEVILLE AUTHORIZING CERTAIN AMENDMENTS TO THE 2018-19 BUDGET AND DECLARING THIS ORDINANCE TO BE IMMEDIATELY EFFECTIVE AS AN APPROPRIATION MEASURE

THE CITY OF ROSEVILLE ORDAINS:

SECTION 1. The City of Roseville Annual Budget, Fiscal Year 2018-19, is hereby amended by transferring appropriation to and from the activities indicated below:

Appropriate funds for vehicle purchases, per request of the Public Works Department, as listed on the attached Request for Budget Adjustment in the amount of $132,575.00.

SECTION 2. This ordinance is hereby declared to be an appropriation measure, immediately effective pursuant to the provisions of Section 5.03 of the Charter.

SECTION 3. The City Clerk is hereby authorized and directed to post a true copy of the foregoing ordinance in each of three (3) conspicuous locations in the City and she shall immediately after such posting enter in the ordinance book, under the record of the ordinance, a certificate under her hand stating the time and place of such publication by posting.

PASSED AND ADOPTED by the Council of the City of Roseville, this _____ day of _____, 2018, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

CITY OF ROSEVILLE CALIFORNIA

REQUEST FOR BUDGET ADJUSTMENT
FINANCE DEPARTMENT

Instructions: Complete all necessary fields. Fields marked with an asterisk (*) are mandatory and required for processing. Obtain required approvals and process according to the procedure outlined in:
A.R. 6.01 Budget Adjustment Policy & Procedure.

For more detailed budget adjustment training information, including examples, please click on the following link:
Miscellaneous Budget Training Information.

REQUESTER*: Brian Craighead

DEPARTMENT/DIVISION*: Public Works / Fleet Services

FISCAL YEAR/EFFECTIVE DATE*: FY2018-19

PROPOSED COUNCIL DATE (If applicable): 03/20/2019

USE OF FUNDS*

AMOUNT*	ACCOUNT NUMBER GL ORG KEY*	GL OBJECT*	GL FUND*	JL PROJECT	JL ACTIVITY	Account Title/Activity Description*
65,000	03322	6000	502			Patrol car replacing 16-034
67,575	03322	6000	502			K9 patrol car replacing 15-065
$ 132,575	TOTAL					

SOURCE OF FUNDS*

AMOUNT*	ACCOUNT NUMBER GL ORG KEY	GL OBJECT	GL FUND*	JL PROJECT	JL ACTIVITY	Account Title/Activity Description*
132,575			502			Available resources (16-034 & 15-065)
$ 132,575	TOTAL					

FINANCE USE

Approved: _____ 2/20/19
BUDGET MANAGER/DESIGNEE DATE

_____ 2/20/19
Finance Director Date

Justification for Budget Adjustment*:

Budget adjustment to request replacement of two Police patrol cars.
16-034 caught fire and was damaged beyond repair. General Motors purchased the vehicle back and those funds combined with the automotive replacement funds for 16-034 will be used to purchase the replacement.
15-065 was involved in a total loss accident. This vehicle will be replaced using automotive replacement funds allocated to 15-065.

No additional general fund dollars are required, all funds are currently in the 502 fund and allocated for each vehicle.

Approved: _____ 2-19-19
REQUESTING DEPARTMENT HEAD / DESIGNEE DATE

Approved: _____
CITY MANAGER DATE

Revised 6/2016

COUNCIL COMMUNICATION

CC #: 9852
File #: 0203-06

Title: Computers and Technology Equipment - Purchase Order Increase
Contact: Michael Sinor 916-774-5183 msinor@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 6.8.

RECOMMENDATION TO COUNCIL

Staff recommends Council approve an increase to the purchase order with CDW Technologies LLC for computers, technology equipment and software using National IPA contract #2018011-01 from $650,000 to $800,000.

BACKGROUND

The Information Technology department (IT) maintains over 1,500 computers, 350 servers, 250 terabytes of data storage and 185 network switches across the City to support important business functions. Regular and prompt replacement of aging computers and technology equipment is critical to ensure the effective and efficient operation of City business.

Staff would like to utilize the National IPA competitively bid contract to obtain the best pricing available for the City.

FISCAL IMPACT

The cost of the purchase order increase in FY2018-19 is $150,000.00, bringing the purchase order total from $650,000 to $800,000, which has been approved in the IT budget and other departmental budgets.

ECONOMIC DEVELOPMENT / JOBS CREATED

Not applicable.

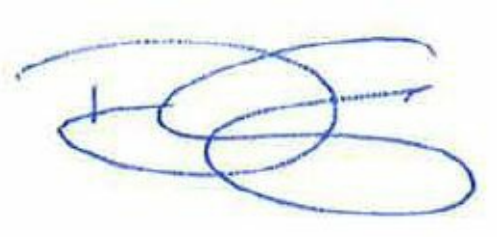
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment (CEQA Guidelines §15061(b)(3)). Computer and technology purchases do not include the potential for a significant environmental effect, and therefore are not subject to CEQA.

Respectfully Submitted,

Michael Sinor, IT Divisional Manager

Hong Sae, Chief Information Officer



_____

Dominick Casey, City Manager

ATTACHMENTS:

Description

NIPA

City of Mesa, AZ

Contract # 2018011-01

for

Information Technology Solutions and Services

with

CDW Government, LLC

Effective: March 1, 2018

The following documents comprise the executed contract between the City of Meza, AZ and CDW Government, LLC., effective March 1, 2018:

I. Executed Contract
II. Mayor and Council Approval
III. Supplier Response
IV. Original RFP

mesa·az
OFFICE OF THE CITY CLERK

COUNCIL MINUTES

February 5, 2018

The City Council of the City of Mesa met in a Regular Council Meeting in the Council Chambers, 57 East 1st Street, on February 5, 2018 at 5:45 p.m.

COUNCIL PRESENT	COUNCIL ABSENT	OFFICERS PRESENT
John Giles	None	Christopher Brady
David Luna		Dee Ann Mickelsen
Mark Freeman		Jim Smith
Christopher Glover		
Francisco Heredia		
Kevin Thompson		
Jeremy Whittaker		

Mayor's Welcome.

Invocation by Pastor Ben Diaz with Palabra de Vida (Word of Life).

Pledge of Allegiance was led by Councilmember Thompson.

Awards, Recognitions and Announcements.

There were no awards, recognitions or announcements.

1. Take action on all consent agenda items.

All items listed with an asterisk (*) will be considered as a group by the City Council and will be enacted with one motion. There will be no separate discussion of these items unless a Councilmember or citizen requests, in which event the item will be removed from the consent agenda and considered as a separate item. If a citizen wants an item removed from the consent agenda, a blue card must be completed and given to the City Clerk prior to the Council's vote on the consent agenda.

It was moved by Councilmember Thompson, seconded by Councilmember Glover, that the consent agenda items be approved.

Carried unanimously.

*2. Approval of minutes from previous meetings as written.

Minutes from the January 8, 11, and 22, 2018 Council meetings.

3. Take action on the following liquor license applications:

*3-a. It Ain't Chemo

This is a one-day event to be held on Saturday, February 10, 2018 from 9:00 A.M. to 9:00 P.M. at Riverview Park, 2100 West Rio Salado Parkway. **(District 1)**

*3-b. AMC Superstition East 12

A multi-screen cinema is requesting a new Series 6 Bar License for American Multi-Cinema Inc., 1935 South Signal Butte Road - Andrea Dahlman Lewkowitz, agent. There is no existing license at this location. **(District 6)**

*3-c. ATL Wings

A restaurant that serves lunch and dinner is requesting a new Series 12 Restaurant License for Stapley Wings LLC, 1455 South Stapley Drive, Suites 22-24 - Andrea Dahlman Lewkowitz, agent. The existing license held by Mark Killian, sole proprietor, will revert to the State. **(District 4)**

*3-d. Elgin Distillery

This is a one-day craft distillery festival to be held on Saturday, March 3, 2018 from 9:00 A.M. to 4:00 P.M. at Sunland Village, 4601 East Dolphin Avenue. **(District 2)**

*3-e. Village of Elgin Winery

This is a one-day wine festival event to be held on Saturday, March 3, 2018 from 9:00 A.M. to 4:00 P.M. at Sunland Village, 4601 East Dolphin Avenue. **(District 2)**

4. Take action on the following off-track betting license application:

*4-a. Turf Paradise, TP Racing LLLP

New Off-Track Betting License for Turf Paradise, TP Racing LLLP to telecast at Moose & Bear, located at 118 East McKellips Road, Suite 103, TB Concepts LLC. Applicant: Vincent Acri Francia. **(District 1)**

5. Take action on the following contracts:

*5-a. One-Year Renewal to the Term Contract for Executive Physicals for Citywide Departments as requested by the Human Resources Department. **(Citywide)**

This contract provides annual physicals for the City's executive staff as a means of maintaining optimum health. There are approximately 65-70 positions eligible to participate in this program.

The Human Resources Department and Purchasing recommend authorizing the renewal contract with Banner Occupational Health Clinics, at $88,500, based on estimated usage.

*5-b. One-Year Renewal to the Term Contract for Deceased Animal Collection Services for the Community Services Department. **(Citywide)**

This contract provides a vendor to collect and dispose of deceased animals up to 150 pounds that are reported within the City. The contractor is responsible for the proper disposal by cremation or other means in accordance with the standards and methods approved by the Maricopa County Health Department.

The Community Services Department and Purchasing recommend authorizing the renewal contract with APM/Couts Enterprises, Inc., dba Arizona Pet Mortuary, at $54,000, based on estimated usage.

*5-c. Purchase of One Replacement Fire Apparatus, an Air Light/Rehab Unit, for the Fire and Medical Department (Sole Source). **(Citywide)**

The apparatus being replaced has met established replacement criteria and will be sold by a sealed bid process or traded-in as part of the City's fire apparatus purchase agreement with Pierce Manufacturing. In addition, Fire and Medical will trade-in two units to further offset the price for the Air/Light Rehab unit.

The Fire and Medical Department and Purchasing recommend authorizing the purchase using the City’s five-year purchase agreement with Pierce Manufacturing Inc., through their designated local dealer, Hughes Fire Equipment Inc., at $502,264.75. This purchase is funded by the Capital-General Fund and authorized 2013 Public Safety Bonds.

*5-d. Three-Year Term Contract for Landscape Maintenance Services for Parks, Retention Basins and Sports Fields - Zones 1, 2, 3 and 4 for the Parks, Recreation and Community Facilities Department (PRCF). **(Citywide)**

These contracts provide landscape maintenance services for sports fields, parkways, medians, parks, retention basins or grounds adjacent to City facilities. The City has divided the landscaping into geographic areas known as Zones 1, 2, 3 and 4. PRCF has done an analysis to bring the work under this contract in-house and, at this time, contracting continues to be in the best financial interest of the City.

The evaluation committee recommends awarding the contract to the highest-scored proposal from Mariposa Landscape Arizona, Inc.; Zone 1, at $1,435,319.57 annually; Zone 2, at $959,183.45 annually; Zone 3, at $974,364.20 annually; and Zone 4, at $1,221,738.22 annually; based on estimated usage.

*5-e. Three-Year Term Contract for Plumbing Services for the Parks, Recreation and Community Facilities Department. **(Citywide)**

This contract will establish a list of pre-qualified plumbing contractors to perform plumbing services on various City facilities/projects on an as-needed basis.

The evaluation committee recommends awarding the contract to the four, highest-scored proposals from Mesa Energy Systems Inc.; RKS Plumbing and Mechanical Inc.; Sun Mechanical Inc.; and W.D. Manor Mechanical Contractors, Inc.; cumulatively not to exceed $100,000 annually, based on estimated usage.

*5-f. Purchase of Furniture for the Main Library as requested by the Library Services Department. **(Citywide)**

This purchase will provide seating and tables for two new rooms at the Main Library, Teen Room and ThinkSpot. The Library worked with several vendors utilizing cooperative contracts specifying their needs and goals with this project.

The Library Services Department and Purchasing recommend authorizing the purchase using the Northern Arizona University cooperative contract with Atmosphere Commercial Interiors, at $50,876.25.

*5-g. Five-Year Term Contract with CDW Government, LLC and SHI International Corp. for Information Technology Solutions and Services for Various Departments throughout the City. **(Citywide)**

This contract will provide the City and participating agencies a full range of information technology solution products and services to meet varying requirements of governmental agencies. The scope of products and services available under these contracts include standard business and high-end workstations; laptop and notebook computers; network equipment; computer and network products and peripherals; monitors; various cloud, consulting, and technical support services; financing; various software products; and the contractors' comprehensive product offering.

Mesa, as the lead agency, has partnered with the National Intergovernmental Purchasing Alliance Company (National IPA) to lead this contract. The contract will be available to over 45,000 public agencies nationally. While no minimum volume is guaranteed to the suppliers, the estimated annual volume of IT Solutions purchased under this master agreement is approximately $500 million per year. The City will receive rebates annually for administering and awarding this contract.

A committee representing the Police, and Information Technology Departments, City Manager's Office, Police-Information Technology, National IPA and Purchasing evaluated responses. The evaluation committee recommends awarding the contract to the highest-scored proposals from CDW Government, LLC and SHI International Corp., at $3,100,000 annually, based on estimated usage.

*5-h. One-Year Term Contract for Electrical and Lighting Supplies for the Materials and Supply Warehouse (for Citywide Departments). **(Citywide)**

Multiple departments use this Citywide contract for their miscellaneous electrical equipment and supplies.

The Business Services Department and Purchasing recommend authorizing the purchase using the State of Arizona cooperative contract with Border States Industries, Inc., at $100,000, based on estimated usage.

*5-i. Re-Award the Three-Year Term Contract for Microfilm Conversion Services for the Police Department. **(Citywide)**

This contract will provide services to convert Police Department data from microfilm to digital media. Police, Records Division use microfilm that is becoming worn and damaged. The previous vendor is unable to satisfactorily fulfill the contract requirements.

The Police Department and Purchasing recommend re-awarding the contract to the second highest scored proposal, ICM Conversions, at $400,000 annually, based on estimated usage.

*5-j. Purchase of Falcon District Brand Signage as requested by the Economic Development Department. **(Citywide)**

Continuing to build awareness and to promote the Falcon Field Economic Activity Area, this purchase for the Falcon District signage includes the installation of two branded monument signs to be located on Greenfield and Higley Roads, south of the 202. Additionally, the City will install utility and transit signal box wraps and will mount branded banners promoting aerospace, technology, and manufacturing on light poles around the airport.

The Economic Development Department and Purchasing recommend authorizing the purchase using the City of Peoria cooperative contract with YESCO Phoenix, at $146,670.49. This purchase is funded by Local Streets Sales Tax.

*5-k. Purchase of Three Replacement Rollback Trailers for the Transportation Department. **(Citywide)**

These trailers will replace three aging equipment trailers that are at the end of their service life. The trailers will meet the needs and safety requirements for transporting the large equipment required to perform street and right-of-way maintenance.

The Transportation Department and Purchasing recommend authorizing the purchase using the National Joint Powers Alliance contract with Empire Southwest (a Mesa business), at $176,764.77. This purchase is funded by Local Streets Sales Tax.

*5-l. One-Year Renewal to the Term Contract for Radio-Based Endpoint Encoders (for Water Meter Reading) for the Water Resources Department. **(Citywide)**

This contract provides Itron radio-based endpoint encoders and accessories purchased directly from Itron, Inc., the manufacturer. The endpoint stores 40 days of hourly reads to ensure data integrity and offers advanced customer side leak detection and reverse flow and tamper alarms. Water Utility installs approximately 540 radio-based endpoint encoders on new and existing meters annually.

The Water Resources Department and Purchasing recommend authorizing the renewal with Itron, Inc., at $100,000, based on estimated usage.

*5-m. Purchase of Water Treatment Plant Shop Tools and Equipment for the New Signal Butte Water Treatment Plant as requested by the Water Resources Department. **(Citywide)**

This purchase is for tools and equipment needed for the start-up and maintenance in the various shops at the new Signal Butte Water Treatment Plant.

The Water Resources Department and Purchasing recommend awarding the contract to the lowest, responsive and responsible bidders: Copper State Bolt & Nut Co. (a Mesa business); Glendale Industrial Supply, LLC, dba UNICOA Construction and Industrial Supply; Mallory Safety & Supply LLC; and W.W. Grainger, Inc.; cumulatively not to exceed $153,000, based on estimated usage.

*5-n. One-Year Renewal to the Term Contract for Fire Hydrant Water Meters for the Water Resources Department. **(Citywide)**

This contract provides 3" fire hydrant water meters to accurately measure construction water use of fire hydrants. The meters are installed by Water Utility staff to serve contractors and other customers needing to connect to City fire hydrants for temporary construction water service and dust control purposes.

The Water Resources Department and Purchasing recommend authorizing the renewal with Badger Meter Inc., dba National Meter Automation, at $35,000, based on estimated usage.

*5-o. Greenfield Water Reclamation Plant (GWRP), Phase III Expansion Guaranteed Maximum Price (GMP) No. 2. **(Citywide)**

The City of Mesa, Town of Gilbert, and Town of Queen Creek seek to provide an additional 14 million gallons per day annual average day flow of liquids and solids treatment capacity at the existing GWRP, complete with the required infrastructure, technology, and environmental features to ensure a reliable, efficient, and expanded plant to meet the current and future demands.

Staff recommends awarding the contract for the completion of this project to McCarthy Building Companies in the amount of $120,302,333 and authorize a change order allowance $6,015,117 (5%) for a total project amount of $126,317,450. This project is funded by the Greenfield Water Reclamation Plant Joint Venture Fund, with contributions coming from its members based on usage. Mesa's portion of this GMP is $72,229,521 and is funded by 2014 authorized Wastewater Bonds.

*5-p. Sewer Pipe and Manhole Rehabilitation: Mesa Drive, Millet Avenue, Horne, and 6th Avenue. **(District 4)**

The existing sanitary sewer lines covered by this project were built during the 1950's and 1960's. The age of these pipes greatly increases their risk of failure and emergency repairs. This method of construction can be completed while leaving the pipe in place and without excavation. Similarly, the sewer manholes will be cleaned, repaired, and coated in place. Only the concrete adjustment rings will be removed and replaced.

Staff recommends awarding the contract for this project to the lowest, responsible bidder, B and F Contracting, Inc, in the amount of $1,394,294.67, and authorize a change order allowance in the amount of $139,430 (10%), for a total amount of $1,533,724.67. Funding for this project is available from the 2014 Wastewater Bond Program.

*5-q. Sidewalks at Railroad Crossing on Alma School. **(Districts 3 and 4)**

To continue to meet current railroad approach and clearance standards at the Alma School Road railroad crossing, additional safety improvements will need to be made. The project improvements for roadway and sidewalk approach at this location will facilitate greater public safety and needed clearances from railroad signals along with a smoother roadway crossing of the Union Pacific Railroad track. Mesa will participate in the federally-funded Railway-Highway Grade Crossing Program, and will be responsible

for adjusting the existing concrete sidewalks around the proposed cantilevers and gates, and installing concrete medians.

This project was previously awarded by Council on July 10, 2017, however, the previously selected contractor could not comply with the federal requirements and the project was released for bid a second time.

Staff recommends awarding the contract to the lowest, responsible bidder, AJP Electric, in the amount of $149,494, plus an additional $14,949 (10%) as a change order allowance, for a total amount of $164,443. Funding is available from the Local Streets Sales Tax, of which 94.3% will be reimbursed by Arizona Department of Transportation (Federal) Grant under the Railway-Highway Grade Crossing.

6. Take action on the following resolutions:

*6-a. Approving and authorizing the City Manager to submit the Second Substantial Amendment to the Fiscal Year 2017/2018 Annual Action Plan to the U.S. Department of Housing and Urban Development related to the allocation of funding obtained under the Community Development Block Grant (CDBG) program. This Amendment will allow for reallocation of $600,000 in CDBG funds from the Senior Center Renovation Project (247 North Macdonald) to the Eagles Park Project (828 East Broadway Road). **(District 4)** – Resolution No. 11088.

*6-b. Approving and authorizing the City Manager to enter into a Grant Agreement with the Arizona Department of Public Safety to accept $1,335,284 in Victims of Crime Act (VOCA) grant funds. The finding will be used for salaries and expenses for the Mesa Prosecutors Office, Victim Services Unit for a three-year period. **(Citywide)** – Resolution No. 11089.

*6-c. Approving and authorizing the City Manager to enter into a Lease Agreement with New Cingular Wireless PCS for a cellular site on a portion of 5950 East Virginia Street, also known as Mesa Fire Station 214. **(District 5)** – Resolution No. 11090.

*6-d. Approving and authorizing the City Manager to enter into a Development Agreement for City-Share Reimbursement with PPGN-Ray, LLLP, for the reimbursement of $100,568 for regional street and street lighting improvements that are being required by the City in conjunction with a proposed residential development known as Crismon Road at PPGN, located at 5461 South Ellsworth Road. **(District 6)** – Resolution No. 11091.

*6-e. Approving and authorizing the City Manager to enter into an Intergovernmental Agreement with the Maricopa County, Department of Transportation for the pavement rehabilitation of Adobe Road from Higley Road to Recker Road. The City will contribute an estimated $54,417 for the portion of the project that is within City boundaries that will be funded from the 2013 Streets Bond Program. **(District 5)** – Resolution No. 11092.

*6-f. Approving and authorizing the City Manager to enter into First Amendments to the Development Agreement, Ground and Air Lease, and License Agreement with 3W Management, LLC, to facilitate the development of, and job creation and retention at, the City-owned property generally located at the southwest corner of Main Street and South Pomeroy and 34 South Pomeroy, which is the development commonly known as The GRID. **(District 4)** – Resolution No. 11093.

7. Introduction of the following ordinance and setting February 26, 2018 as the date of the public hearing on this ordinance:

*7-a. **ZON17-00323 (District 5)** The 8800 to 8900 blocks of East Main Street (south side). Located west of Red Mountain Freeway on the south side of Main Street (16.4± acres). Rezoning from RS-43 and GC to GC-PAD; and Site Plan Review. This request will allow for the development of an RV dealership and storage facility. Jeff Welker, Welker Development Resources, applicant; Roger D. Overson, owner.

Staff Recommendation: Approval with conditions

P&Z Board Recommendation: Approval with conditions (Vote: 6-0)

8. Discuss, receive public comment, and take action on the following ordinances:

*8-a. **ZON17-00309 (District 2)** The 5200 block of East Inverness Avenue (south side). Located east of Higley Road south of the US60 Freeway (1.9 ± acres). Rezoning from RM-3-PAD to LC; and Site Plan Review. This request will allow for the development of a commercial building. John Schoenauer, HD Management, applicant; Sevilla, LLC, owner. – Ordinance No. 5419.

Staff Recommendation: Approval with conditions

P&Z Board Recommendation: Approval with conditions (Vote: 7-0)

*8-b. **ZON17-00283 (District 6)** The 7100 to 7300 blocks of East Ray Road (north side). Located east of Power Road on the north side of Ray Road (56.0± acres). Rezone from LI-AF to LI-AF-PAD. This request will allow for the development of an industrial subdivision. Omar Cervantes, XCL Engineering, LLC, applicant; Phx-Mesa Gateway Airport 193, LLC, owner. – Ordinance No. 5420.

Staff Recommendation: Approval with conditions

P&Z Board Recommendation: Approval with conditions (Vote: 7-0)

*8-c. **ZON17-00432 (District 3)** The 800 and 900 blocks of West Southern Avenue (south side), the 1200 and 1300 blocks of South Extension Road (west side), and the 800 and 900 blocks of West Grove Avenue (north side). Located at the southwest corner of Southern Avenue and Extension Road (19.3 ± acres). PAD Amendment; Site Plan Modification. This request will allow the development of a new multiple-residence building in an existing multiple-residence complex. Reese Anderson, Pew and Lake, PLC, applicant; Edward B. Frankel, Trustee of the Frankel Family Trust, owner. – Ordinance No. 5421.

Staff Recommendation: Approval with conditions

P&Z Board Recommendation: Approval with conditions (Vote: 7-0)

9. Take action on the following subdivision plat:

*9-a. "Allred Ranch" **(District 2)** The 2900 to 3100 blocks of East Southern Avenue (north side), and the 900 to 1200 blocks of South Los Alamos (west side). Located east of

Lindsay Road on the north side of Southern Avenue. 108 RSL-4.5 PAD lots (25± acres). KB Home Phoenix, Inc., developer; Dan Auxier, EPS Group, engineer.

Items not on the Consent Agenda

10. Items from citizens present.

There were no items from citizens present.

11. Adjournment.

Without objection, the Regular Council Meeting adjourned at 5:57 p.m.

CITY OF MESA CORPORATE SEAL MARICOPA COUNTY, AZ

JOHN GILES, MAYOR

ATTEST:

DEE ANN MICKELSEN, CITY CLERK

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Regular Council Meeting of the City Council of Mesa, Arizona, held on the 5th day of February, 2018. I further certify that the meeting was duly called and held and that a quorum was present.

DEE ANN MICKELSEN, CITY CLERK

js

AGREEMENT PURSUANT TO SOLICITATION

CITY OF MESA AGREEMENT NUMBER 2018011
INFORMATION TECHNOLOGY SOLUTIONS & SERVICES

CITY OF MESA, Arizona ("City")

Department Name	City of Mesa – Purchasing Division
Mailing Address	P.O. Box 1466
	Mesa, AZ 85211-1466
Delivery Address	20 East Main St, Suite 400
	Mesa, AZ 85201
Attention	Sharon Brause, CPPO, CPPB, CPCP Senior Procurement Officer
E-Mail	Sharon.Brause@MesaAZ.gov
Phone	(480) 644-2815
Fax	(480) 644-2655

AND

CDW GOVERNMENT LLC, ("Contractor")

Mailing Address	230 N. Milwaukee Ave
	Vernon Hills, IL 60061-9740
Remit Address	75 Remittance Dr, Suite #1515
	Chicago, IL 60675-1515
Attention	Jumana Dihu, Program Manager
E-Mail	jumdihu@cdwg.com
Phone	(312) 547-2495
Fax	(312) 705-9437
Website	www.cdwg.com

CITY OF MESA AGREEMENT PURSUANT TO SOLICITATION

This Agreement pursuant to solicitation ("Agreement") is entered into this 28th day of February, 2018, by and between the City of Mesa, Arizona, an Arizona municipal corporation ("City"), and **CDW GOVERNMENT LLC,** an Illinois limited liability company ("Contractor"). The City and Contractor are each a "Party" to the Agreement or together are "Parties" to the Agreement.

RECITALS

A. The City issued solicitation number **2018011** ("Solicitation") for **INFORMATION TECHNOLOGY SOLUTIONS & SERVICES**, to which Contractor provided a response ("Response"); and

B. The City Selected Contractor's Response as being in the best interest of the City and wishes to engage Contractor in providing the services/materials described in the Solicitation and Response.

In consideration of the reciprocal promises contained in the Agreement, and for other valuable and good consideration, which the Parties acknowledge the receipt and sufficiency of, the Parties agree to the following Terms & Conditions.

TERMS & CONDITIONS

1. **Term**. This Agreement is for a term beginning on **March 1, 2018** and ending on **February 28, 2023**. The use of the word "Term" in the Agreement includes the aforementioned period as well as any applicable extensions or renewals in accordance with this Section 1.

   1.1 **Renewals.** On the mutual written agreement of the Parties, the Term may be renewed up to a maximum of **two (2), one (1) year** periods. Any renewal(s) will be a continuation of the same terms and conditions as in effect immediately prior to the expiration of the then-current term.

   1.2 **Extension for Procurement Processes**. Upon the expiration of the Term of this Agreement, including any renewals permitted herein, at the City's sole discretion this Agreement may be extended on a month-to-month basis for a maximum of six (6) months to allow for the City's procurement processes in the selection of a Contractor to provide the services/materials provided under this Agreement. The City will notify the Contractor in writing of its intent to extend the Agreement at least thirty (30) calendar days prior to the expiration of the Term. Any extension under this Subsection 1.2 will be a continuation of the same terms and conditions as in effect immediately prior to the expiration of the then-current term.

   1.3 **Delivery.** Delivery shall be made to the location(s) contained in the Scope of Work within thirty (30) days after receipt of an order**.** Title to Products and risk of loss or damage during shipment pass from Contractor to City upon delivery to the destination specified on the applicable purchase order (F.O.B. Destination, freight prepaid and allowed). Contractor agrees to deliver all products to be delivered F.O.B. destination, freight pre-paid and allowed to various locations throughout the City. **I**n many cases within the City, the Contractor may be asked to deliver all products to the front counter within a given department. For special orders, the Parties agree to negotiate in good faith an alternative delivery date when necessary. Notwithstanding the foregoing, title to software will remain with the applicable licensor(s), and the City's rights therein are contained in the license agreement between such licensor(s) and the City.

2. **Scope of Work**. The Contractor will provide the necessary staff, services and associated resources to provide the City with the services, materials, and obligations attached to this Agreement as **Exhibit A** ("Scope of Work") Contractor will be responsible for all costs and expenses incurred by Contractor that are incident to the performance of the Scope of Work unless otherwise

stated in **Exhibit A**. Contractor will supply all equipment and instrumentalities necessary to perform the Scope of Work. If set forth in **Exhibit A**, the City will provide Contractor's personnel with adequate workspace and such other related facilities as may be required by Contractor to carry out the Scope of Work.

The Agreement is based on the Solicitation and Response which are hereby incorporated by reference into the Agreement as if written out and included herein. In addition to the requirements specifically set forth in the Scope of Work, the Parties acknowledge and agree that the Parties shall perform in accordance with all terms, conditions, specifications and other requirements set forth within the Solicitation and Response unless modified herein.

3. **Orders**. Orders must be placed with the Contractor by either a: (i) Purchase Order when for a one-time purchase; (ii) procurement card; (iii) Delivery Order or Blanket Purchase Order for a requirements contract where multiple as-needed orders will be placed with the Contractor; (iv) Executed Statement of Work (SOW); or (v) Executed Cloud Service Order (CSO) Form. The City may use the Internet to communicate with Contractor and to place orders as permitted under this Agreement. Unless explicitly stated in a separate writing executed by the Parties, the terms and conditions on any order form, quote, or similar document provided by Contractor to the City will not take precedence over the language set forth in this Agreement or any of the documents outlined in Section 4 below.

4. **Document Order of Precedence**. In the event of any inconsistency between the terms of the body of the Agreement, Exhibits, Solicitation, and Response, the language of the documents will control in the following order.

   a. Amendments to the Agreement
   b. Agreement
   c. Exhibits
      1. Mesa Standard Terms & Conditions (Exhibit C)
      2. Pricing (Exhibit B)
      3. Scope of Work (Exhibit A)
      4. Other Exhibits not listed above
   d. Solicitation including any addenda
   e. Contractor's Response

5. **Payment.** Subject to the provisions of the Agreement, the City will pay Contractor the sum(s) described in **Exhibit B** ("Pricing") in consideration of Contractor's performance of the Scope of Work during the Term.

6. **Pricing.** Contractor's pricing shall be in the format of a minimum percentage discount off a verifiable price index. Contractor may submit discounts for various manufacturers. At the time of purchase, Contractor may offer deeper discounts beyond the discounted price list, based on volume or other factors, as applicable. Minimum discounts will remain firm during the entirety of the Term of the Agreement, unless the Contractor requests to increase its discount percentage, and Pricing will include all charges that may be incurred in fulfilling requirement(s). In addition to decreasing prices for the balance of the Term due to a change in market conditions, a Contractor may conduct sales promotions involving price reductions for a specified lesser period. In the event a product is discontinued, Contractor will provide a product of the same or greater functionality, utilizing the discount structure.

   It is the Contractor's responsibility to provide the City with an up-to-date price list for the duration of the Agreement.

   6.1 **Prices.** All pricing discounts shall be firm for the Term and all extensions or renewals of the Term except where otherwise provided in this Agreement, and will include all costs of the Contractor providing the materials/service including transportation, insurance and

warranty costs. No fuel surcharges will be accepted unless allowed in this Agreement. The City shall not be invoiced at prices higher than those stated in the Agreement.

No price modifications will be accepted without proper request by the Contractor and response by the City's Purchasing Division.

6.2 **Price Adjustment**. Any requests for reasonable price adjustments must be submitted in accordance with this Section. Requests for adjustment in cost of labor and/or materials must be supported by appropriate documentation. There is no guarantee the City will accept a price adjustment; therefore, Contractor should be prepared for the Pricing to be firm over the Term of the Agreement. The City is only willing to entertain price adjustments based on an increase to Contractor's actual expenses or other reasonable adjustment in providing the services/materials under the Agreement. If the City agrees to the adjusted price terms, the City shall issue written approval of the change.

During the sixty (60) day period prior to the expiration of the then-current term date of the Agreement, the Contractor may submit a written request to the City to allow an increase to the prices in an amount not to exceed the twelve (12) month change in the ***Consumer Price Index for All Urban Consumers*** (CPI-U), US City Average, All Items, Not Seasonally Adjusted as published by the U.S. Department of Labor, Bureau of Labor Statistics (http://www.bls.gov/cpi/home.htm). The City shall review the request for adjustment and respond in writing; such response and approval shall not be unreasonably withheld.

6.3 **Renewal and Extension Pricing.** Any extension of the Agreement will be at the same pricing as the initial term. If the Agreement is renewed in accordance with Section 1, pricing may be adjusted for amounts other than inflation that represent actual costs to the Contractor based on the mutual agreement of the Parties. Contractor may submit a request for a price adjustment along with appropriate supporting documentation demonstrating the cost to the Contractor. Renewal prices shall be firm for the term of the renewal period and may be adjusted thereafter as outlined in the Subsection 6.2. There is no guarantee the City will accept a price adjustment.

6.4 **Invoices**. Payment will be made to Contractor following the City's receipt of a properly completed invoice. Any issues regarding billing or invoicing must be directed to the City Department/Division requesting the service or material from the Contractor. A properly completed invoice should contain, at a minimum, all of the following:

a. Contractor name, address, and contact information;
b. City billing information;
c. City contract number as listed on the first page of the Agreement;
d. Invoice number and date;
e. Payment terms;
f. Date of service or delivery;
g. Description of materials or services provided;
h. If materials provided, the quantity delivered and pricing of each unit;
i. Applicable taxes; and
j. Total amount due.

6.5 **Payment of Funds**. Contractor acknowledges the City may, at its option and where available use a Procurement Card/e-Payables to make payment for orders under the Agreement; otherwise, payment will be through a traditional method of a check or Electronic Funds Transfer (EFT) as available.

6.6 **Disallowed Costs, Overpayment**. If at any time the City determines that a cost for which payment was made to Contractor is a disallowed cost, such as an overpayment or a charge for materials/service not in accordance with the Agreement, the City will notify Contractor in writing of the disallowance; such notice will state the means of correction which may be, but is not limited to, adjustment of any future claim/invoice submitted by Contractor in the amount of the disallowance or to require repayment of the disallowed amount by Contractor. Contractor will be provided with the opportunity to respond to the notice.

7. **Insurance**.

7.1 Contractor must obtain and maintain at its expense throughout the Term of the Agreement, at a minimum, the types and amounts of insurance set forth in this Section 7 from insurance companies authorized to do business in the State of Arizona; the insurance must cover the materials/service to be provided by Contractor under the Agreement. For any insurance required under the Agreement, Contractor will name the City of Mesa, its agents, representatives, officials, volunteers, officers, elected officials, and employees as additional insured, as evidenced by providing either an additional insured endorsement or proper insurance policy excerpts.

7.2 Nothing in this Section 7 limits Contractor's responsibility to the City. The insurance requirements herein are minimum requirements for the Agreement and in no way limit any indemnity promise(s) contained in the Agreement.

7.3 The City does not warrant the minimum limits contained herein are sufficient to protect Contractor and subcontractor(s) from liabilities that might arise out of performance under the Agreement by Contractor, its agents, representatives, employees, or subcontractor(s). Contractor is encouraged to purchase additional insurance as Contractor determines may be necessary.

7.4 Each insurance policy required under the Agreement must be in effect at or prior to the execution of the Agreement and remain in effect for the Term of the Agreement.

7.5 Prior to the execution of the Agreement, Contractor will provide the City with a Certificate of Insurance (using an appropriate "ACORD" or equivalent certificate) signed by the issuer with applicable endorsements. The City reserves the right to request additional copies of any or all of the policies, endorsements, or notices relating thereto required under the Agreement.

7.6 When the City requires a Certificate of Insurance to be furnished, Contractor's insurance is primary of all other sources available. When the City is a certificate holder and/or an additional insured, Contractor agrees no policy will expire, be canceled, or be materially changed to affect the coverage available without advance written notice to the City.

7.7 The policies required by the Agreement must contain a waiver of transfer rights of recovery (waiver of subrogation) against the City, its agents, representatives, officials, volunteers, officers, elected officials, and employees for any claims arising out of the work of Contractor.

7.8 All insurance certificates and applicable endorsements are subject to review and approval by the City's Risk Management Division.

7.9 **Types and Amounts of Insurance**. Contractor must obtain and retain throughout the term of the Agreement, at a minimum, the following:

7.9.1 Worker's compensation insurance in accordance with the provisions of Arizona law. If Contractor operates with no employees, Contractor must provide the City

with written proof Contractor has no employees. If employees are hired during the course of this Agreement, Contractor must procure worker's compensations in accordance with Arizona law.

7.9.2 The Contractor shall maintain at all times during the term of this contract, a minimum amount of $1 million per occurrence/$2 million aggregate Commercial General Liability insurance, including Contractual Liability. For Commercial General Liability insurance, the City of Mesa, their agents, officials, volunteers, officers, elected officials or employees shall be named as additional insured, as evidenced by providing an additional insured endorsement.

7.9.3 Automobile liability, bodily injury and property damage with a limit of $1 million per occurrence including owned, hired and non-owned autos.

8. **Requirements Contract**. Contractor acknowledges and agrees the Agreement is a requirements contract; the Agreement does not guarantee any purchases will be made (minimum or maximum). Orders will only be placed when the City identifies a need and issues a purchase order or a written notice to proceed. The City reserves the right to cancel purchase orders or a notice to proceed within three (3) business days of issuance; any such cancellation will be in writing. Should a purchase order or notice to proceed be canceled, the City agrees to reimburse Contractor for any actual and documented costs incurred by Contractor. The City will not reimburse Contractor for any avoidable costs incurred after receipt of cancellation including, but not limited to, lost profits, shipment of materials, or performance of services. The City reserves the right to purchase contracted items through other sources if determined in the best interests of the City to do so.

9. **Notices.** All notices to be given pursuant to the Agreement will be delivered to the Contractor at the address listed on Page 1 of this Agreement. Notice will be delivered pursuant to the requirements set forth the Mesa Standard Terms and Conditions that are attached to the Agreement as **Exhibit C**.

10. **Representations of Contractor**. To the best of Contractor's knowledge, Contractor agrees that:

a. Contractor has no obligations, legal or otherwise, inconsistent with the terms of the Agreement or with Contractor's undertaking of the relationship with the City;

b. Performance of the services called for by the Agreement do not and will not violate any applicable law, rule, regulation, or any proprietary or other right of any third party;

c. Contractor will not use in the performance of Contractor's responsibilities under the Agreement any proprietary information or trade secret of a former employer of its employees (other than City, if applicable); and

d. Contractor has not entered into and will not enter into any agreement, whether oral or written, in conflict with the Agreement.

11. **Mesa Standard Terms and Conditions**. **Exhibit C** to the Agreement is the Mesa Standard Terms and Conditions as modified by the Parties, which are incorporated by reference into the Agreement as though fully set forth herein. In the event of any inconsistency between the terms of the Agreement and the Mesa Standard Terms and Conditions, the language of the Agreement will control. The Parties or a Party are referred to as a "party" or "parties" in the Mesa Standard Terms and Conditions. The Term is referred to as the "term" in the Mesa Standard Terms and Conditions.

12. **Counterparts and Facsimile or Electronic Signatures**. This Agreement may be executed in two (2) or more counterparts, each of which will be deemed an original and all of which, taken together, will constitute one agreement. A facsimile or other electronically delivered signature to the

Agreement will be deemed an original and binding upon the Party against whom enforcement is sought.

13. **Incorporation of Recitals and Exhibits.** All Recitals and Exhibits to the Agreement are hereby incorporated by reference into the Agreement as if written out and included herein. In the event of any inconsistency between the terms of the body of the Agreement and the Exhibits, the language of the Agreement will control.

    Exhibits to this Agreement are the following:
    (A) Scope of Work / Technical Specifications
    (B) Pricing
    (C) Mesa Standard Terms and Conditions

14. **Attorneys' Fees**. The prevailing Party in any litigation arising out of the Agreement will be entitled to the recovery of its reasonable attorney's fees, court costs, and other litigation related costs and fees from the other Party.

15. **Additional Acts**. The Parties agree to execute promptly such other documents and to perform such other acts as may be reasonably necessary to carry out the purpose and intent of the Agreement.

16. **Headings.** The headings of the Agreement are for reference only and will not limit or define the meaning of any provision of the Agreement.

By executing below, each Party acknowledges that it understands, approves, and accepts all of the terms of the Agreement and the attached exhibits.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date first above written.

CITY OF MESA, ARIZONA

By: _____ Digitally signed by Edward Quedens Location: City of Mesa Business Services Date: 2018.03.02 13:18:03 -07'00'

Printed Name

Title

Date

REVIEWED BY:

By: _____

CDW GOVERNMENT LLC

By: _____

Christina V. Rother
Printed Name

President
Title

March 1, 2018
Date

EXHIBIT A
SCOPE OF WORK

1. **MINIMUM REQUIREMENTS.** Contractor must meet the following minimum qualifications:

a. A full range of information technology solution products and services to meet varying requirements of governmental agencies.
b. Have a strong national presence as a computer solutions provider.
c. Have a distribution model capable of delivering products, free of charge, in a timely manner on a nationwide basis.
d. Have a demonstrated sales presence.
e. Ability to provide a toll-free telephone and state of the art electronic facsimile and internet ordering and billing capabilities.
f. Be able to meet the minimum requirements of the cooperative purchasing program detailed herein.

2. **ORDERING.** Although the City is open to alternate ordering methods, the primary methods for customers placing orders with the Contractor is through the following:

a. Online
b. Telephone
c. Fax
d. Email

3. **SCOPE OF PRODUCTS.** Contractor will provide the ability to purchase a comprehensive, wide variety of Information Technology Solution Products including, but not limited to, the following categories:

a. Personal Computer Systems: National brand name desktop PCs, notebooks and laptops from Enterprise Tier and Middle Tier Contractors that are business related computers, manufactured by companies, such as, Apple, COMPAQ, Dell, Gateway, Hewlett Packard, IBM / Lenovo and Toshiba.

b. Standard Business Workstation: These will be used for typical tasks, which will include word processing, spreadsheet analysis, database management, business graphics, statistical analysis, internet, and other office automation activities. Product will include the operating system license, software media and documentation in the hardware shipment.

c. High End Workstation: These will be used by application developers using GIS, CASE or other high-level language development tools, Computer Aided Design and Drafting professional, Internet Application developers or other sophisticated application work. Product will include the operating system license, software media and documentation in the hardware shipment.

d. Laptop Computer or Notebook: These will be used by traveling or remote access users for typical office automation and business productivity use. With a port replicator or docking station, it may also be used as a standard desktop. Product will include the operating system license, software media and documentation in the hardware shipment.

e. Network Equipment: This includes equipment primarily used for communications over an IP network. This includes layer 2 and layer 3 switches, routers, area wireless access points, point-to-point wireless access, optics, media interfaces (i.e. serial, T1, T3, OC3) and fiber channel. Class of equipment should include home office, small and medium business, and enterprise. Contractors may include, but not limited to, Cisco Systems, Dell, Juniper Networks, HP, Extreme Networks, Enterasys Networks, D-Link, Netgear, and Brocade Communications Systems.

f. Monitors: These will include plug and play compatible monitors that are manufactured for the above systems and/or any other brand that may be specifically called for by the ordering entity and which meet the most current UL and OSHA requirements.

g. Computer and Network Products and Peripherals: Complete availability of major manufacturers Product lines on items such as, but not limited to RAM, graphic accelerator cards, network interface cards, cables, printers, scanners, keyboards, drives, memory cards, cables, batteries, etc.

h. Services:

i. Services means such as, consulting, technical support, trade-ins, repair, design, analysis, configuration, implementation, installation, training, and maintenance, etc. In addition, services which are related to the design, use or operation of the Products being purchased such as system configurations, testing, hardware/software installation, upgrades, imaging, etc. as described generally in this Agreement and as more particularly described in a Statement of Work or SOW (meaning a document in electronic or written form that is signed and delivered by each of the Parties for the performance of Services.

ii. Cloud Computing means third party cloud computing and storage services, where Contractor acts as a rebiller only and has no control over the delivery of the cloud computing and storage services. City acknowledges that the cloud service provider, and not Contractor, will be responsible for performance of the Cloud Services. Also, before Contractor can sell cloud computing and/or storage services from a third party to the City, City must execute an agreement governing said cloud computing and/or storage services with the third-party cloud services provider.

i. Comprehensive Product Offering: Contractor's catalog and Services set forth in Exhibit B shall be available. The City reserves the right to accept or reject any or all items offered.

j. Financing: Options available such as lease programs and conditional sales contracts.

4. **LICENSES.** The City may be required to sign a separate agreement, rider or End User Licensing Agreement ("EULA"), or such other terms as required by manufacturers, software publisher, or cloud service provider.

5. **DEFECTIVE PRODUCT.** All defective Products shall be replaced and exchanged by the Contractor. The cost of transportation, re-shipping or other like expenses shall be paid by the Contractor and in the case of certain, special orders, other reasonable charges may be paid by the Contractor as defined in the order or as otherwise agreed to by the Parties. All replacement Products must be received by the City within seven (7) days of initial notification, when such products are in Contractor stock; if replacement Product is not in Contractor's stock, Contractor will use commercially reasonable efforts to order the product within one (1) business day of the initial notification from the City and will ensure product is received within seven (7) days after Contractor's receipt of the product.

EXHIBIT B
PRICING

Item #	Product	Product / Group	Discount	Manufacturer Name
1)	Group 1 - Systems	1) Desktops	2.10%	All
		2) Notebooks	2.10%	All
		3) Tablets	2.25%	All
		4) Servers (1 Processor, 2 Processor, 4+ Processor, Blade, Tower, Unix, Handhelds, etc.)	4.00%	All
2)	Group 2 - Input Devices	5) Keyboards	6.75%	All
		6) Mice	6.75%	All
		7) Imaging Scanners	3.00%	All
		8) POS Scanners	3.00%	All
		9) Pointing Devices	3.50%	All
		10) Bar Code Readers	4.25%	All
		11) Audio Input	15.00%	All
		12) Input Adapters	5.00%	All
		13) PC and Network Cameras	5.50%	All
		14) Input Cables	15.00%	All
		15) Input Accessories	6.75%	All
3)	Group 3 - Output Devices	16) Displays	3.50%	All
		17) Printers	3.00%	All
		18) Inkjet Printers	3.00%	All
		19) Inkjet Photo Printers	3.00%	All
		20) Laser Printers	3.00%	All
		21) Label Printers	4.25%	All
		22) Dot Matrix Printers	3.00%	All
		23) Multi-Function Printers	3.00%	All
		24) Wide Format Printers	3.00%	All
		25) Multi-Function Inkjet Printers	3.00%	All
		26) Wide Format Printers	3.00%	All
		27) Fax Machine Printers	3.00%	All
		28) Printer Accessories	3.00%	All
		29) Projectors	3.50%	All
		30) Projector Accessories	3.50%	All
		31) Audio Input	15.00%	All
		32) Video Cards	3.50%	All

EXHIBIT B
PRICING

		33) Sound Cards	3.50%	All
		34) Output Accessories	6.75%	All
		35) Printer Consumables	3.00%	All
4)	Group 4 - Memory	36) Desktop	13.00%	All
		37) Flash	5.50%	All
		38) Networking	13.00%	All
		39) Notebook	13.00%	All
		40) Printer / Fax	13.00%	All
		41) Server	13.00%	All
5)	Group 5 - Storage Devices	42) Adapters Fiber Channel	5.50%	All
		43) Adapters FireWire / USB	5.50%	All
		44) Adapters IDE/ATA/SATA	5.50%	All
		45) Adapters RAID	5.50%	All
		46) Adapters SCSI	5.50%	All
		47) Bridges & Routers	5.50%	All
		48) Disk Arrays	5.50%	All
		49) Disk Arrays JBOD	5.50%	All
		50) Drives Magneto-Optical	5.50%	All
		51) Drives Removable Disks	5.50%	All
		52) Fiber Channel Switches	5.50%	All
		53) Hard Disks - External	5.50%	All
		54) Hard Disks - Fiber Channel	5.50%	All
		55) Hard Disks - IDE/ATA/S	5.50%	All
		56) Hard Disks - Notebook	5.50%	All
		57) Hard Disks - SCSI	5.50%	All
		58) Networking Accessories	5.50%	All
		59) Optical Drives - CD-ROM	5.50%	All
		60) Optical Drives - CD-RW	5.50%	All
		61) Optical Drives - DVD-CD	5.50%	All
		62) Optical Drives - DVD-RW	5.50%	All
		63) Storage Accessories	5.00%	All
		64) Storage - NAS	5.00%	All
		65) Storage - SAN	5.00%	All
		66) Tape Autoloaders -AIT	5.00%	All
		67) Tape Autoloaders - DAT	5.00%	All
		68) Tape Autoloaders - DLT	5.00%	All
		69) Tape Autoloaders - LTO	5.00%	All
		70) Tape Drives - 4mm	5.00%	All

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		71) Tape Drives - 8mm/VXA	5.00%	All
		72) Tape Drives - AIT	5.00%	All
		73) Tape Drives - DAT	5.00%	All
		74) Tape Drives - DLT	5.00%	All
		75) Tape Drives - LTO/Ultrium	5.00%	All
		76) Tape Drives SDLT	5.00%	All
		77) Tape Drives - Travan	5.00%	All
6)	Group 6 - Network Equipment	78) 10/100 Hubs & Switches	5.50%	All
		79) Bridges & Routers	5.50%	All
		80) Gigabit Hubs & Switches	5.50%	All
		81) Concentrators & Multiplexers	5.50%	All
		82) Hardware Firewalls	5.50%	All
		83) Intrusion Detection	5.50%	All
		84) KVM	4.00%	All
		85) Modems	5.50%	All
		86) Network Test Equipment	5.50%	All
		87) Network Adapters	5.50%	All
		88) Network Cables	15.00%	All
		89) Network Accessories	5.50%	All
		90) Repeaters & Transceivers	5.50%	All
		91) Wireless LAN Accessories	5.50%	All
		92) Token Authentication	5.50%	All
		93) 10G Fiber Optic Transceivers	5.50%	All
		94) 1G Fiber Optic Transceivers	5.50%	All
7)	Group 7 - Software	95) Licensing Packages (e.g. Microsoft)	4.00%	All
		96) Licensing Backup	4.00%	All
		97) Licensing Barcode/OC	4.00%	All
		98) Licensing Business Application	4.00%	All
		99) Licensing CAD/CAM	4.00%	All
		100) Licensing - Cloning	4.00%	All
		101) Licensing - Computer Services	4.00%	All
		102) Licensee - Database	4.00%	All
		103) Licensing - Development	4.00%	All
		104) Licensing - Entertainment	4.00%	All
		105) Licensing - Financial	4.00%	All
		106) Licensing - Flow Chart	4.00%	All
		107) Licensing - Graphic Design	4.00%	All
		108) Licensing - Handheld	4.00%	All

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		109) Licensing - Network OS	4.00%	All
		110) Licensing - OS	4.00%	All
		111) Licensing - Personal Organization	4.00%	All
		112) Licensing - Presentation	4.00%	All
		113) Licensing - Reference	4.00%	All
		114) Licensing - Report Analysis	4.00%	All
		115) Licensing - Spreadsheet	4.00%	All
		116) Licensing - Utilities	4.00%	All
		117) Licensing - Warranties	4.00%	All
		118) Licensing - Web Development	4.00%	All
		119) Licensing - Word Processing	4.00%	All
		120) Software - Backup	4.00%	All
		121) Software - Barcode / OCR	4.00%	All
		122) Software - Business Application	4.00%	All
		123) Software - CAD/CAM	4.00%	All
		124) Software - Cloning	4.00%	All
		125) Software - Computer Services	4.00%	All
		126) Software - Database	4.00%	All
		127) Software - Development	4.00%	All
		128) Software - Entertainment	4.00%	All
		129) Software - Financial	4.00%	All
		130) Software - Flow Chart	4.00%	All
		131) Software - Graphic Design	4.00%	All
		132) Software - Handheld	4.00%	All
		133) Software - OS	4.00%	All
		134) Software - Personal Organization	4.00%	All
		135) Software - Presentation	4.00%	All
		136) Software - Reference	4.00%	All
		137) Software - Report Analysis	4.00%	All
		138) Software - Spreadsheet	4.00%	All
		139) Software - Utilities	4.00%	All
		140) Software - Warranties	4.00%	All
		141) Software - Web Development	4.00%	All
		142) Software - Word Processing	4.00%	All
8)	Group 8 - Media Supplies	143) Media - 4mm tape	5.50%	All
		144) Media - AIT tape	5.50%	All
		145) Media - DAT tape	5.50%	All
		146) Media - DLT tape	5.50%	All

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		147) Media LTO / Ultrium tape drive	5.50%	All
		148) Media - Magneto - Optical	5.50%	All
		149) Media - Optical	5.50%	All
		150) Media - SLR tape	5.50%	All
		151) Media - Travan tape	5.50%	All
		152) Media - VXA tape	5.50%	All
		153) Media - zip	5.50%	All
9)	Group 9 - Collaboration & IP Telephony	154) IP phones	4.25%	All
		155) Video conferencing products	4.25%	All
		156) Voice gateways / servers	4.25%	All
		157) Headsets	4.25%	All
		158) Audio conferencing products	4.25%	All
		159) Analog phones	4.25%	All
		160) Accessories	4.25%	All
10)	Group 10 - Other	161) Advanced Integration	3.00%	All
		162) Asset Disposal	3.00%	All
		163) Asset Management	3.00%	All
		164) Cables	15.00%	All
		165) Cables - custom	15.00%	All
		166) Cables - printer	15.00%	All
		167) Complex warranties	3.00%	All
		168) Desktop Accessories	6.75%	All
		169) Display Accessories	3.50%	All
		170) Electronic Services	3.00%	All
		171) Handheld Accessories	6.75%	All
		172) Imaging Accessories	6.75%	All
		173) Imaging - Camcorders	3.50%	All
		174) Imaging - Digital Cameras	3.50%	All
		175) Internal Lab Service	3.00%	All
		176) Lab fees	3.00%	All
		177) Managed Services	3.00%	All
		178) Miscellaneous solutions	3.00%	All
		179) Mounting hardware for vehicles	2.50%	All
		180) Networking Warranties	3.50%	All
		181) Notebook Accessories	2.50%	All
		182) Notebook Batteries	5.00%	All
		183) PC Lab order services	3.00%	All
		184) POS Accessories	4.25%	All

		185) POS Displays	4.25%	All
		186) Power Accessories	5.00%	All
		187) Power Surge Protection	5.00%	All
		188) Power UPS	5.00%	All
		189) Server Accessories	4.00%	All
		190) Service Charge	2.00%	All
		191) System Components	13.00%	All
		192) Training Courses	3.00%	All
		193) Training Reference Manuals	3.00%	All
		194) Warranties - Electronic	3.00%	All
		195) iPAD / Tablet Stylus	6.75%	All
		196) Mouse / Wrist Pads	6.75%	All
		197) Security Locks and Hardware	6.75%	All
		198) Tools	6.75%	All
		199) Document Scanner Accessories	3.00%	All
		200) Flatbed Scanners	3.00%	All
		201) Mobile Scanners	3.00%	All
		202) Network Scanners	3.00%	All
		203) Sheet fed Scanners	3.00%	All
		204) Wide Format Scanners	3.00%	All
		205) Workgroup / Department Scanner	3.00%	All
		206) Build to Order Desktops	2.10%	All
		207) Nettop	3.00%	All
		208) Point of Sale	4.25%	All
		209) Ultra Small Form Factor	2.10%	All
		210) Apple / Mac Memory Upgrades	13.00%	All
		211) Chips / SIMMs/SIPPs / ROMs	13.00%	All
		212) Computer Cases	13.00%	All
		213) CPUs / Fans	13.00%	All
		214) Memory Accessories	13.00%	All
		215) Motherboards / Chassis	13.00%	All
		216) 1 - 2 port Serial Boards	13.00%	All
		217) 3+ port Serial Boards	13.00%	All
		218) Console Server	4.00%	All
		219) Device Server	4.00%	All
		220) Terminal Server	4.00%	All
		221) Content Management	4.00%	All
		222) Firewall / VPN Appliances	5.50%	All

		223) Multifunction Security Appliances	5.50%	All
		224) Network Camera Accessories	5.50%	All
		225) Network Cameras	5.50%	All
		226) Physical/Environmental Security	5.50%	All
		227) Security Appliance Accessories	5.50%	All
		228) Security Tokens	5.50%	All
		229) Unified Threat Management	5.50%	All
		230) 2-way Radios / Walkie Talkies	6.75%	All
		231) Apple Notebooks	2.50%	All
		232) Convertible PCs / Slate PCs / iPAD	2.25%	All
		233) iPAD	2.25%	All
		234) Slate Tablet Computers	2.25%	All
		235) GPS / PDA	6.75%	All
		236) Wireless Communication Devices	2.50%	All
		237) Batteries	5.00%	All
		238) Power Supplies / Adapters	5.00%	All
		239) Rackmountain Equipment	5.00%	All
		240) Remote Power Management	5.00%	All
		241) Surge Suppressors	5.00%	All
		242) UPS / Battery Backup	5.00%	All
		243) 14" & smaller LCD Display	3.50%	All
		244) 15-19" LCD Display	3.50%	All
		245) 15-19" Wide LCD Display	3.50%	All
		246) 15-19" Wide LED Display	3.50%	All
		247) 20-30" LCD Display	3.50%	All
		248) 20-30" Wide LCD Display	3.50%	All
		249) 20-30" Wide LED Display	3.50%	All
		250) PCoIP and Zero Client Displays	3.50%	All
		251) Arm Mounts	3.50%	All
		252) Ceiling Mounts	3.50%	All
		253) Combo Mounts	3.50%	All
		254) Desktop Stands / Risers	3.50%	All
		255) Flat Wall Mounts	3.50%	All
		256) Mount Accessories	3.50%	All
		257) Pole Display	4.25%	All
		258) Stands / Carts / Feet	3.50%	All
		259) Tilt Wall Mounts	3.50%	All

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		260) C-Cure Products	4.00%	All
		261) Istar Products	5.50%	All
11)	Group 11 - Services	**SERVICE**	**STANDARD HOURLY RATE**	**DISCOUNT FROM STANDARD RATE**
		Design and Analysis	Please see CDW•G's Professional Services Offering below for descriptions of CDW•G's Professional Services.	
		Configuration		%
		Implementation		%
		Installation		%
		Training		%
		Maintenance & Support		%
		CDW Configuration Services		5%
12)	Group 12 - Additional Products/Services Not Identified	Please see CDW•G's Configuration Services Pricelist below for descriptions and pricing of CDW•G's Configuration Services.		
		Apple Products for eligible Government and Educational Entities		0.50%

CDW•G has conformed to the National Pricing structure aligning to National IPA's product taxonomy, however, **CDW•G will manage the resultant contract according to CDW•G's Product Tree below, which shall govern all purchases and provides more breadth and a more complete representation of the CDW•G Catalog. All discounts will be applied by product category listed below to CDW•G's Nationally Advertised Pricing which is publicly verifiable at** www.cdwg.com**.**

CDW•G Product Tree Categories	Discount
Accessories	6.75%
Power, Cooling & Racks	5.00%
Desktop Computers	3.00%
PC Compatible Desktop Computer	2.10%
PC Compatible Workstation	3.00%
Blade PCs	3.00%
RISC Processor Workstation	3.00%
Thin Clients	3.00%
Web TV Access Unit	3.00%

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Windows Based Terminals	3.00%
Data Storage / Drives	5.50%
Enterprise Storage	5.00%
Point of Sale/Data Capture	4.25%
Servers & Server Management	4.00%
Services (CDW Delivered)	0.00%
Notebook/Mobile Devices	2.50%
Notebook Computers	2.10%
Notebook Accessories	2.50%
Wireless Communication Devices	2.50%
Convertible PCs/Slate PCs/iPAD	2.25%
Chromebooks	0.00%
Netcomm Products	5.50%
Gigabit Switch	6.00%
Modular Switch Chassis	6.00%
Modular Switches	5.50%
Carts and Furniture	5.00%
Printing & Document Scanning	3.00%
Services (3rd Party Delivered)	0.00%
Warranties-Product Protection	3.50%
Software	4.00%
Collaboration Hardware	4.25%
Memory/System Components	13.00%
Video-Projection-Pro Audio	3.50%
Cables	15.00%
CDW Configuration Services	5.00%
Apple Products for Eligible Entities	.50%

CDW•G will work with Manufacturers and the City or Participating Agencies, as applicable, post award to ensure they are aware of and participating in special manufacturer programs.

CDW•G Account Managers will work with the City or Participating Agencies, as applicable, post award to determine if large orders qualify to receive additional discounts. These discounts are dependent on order size, delivery schedule and will be negotiated with Manufacturers.

As Apple's largest Corporate Channel Partner in the U.S., CDW•G has negotiated to offer Apple Products to Eligible Government and Educational Entities at the discount listed above and in the pricing table in this Exhibit B.

EXHIBIT B
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CDW•G Professional Services Offering

Major Metro Service Areas

Washington, DC	Raleigh	Madison
New York City Metro	Houston	Wausau
Los Angeles	Tampa	Milwaukee
San Francisco	Atlanta	Appleton
San Diego	National	Grand Rapids
Boston Metro	Dallas	Indianapolis
Chicago	Cincinnati	Cleveland
Federal	Detroit	
Philadelphia	Minneapolis	
Seattle	St. Louis/KC	
	Denver	
	Nashville	
	Portland	

Services apply to both CDW•G executed professional services and services which are sub-contracted through a CDW•G authorized third party provider. Hourly or fixed rates will be negotiated based on the customer, geography, scope of the professional service engagement, and level of engineer required to perform the service. CDW•G will create a Statement of Work (SOW) detailing the exact scoping and pricing of the Services to be provided, which will be executed by CDW•G and the National IPA member prior to the start of Services. Sample SOW is included in our proposal. Expenses (T and E) may be an additional consideration depending on project specifics.

Solution Domain	Discipline	Technology Domain	Role
Datacenter	Storage	Data Migration	Senior Consulting Engineer
		EMC	Senior Consulting Engineer
		IBM	Senior Consulting Engineer
		VMWare	Senior Consulting Engineer
		NetApp	Senior Consulting Engineer
Datacenter	Networking & Enterprise Networking	Infrastructure & Networking	Associate Consulting Engineer
			Consulting Engineer
			Senior Consulting Engineer
			Principal Consulting Engineer
			Technical Lead
Mobility	Client Management	Client Virtualization Endpoint Management Mobile Device Management	Associate Consulting Engineer
			Consulting Engineer
			Senior Consulting Engineer
			Principal Consulting Engineer
			Technical Lead
	VDI	Citrix	Senior Consulting Engineer
Security	Network Security	Network Security	Associate Consulting Engineer
			Consulting Engineer
			Senior Consulting Engineer
			Principal Consulting Engineer
			Technical Lead

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	Security	**Information Security**	**Information Security**	Penetration Testing
				Gap Analysis (HIPAA gap, PCI Gap, NIST)
	Collaboration	**Communication**	**Voice, Video Collaboration**	Associate Consulting Engineer
				Consulting Engineer
				Senior Consulting Engineer
				Principal Consulting Engineer
				Technical Lead
	Collaboration	**Engagement**	**Contact Center**	Associate Consulting Engineer
				Consulting Engineer
				Senior Consulting Engineer
				Principal Consulting Engineer
				Technical Lead
	Collaboration	**Productivity**	**Information Worker**	Associate Consulting Engineer
				Consulting Engineer
				Senior Consulting Engineer
				Principal Consulting Engineer
				Technical Lead
	Consulting Advisory Services	**Consulting Advisory Services**	**Consulting Advisory Services**	CAS_Business_Analyst
				CAS_Consulting_Services_Architect
				CAS_Engagement_Manager
				CAS_Technology_Architect
				CAS_Business_Architect
	Project & Program Management	**Project & Program Management**	**Project & Program Management**	Project Admin
				Project Manager
				Senior Project Manager
				Program Manager

CDW•G Configuration Services

Service Group	EDC	Description	Advertised Price	Contract Discount	Contract Ceiling Price
Hardware Configurations and Priority Service					
Priority	1625768	PRIORITY SERVICE	$ 21.99	5%	$ 20.89
Hardware	1706188	CDW Hardware Install for Server	$ 32.99	5%	$ 31.34
Hardware	1706189	CDW Hardware Install for DT-LT	$ 17.99	5%	$ 17.09
Hardware	1820627	CDW Hardware Install for Netcom	$ 22.99	5%	$ 21.84
Hardware	3558560	CDW MOBILE DEVICE SIM CARD INSTALL	$ 9.99	5%	$ 9.49
Hardware	2437037	CDW RACK CONFIG 1 CREDIT	$ 82.99	5%	$ 78.84
Hardware	3803338	CDW HARDWARE INSTALL FOR PRINTER	$ 32.99	5%	$ 31.34
Asset Tagging					
Asset Tags	322170	CDW ASSET TAGS NO INSTALL MAIL ONLY	$ 0.98	5%	$ 0.93
Asset Tags	338519	CDW ASSET TAG W/O INSTALL	$ 9.99	5%	$ 9.49
Asset Tags	338521	CUSTOMER ASSET TAG CONFIG SERVICE	$ 9.99	5%	$ 9.49
Asset Tags	500814	CDW CREATE CUSTOM TAG/LABEL	$ 29.99	5%	$ 28.49
Asset Tags	500815	BASIC CUSTOM TAG	$ 9.99	5%	$ 9.49
Asset Tags	500817	INTERMEDIATE CUSTOM TAG	$ 17.99	5%	$ 17.09

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Asset Tags	500818	ADVANCED CUSTOM TAG	$ 22.99	5%	$	21.84
Asset Tags	537315	CDW CREATED CUSTOM TAG – MAIL ONLY	$ 1.22	5%	$	1.16
Asset Tags	955862	CDWG UID TAG/LABEL	$ 9.99	5%	$	9.49
Asset Tags	1095109	CDW RFID TAG	$ 61.99	5%	$	58.89
Asset Tags	3465262	BASIC CUSTOM TAG W/BOX DUP TAG	$ 10.99	5%	$	10.44
Asset Tags	3465269	CUSTOMER ASSET TAG W/BOX DUP REQ6330	$ 10.99	5%	$	10.44
Asset Tags	4347185	CUSTOMER ASSET TAG W BOX DUP REQ6247	$ 12.99	5%	$	12.34
Asset Tags	3465895	INTERMEDIATE CUSTM TAG W-BOX DUP TAG	$ 21.99	5%	$	20.89
Asset Tags	3982815	ADV CUSTOM TAG W/BOX DUP	$ 24.99	5%	$	23.74
Configuration Service Bundles						
Bundle	2342089	CDW HW IMAGE CDW ASSET TAG-REQ1173	$ 45.99	5%	$	43.69
Bundle	2342092	CDW HW IMAGE BASIC CUSTM TAG-REQ1174	$ 52.99	5%	$	50.34
Bundle	2342096	CDW HW IMAG CUSTMR ASSET TAG-REQ1175	$ 52.99	5%	$	50.34
Bundle	2342098	CDW IMAG CSTMR ASSET TAG PRI-REQ1176	$ 46.99	5%	$	44.64
Bundle	2342102	CDW IMAGE CDW ASSET TAG PRI-REQ1177	$ 39.99	5%	$	37.99
Bundle	2342106	CDW HW IMAGE PRIORITY-REQ1178	$ 53.99	5%	$	51.29
Bundle	2423730	CDW HW IMAGE CDW ASSET PRI-REQ1193	$ 53.99	5%	$	51.29
Bundle	2423732	CDW HW IMG BSC CSTM TAG PRI-REQ1194	$ 59.99	5%	$	56.99
Bundle	2423734	CDW HW IMAG CUSTMR ASSET PRI-REQ1195	$ 59.99	5%	$	56.99
Bundle	2426793	CDW IMAGE CUSTMER ASSET TAG-REQ1197	$ 39.99	5%	$	37.99
Bundle	2426795	CDW IMAGE CDW ASSET TAG-REQ1198	$ 32.99	5%	$	31.34
Bundle	2426798	CDW HARDWARE IMAGE DEPLOY-REQ1199	$ 45.99	5%	$	43.69
Bundle	2853723	CDW IMAGE BASIC CUSTOM TAG-REQ1324	$ 39.99	5%	$	37.99
Bundle	2853726	CDW IMAGE BIOS CUSTOMIZATION-REQ1325	$ 39.99	5%	$	37.99
Bundle	3269810	CDW HW IMG INTRM TAG CMPTRAC REQ1901	$ 63.99	5%	$	60.79
Bundle	3327808	CDW LIGHT TOUCH IMAGE DEPLOY W-VPN	$ 42.99	5%	$	40.84
Bundle	4008018	LEVEL 1 IOS\ETCH INSERT REQ 5075	$ 39.99	5%	$	37.99
Bundle	4008025	LEVEL 1 IOS\ETCH REQ 5076	$ 33.99	5%	$	32.29
Bundle	4041681	IOS LVL1 & SRVC CUST INSERT REQ5156	$ 28.99	5%	$	27.54
Bundle	4056755	INT CUST TAG&DUP + DATA CAP CONTRACT	$ 21.99	5%	$	20.89
Bundle	4086733	CDW LT IMAGE DEPLOY W/VPN&BOX LABEL	$ 44.99	5%	$	42.74
Bundle	4171085	COI SPECOPS & PROJECTMANGEMENT R5611	$ 569.99	5%	$	541.49
Diagnostics						
Diagnostics	214266	CDW BURN IN 12 HOURS	$ 21.99	5%	$	20.89
Imaging						
Imaging	195856	CDW INSTALLING CUSTOM SERVER IMAGE	$ 113.99	5%	$	108.29
Imaging	247489	HILL ROM CREATE CUSTOM RESTORE CD	$ 49.99	5%	$	47.49
Imaging	266912	CDW APPLE IMAGE DEPLOYMENT	$ 32.99	5%	$	31.34
Imaging	283926	CDW MASTER IMAGE CREATION CREDIT	$ 183.99	5%	$	174.79
Imaging	379370	CDW INSTALLING CUSTOM PDA IMAGE	$ 17.99	5%	$	17.09
Imaging	534223	CDW STANDARD IMAGE DEPLOYMENT DT/NB	$ 32.99	5%	$	31.34
Imaging	763587	FLASH DRIVE IMAGING	$ 9.99	5%	$	9.49
Imaging	763593	CDW USB RESTORE UPTO 16GB	$ 39.99	5%	$	37.99
Imaging	809048	CDW MAINTAIN CUSTOM PC IMAGE-CREDIT	$ 31.99	5%	$	30.39
Imaging	1640342	CDW INSTALLING ALTIRIS SERVER IMAGE	$ 113.99	5%	$	108.29
Imaging	1926223	CDW TERMINAL IMAGE DEPLOYMENT	$ 32.99	5%	$	31.34
Imaging	2691836	CDW ZERO TOUCH IMAGE DEPLOYMENT	$ 32.99	5%	$	31.34
Imaging	2798606	CDW IMAGE MODEL MIGRATION CREDIT	$ 113.99	5%	$	108.29

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Imaging	2869570	CDW USB RESTORE UPTO 32GB	$ 52.99	5%	$	50.34
Imaging	3652393	CDW CREATE CUSTOM RECOVERY PARTITION	$ 353.99	5%	$	336.29
Imaging	3765107	SERVER RACKING ADV IMAGING SVC	$ 219.99	5%	$	208.99
Imaging	3982809	CDW USB RESTORE SVC UPTO 64GB	$ 63.99	5%	$	60.79
Imaging	4008336	CHROME WHITE GLOVE SERVICE TIER1	$ 22.93	5%	$	21.78
Imaging	4008354	CHROME WHITE GLOVE SERVICE TIER2	$ 24.93	5%	$	23.68
Imaging	4419882	CHROME UNMANAGED KIOSK APP INSTALL	$ 28.92	5%	$	27.47
Imaging	4086723	CDW IMAGE DEPLOY W BOX LABEL REQ6281	$ 33.99	5%	$	32.29
Imaging	4086738	CDW SCCM SRV-ZERO TOUCH W/BOX LABEL	$ 33.99	5%	$	32.29
Laser Etching / Color Branding						
Laser Etching	1461344	CDW LASER ETCHING-TIER 1 STATIC SML	$ 11.00	5%	$	10.45
Laser Etching	2815190	CDW LASER ETCHING-TIER 2 STATIC LRG	$ 15.00	5%	$	14.25
Laser Etching	2815191	CDW LASER ETCHING-TIER 3 DYNAMIC	$ 22.00	5%	$	20.90
Color Branding	3223260	CDW COLOR BRANDING TEMPLATE	$ -	5%	$	-
Color Branding	4100630	CDW COLOR BRANDING TIER 1	$ 15.00	5%	$	14.25
Color Branding	3223250	CDW COLOR BRANDING TIER 2	$ 22.00	5%	$	20.90
Color Branding	3436605	CDW COLOR BRANDING TIER 3	$ 30.00	5%	$	28.50
Mobile Carts						
Mobile Carts	4466480	CDW CHROMEBOOK WIRE CART CONFIG	$ 120.00	5%	$	114.00
Netcom						
Netcom	311718	CDW NETWORK & SECURITY DEVICE CONFIG	$ 40.00	5%	$	38.00
Netcom	1550455	CDW NETWORK & SEC CHASSIS CONFIG BUN	$ 100.00	5%	$	95.00
Netcom	1550460	CDW NETWORK & SEC DEVICE CONFIG BUN	$ 65.00	5%	$	61.75
Netcom	2394839	CDW NETWORK & SEC CHASSIS CONFIG	$ 70.00	5%	$	66.50
Netcom	2432019	CDW VPN DOMAIN JOIN ONLY	$ 8.00	5%	$	7.60
Netcom	3628500	CDW VPN DOMAIN JOIN ONLY-PCA	$ 8.00	5%	$	7.60
Netcom	3651585	CDW AP/ENDPOINT PROVISIONING	$ 30.00	5%	$	28.50
Netcom	4121801	CDW AP/ENDPOINT FIRMWARE UPDATE	$ 16.00	5%	$	15.20
Netcom	4219966	CDW CLIENT VPN CONFIGURATION	$ 12.00	5%	$	11.40
Other						
Other	504311	CDW HP ILO ACTIVATION	$ 12.00	5%	$	11.40
Other	872360	CDW SYSTEM BIOS/FIRMWARE UPG	$ 16.00	5%	$	15.20
Other	1197175	CDW CUSTOM IP CONFIGURATION	$ 12.00	5%	$	11.40
Other	1197180	CDW BIOS CUSTOMIZATION	$ 5.00	5%	$	4.75
Other	1369901	CDW SRVC CUSTOM ADDED INSERTS	$ 5.00	5%	$	4.75
Other	1369904	CDW DDS / COMPUTRACE ACTIVATION	$ 5.00	5%	$	4.75
Other	1369905	CDW DATA CAPTURE & TRACKING SRVC	$ 5.00	5%	$	4.75
Other	1713539	CDW SPECIAL CONFIG REQ - 1 CREDIT	$ 5.00	5%	$	4.75
Other	1713542	CDW SPECIAL CONFIG REQ - 6 CREDITS	$ 30.00	5%	$	28.50
Other	1713544	CDW SPECIAL CONFIG REQ - 12 CREDITS	$ 60.00	5%	$	57.00
Other	2366694	CDW APPLE IOS CUSTOMIZATION LVL 1	$ 15.00	5%	$	14.25
Other	2366709	CDW APPLE IOS CUSTOMIZATION LVL 2	$ 30.00	5%	$	28.50
Other	2613286	CDW ANDROID CUSTOMIZATION LVL 1	$15.00	5%	$	14.25
Other	2613287	CDW ANDROID CUSTOMIZATION LVL 2	$ 30.00	5%	$	28.50
Other	2671476	CDW SCREEN OVERLAY INSTALL SERVICE	$ 8.00	5%	$	7.60
Other	2696504	CDW Hard Drive Data Encryption DT/NB	$ 12.00	5%	$	11.40
Other	2828923	CDW SAS RAID Activation	$ 12.00	5%	$	11.40
Other	2858009	CDW KINDLE AD REMOVAL REQ1329	$ 30.00	5%	$	28.50

EXHIBIT B
PRICING

Other	3553290	CDW APPLE ID CREATION	$ 5.00	5%	$	4.75
Other	3899153	CDW VPRO BASIC ACTIVATION REQ4717	$ 5.00	5%	$	4.75
Other	4248044	CDW LENOVO IMM ACTIVATION	$ 12.00	5%	$	11.40
Other	4176320	CDW ASSET MGMNT UPDATE SVC REQ 5634	$ 1.25	5%	$	1.19
Software						
Software	76056	CDW APPLICATION INSTALL DT/NB	$ 36.00	5%	$	34.20
Software	76980	CDW NETWORK OPERATING SYSTEM INSTALL	$ 200.00	5%	$	190.00
Software	346243	CDW STD WINDOWS CLIENT OS INSTALL	$ 90.00	5%	$	85.50
Software	931000	CDW NETWORK APPLICATION INSTALL	$ 100.00	5%	$	95.00
Software	1197183	CDW APPLICATION UPDATES AND MAINTENANCE	$ 22.00	5%	$	20.90
Software	1278296	CDW OEM MFG OS INSTALLATION	$ 90.00	5%	$	85.50
Software	1291101	CDW LINUX INSTALLATION OS-ALL VERS	$ 120.00	5%	$	114.00
Software	1550439	SUN SOLARIS INSTALLATION – ALL VERSIONS	$ 200.00	5%	$	190.00
Software	1550447	VMWARE INSTALLATION – ALL VERSIONS	$ 70.00	5%	$	66.50
Software	3803347	CDW SOFTWARE CONFIG FOR PRINTER	$ 24.00	5%	$	22.80
Software	3982800	CDW HDD OS SWAP SVC REQ5012	$ 36.00	5%	$	34.20
Configuration Project Management / COI						
Proj. Mgmt	3110955	CDW CONFIG PROJECT COORD HRLY CREDIT	$ 75.00	5%	$	71.25
Proj. Mgmt	4289890	CDW CONFIG PM 150 HRLY CHARGE	$ 150.00	5%	$	142.50
Proj. Mgmt	3536706	CDW COI PROJ COORD /OPS COST	$ 5,000.00	5%	$	4,750.00
Proj. Mgmt	3543509	CDW CONFIG PROJECT COORD CREDIT/UNIT	$ 5.00	5%	$	4.75
Proj. Mgmt	3752290	CDW PROJ MNGMNT CONFIG AP SVC	$ 7.00	5%	$	6.65
Proj. Mgmt	4086747	CONFIGS SERVICES PROJ MGMT(PER UNIT)	$ 1.00	5%	$	0.95
Proj. Mgmt	4087191	CONFIGS SERVICES PROJ MGMT(PER UNIT)	$ 0.50	5%	$	0.48
COI	3268855	CDW CONFIG PROJECT COORD COI SVC	$ 300.00	5%	$	285.00
COI	3561536	COI OPS PALLET RECEIVING/PROCESSING	$ 480.00	5%	$	456.00
COI	4439488	COI OPS PALLET/MONTH REC/PRO	$ 40.00	5%	$	38.00
COI	3659769	CDW COI OPERATIONAL EXPENSE WITH SN	$ 10.00	5%	$	9.50
COI	3827583	COI TEMP TAG NO INSTALL E-MAIL	$ 10.00	5%	$	9.50

EXHIBIT C
MESA STANDARD TERMS AND CONDITIONS

1. **INDEPENDENT CONTRACTOR.** It is expressly understood that the relationship of Contractor to the City will be that of an independent contractor. Contractor and all persons employed by Contractor, either directly or indirectly, are Contractor's employees, not City employees. Accordingly, Contractor and Contractor's employees are not entitled to any benefits provided to City employees including, but not limited to, health benefits, enrollment in a retirement system, paid time off or other rights afforded City employees. Contractor employees will not be regarded as City employees or agents for any purpose, including the payment of unemployment or workers' compensation. If any Contractor employees or subcontractors assert a claim for wages or other employment benefits against the City, Contractor will defend, indemnify and hold harmless the City from all such claims.

2. **SUBCONTRACTING.** Contractor may not subcontract work under this Agreement without the express written permission of the City. If Contractor has received authorization to subcontract work, it is agreed that all subcontractors performing work under the Agreement must comply with its provisions. Further, all agreements between Contractor and its subcontractors must provide that the terms and conditions of this Agreement be incorporated therein.

3. **ASSIGNMENT.** This Agreement may not be assigned either in whole or in part without first receiving the City's written consent. Any attempted assignment, either in whole or in part, without such consent will be null and void and in such event the City will have the right at its option to terminate the Agreement. No granting of consent to any assignment will relieve Contractor from any of its obligations and liabilities under the Agreement.

4. **SUCCESSORS AND ASSIGNS, BINDING EFFECT.** This Agreement will be binding upon and inure to the benefit of the parties and their respective permitted successors and assigns.

5. **NO THIRD-PARTY BENEFICIARIES.** This Agreement is intended for the exclusive benefit of the parties. Nothing set forth in this Agreement is intended to create, or will create, any benefits, rights, or responsibilities in any third parties.

6. **NON-EXCLUSIVITY.** The City, in its sole discretion, reserves the right to request the materials or services set forth herein from other sources when deemed necessary and appropriate. No exclusive rights are encompassed through this Agreement.

7. **AMENDMENTS.** There will be no oral changes to this Agreement. This Agreement can only be modified in a writing signed by both parties. No charge for extra work or material will be allowed unless approved in writing, in advance, by the City and Contractor.

8. **TIME OF THE ESSENCE.** Time is of the essence to the performance of the parties' obligations under this Agreement.

9. **COMPLIANCE WITH APPLICABLE LAWS.**

   a. **General.** Contractor must procure all permits and licenses, and pay all charges and fees necessary and incidental to the lawful conduct of business. Contractor must stay fully informed of existing and future federal, state, and local laws, ordinances, and regulations that in any manner affect the fulfillment of this Agreement and must comply with the same at its own expense. Contractor bears full responsibility for training, safety, and providing necessary equipment for all Contractor personnel to achieve throughout the term of the Agreement. Upon request, Contractor will demonstrate to the City's satisfaction any programs, procedures, and other activities used to ensure compliance.

   b. **Drug-Free Workplace.** Contractor is hereby advised that the City has adopted a policy establishing a drug-free workplace for itself and those doing business with the City to ensure the safety and health of all persons working on City contracts and projects. Contractor will require a drug-free workplace for all Contractor personnel working under this Agreement. Specifically, all Contractor personnel who are working under this Agreement must be notified in writing by Contractor that they are prohibited from the manufacture, distribution, dispensation, possession, or unlawful use of a controlled substance in the workplace.

Contractor agrees to prohibit the use of intoxicating substances by all Contractor personnel, and will ensure that Contractor personnel do not use or possess illegal drugs while in the course of performing their duties.

c. **Federal and State Immigration Laws.** Contractor agrees to comply with the Immigration Reform and Control Act of 1986 (IRCA) in performance under this Agreement and to permit the City and its agents to inspect applicable personnel records to verify such compliance as permitted by law. Contractor will ensure and keep appropriate records to demonstrate that all Contractor personnel have a legal right to live and work in the United States.

   i. As applicable to Contractor, under the provisions of A.R.S. § 41-4401, Contractor hereby warrants to the City that Contractor and each of its subcontractors will comply with, and are contractually obligated to comply with, all federal immigration laws and regulations that relate to their employees and A.R.S. § 23-214(A) (hereinafter "Contractor Immigration Warranty").

   ii. A breach of the Contractor Immigration Warranty will constitute as a material breach of this Agreement and will subject Contractor to penalties up to and including termination of this Agreement at the sole discretion of the City.

   iii. The City retains the legal right to inspect the papers of all Contractor personnel who provide services under this Agreement to ensure that Contractor or its subcontractors are complying with the Contractor Immigration Warranty. Contractor agrees to assist the City in regard to any such inspections.

   iv. The City may, at its sole discretion, conduct random verification of the employment records of Contractor and any subcontractor to ensure compliance with the Contractor Immigration Warranty. Contractor agrees to assist the City in regard to any random verification performed.

   v. Neither Contractor nor any subcontractor will be deemed to have materially breached the Contractor Immigration Warranty if Contractor or subcontractor establishes that it has complied with the employment verification provisions prescribed by Sections 274A and 274B of the Federal Immigration and Nationality Act and the E-Verify requirements prescribed by A.R.S. § 23-214 (A).

d. **Nondiscrimination.** Contractor represents and warrants that it does not discriminate against any employee or applicant for employment or person to whom it provides services because of race, color, religion, sex, national origin, or disability, and represents and warrants that it complies with all applicable federal, state, and local laws and executive orders regarding employment. Contractor and Contractor's personnel will comply with applicable provisions of Title VII of the U.S. Civil Rights Act of 1964, as amended, Section 504 of the Federal Rehabilitation Act, the Americans with Disabilities Act (42 U.S.C. § 12101 et seq.), and applicable rules in performance under this Agreement.

e. **State Sponsors of Terrorism Prohibition.** Per A.R.S. § 35-392, Contractor must not be in violation of section 6(j) of the Federal Export Administration Act and subsequently prohibited by the State of Arizona from selling goods of services to the City.

10. **SALES/USE TAX, OTHER TAXES.**

a. Contractor is responsible for the payment of all taxes including federal, state, and local taxes related to or arising out of Contractor's services under this Agreement, including by way of illustration but not limitation, federal and state income tax, Social Security tax, unemployment insurance taxes, and any other taxes or business license fees as required. If any taxing authority should deem Contractor or Contractor employees an employee of the City, or should otherwise claim the City is liable for the payment of taxes that are Contractor's responsibility under this Agreement, Contractor will indemnify the City for any tax liability, interest, and penalties imposed upon the City.

b. The City is exempt from paying certain federal excise taxes and will furnish an exemption certificate upon request. The City is not exempt from state and local sales/use taxes.

11. **AMOUNTS DUE THE CITY.** Contractor must be current and remain current in all obligations due to the City during the performance of Services under the Agreement. Payments to Contractor may be offset by any delinquent amounts due the City or fees and charges owed to the City.

12. **PUBLIC RECORDS.** Contractor acknowledges that the City is a public entity, subject to Arizona's public records laws (A.R.S. § 39-121 et. seq.) and that any documents related to this Agreement may be subject to disclosure pursuant to state law in response to a public records request or to subpoena or other judicial process.

a. If Contractor believes document related to the Agreement contains trade secrets or other proprietary data, Contractor must notify the City and include with the notification a statement that explains and supports Contractor's claim. Contractor also must specifically identify the trade secrets or other proprietary data that Contractor believes should remain confidential.

b. In the event the City determines it is legally required to disclose pursuant to law any documents or information Contractor deems confidential trade secrets or proprietary data, the City, to the extent possible, will provide Contractor with prompt written notice by certified mail, fax, email or other method that tracks delivery status of the requirement to disclose the information so Contractor may seek a protective order from a court having jurisdiction over the matter or obtain other appropriate remedies. The notice will include a time period for Contractor to seek court ordered protection or other legal remedies as deemed appropriate by Contractor. If Contractor does not obtain such court ordered protection by the expiration of said time period, the City may release the information without further notice to Contractor.

13. **AUDITS AND RECORDS.** Contractor must preserve the records related to this Agreement for six (6) years after completion of the Agreement. The City or its authorized agent reserves the right to inspect any records related to the performance of work specified herein. In addition, the City may inspect any and all payroll, billing or other relevant records kept by Contractor in relation to the Agreement. Contractor will permit such inspections and audits during normal business hours and upon reasonable notice by the City. The audit of records may occur at Contractor's place of business or at City offices, as determined by the City. Notwithstanding the foregoing, any Agreement audits must be pursuant to a signed Confidentiality Agreement agreed to by both parties which will be subject to applicable law, including the Arizona Public Records law. Contractor is not required to keep original documents and copies of relevant documents will suffice for the purposes of this provision. The audit must be conducted during regular business hours at a mutually agreeable time and location, and upon reasonable advanced notice of records to be audited.

14. **BACKGROUND CHECK.** The City may conduct criminal, driver history, and all other requested background checks of Contractor personnel who would perform services under the Agreement or who will have access to the City's information, data, or facilities in accordance with the City's current background check policies. Any officer, employee, or agent that fails the background check must be replaced immediately for any reasonable cause not prohibited by law.

15. **SECURITY CLEARANCE AND REMOVAL OF CONTRACTOR PERSONNEL.** The City will have final authority, based on security reasons: (i) to determine when security clearance of Contractor personnel is required; (ii) to determine the nature of the security clearance, up to and including fingerprinting Contractor personnel; and (iii) to determine whether or not any individual or entity may provide services under this Agreement. If the City objects to any Contractor personnel for any reasonable cause not prohibited by law, then Contractor will, upon notice from the City, remove any such individual from performance of services under this Agreement.

16. **DEFAULT.**

a. A party will be in default if that party:

i. Is or becomes insolvent or is a party to any voluntary bankruptcy or receivership proceeding, makes an assignment for a creditor, or there is any similar action that affects Contractor's capability to perform under the Agreement;

ii. Is the subject of a petition for involuntary bankruptcy not removed within sixty (60) calendar days;

iii. Conducts business in an unethical manner as set forth in the City Procurement Rules Article 7 or in an illegal manner; or

iv. Fails to carry out any term, promise, or condition of the Agreement.

b. Contractor will be in default of this Agreement if Contractor is debarred from participating in City procurements and solicitations in accordance with Article 6 of the City's Procurement Rules.

c. **Notice and Opportunity to Cure.** In the event a party is in default then the other party may, at its option and at any time, provide written notice to the defaulting party of the default. The defaulting party will have thirty (30) days from receipt of the notice to cure the default; the thirty (30) day cure period may be extended by mutual agreement of the parties, but no cure period may exceed ninety (90) days. A default notice will be deemed to be sufficient if it is reasonably calculated to provide notice of the nature and extent of such default. Failure of the non-defaulting party to provide notice of the default does not waive any rights under the Agreement.

d. **Anticipatory Repudiation.** Whenever the City in good faith has reason to question Contractor's intent or ability to perform, the City may demand that Contractor give a written assurance of its intent and ability to perform. In the event that the demand is made and no written assurance is given within five (5) calendar days, the City may treat this failure as an anticipatory repudiation of the Agreement.

17. **REMEDIES.** The remedies set forth in this Agreement are not exclusive. Election of one remedy will not preclude the use of other remedies. In the event of default:

a. The non-defaulting party may terminate the Agreement, and the termination will be effective immediately or at such other date as specified by the terminating party.

b. The City may purchase the services required under the Agreement from the open market, complete required work itself, or have it completed at the expense of Contractor. If the cost of obtaining substitute services exceeds the contract price, the City may recover the excess cost by: (i) requiring immediate reimbursement to the City; (ii) deduction from an unpaid balance due to Contractor; (iii) collection against the proposal and/or performance security, if any; (iv) collection against liquidated damages (if applicable); or (v) a combination of the aforementioned remedies or other remedies as provided by law. Costs includes any and all, fees, and expenses incurred in obtaining substitute services and expended in obtaining reimbursement, including, but not limited to, administrative expenses, attorneys' fees, and costs.

c. The non-defaulting party will have all other rights granted under this Agreement and all rights at law or in equity that may be available to it.

d. Neither party will be liable for incidental, special, or consequential damages.

18. **CONTINUATION DURING DISPUTES.** Contractor agrees that during any dispute between the parties, Contractor will continue to perform its obligations until the dispute is settled, instructed to cease performance by the City, enjoined or prohibited by judicial action, or otherwise required or obligated to cease performance by other provisions in this Agreement.

19. **TERMINATION FOR CONVENIENCE.** The City reserves the right to terminate this Agreement in part or in whole upon thirty (30) calendar days' written notice.

20. **TERMINATION FOR CONFLICT OF INTEREST (A.R.S. § 38-511).** Pursuant to A.R.S. § 38-511, the City may cancel this Agreement within three (3) years after its execution, without penalty or

further obligation, if any person significantly involved in initiating, securing, drafting, or creating the Agreement for the City becomes an employee or agent of Contractor.

21. **TERMINATION FOR NON-APPROPRIATION AND MODIFICATION FOR BUDGETARY CONSTRAINT.** The City is a governmental agency which relies upon the appropriation of funds by its governing body to satisfy its obligations. If the City reasonably determines that it does not have funds to meet its obligations under this Agreement, the City will have the right to terminate the Agreement without penalty on the last day of the fiscal period for which funds were legally available. In the event of such termination, the City agrees to provide written notice of its intent to terminate thirty (30) calendar days prior to the stated termination date.

22. **PAYMENT TO CONTRACTOR UPON TERMINATION.** Upon termination of this Agreement, Contractor will be entitled only to payment for those services performed up to the date of termination, and any authorized expenses already incurred up to such date of termination. The City will make final payment within thirty (30) calendar days after the City has both completed its appraisal of the materials and services provided and received Contractor's properly prepared final invoice.

23. **NON-WAIVER OF RIGHTS.** There will be no waiver of any provision of this agreement unless approved in writing and signed by the waiving party. Failure or delay to exercise any rights or remedies provided herein or by law or in equity, or the acceptance of, or payment for, any services hereunder, will not release the other party of any of the warranties or other obligations of the Agreement and will not be deemed a waiver of any such rights or remedies.

24. **INDEMNIFICATION/LIABILITY.**

a. To the fullest extent permitted by law, Contractor agrees to defend, indemnify, and hold the City, its officers, agents, and employees, harmless from and against any and all liabilities, demands, claims, suits, losses, damages, causes of action, fines or judgments, including costs, attorneys', witnesses', and expert witnesses' fees, and expenses incident thereto, relating to, arising out of, or resulting from: (i) misconduct by Contractor personnel under this Agreement; (ii) any negligent acts, errors, mistakes or omissions by Contractor or Contractor personnel; and (iii) Contractor or Contractor personnel's failure to comply with this Agreement. However, notwithstanding the prior sentence, any claim shall not be an indemnified claim if such claim or damage was caused in whole by the actions of the City, its employees, agents, contractors or representatives.

b. Contractor will update the City during the course of the litigation to timely notify the City of any issues that may involve the independent negligence of the City that is not covered by this indemnification.

c. The City assumes no liability for actions of Contractor and will not indemnify or hold Contractor or any third party harmless for claims based on this Agreement or use of Contractor-provided supplies or Services.

d. IN THE EVENT OF ANY LIABILITY INCURRED BY CONTRACTOR OR ANY OF ITS AFFILIATES HEREUNDER, INCLUDING INDEMNIFICATION OF CITY BY CONTRACTOR, THE ENTIRE LIABILITY OF CONTRACTOR AND ITS AFFILIATES FOR DAMAGES FROM ANY CAUSE WHATSOEVER WILL NOT EXCEED $5,000,000.00 OVER THE ENTIRE TERM OF THE AGREEMENT.

25. **WARRANTY.** Contractor warrants that the services and materials will conform to the requirements of Exhibit A. Additionally, Contractor warrants that all services will be performed in a good, workman-like and professional manner, as stated below.

a. Manufacturer's Warranty. The City understands that the Contractor is not the manufacturer of the products purchased by the City hereunder and the only materials (product) warranties offered are those of the manufacturer, not the Contractor or its affiliates unless the manufacturer is the Contractor or its affiliates. THE CONTRACTOR AND ITS AFFILIATES HEREBY EXPRESSLY DISCLAIM ALL WARRANTIES EITHER EXPRESS OR IMPLIED,

RELATED TO PRODUCTS, INCLUDING, BUT NOT LIMITED TO, ANY WARRANTY OF TITLE, ACCURACY, MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, WARRANTY OF NONINFRINGEMENT, OR ANY WARRANTY RELATING TO THIRD PARTY SERVICES. THE DISCLAIMER CONTAINED IN THIS PARAGRAPH DOES NOT AFFECT THE TERMS OF ANY MANUFACTURER'S WARRANTY.

b. Services Warranty. City's sole and exclusive remedy with respect to a warranty on the Services provided by Contractor will be, at the sole option of Contractor, to either: (a) use its reasonable commercial efforts to reperform any services not in substantial compliance with this warranty, or (b) refund amounts paid by City related to the portion of the services not in substantial compliance; provided, in each case, City notifies Contractor in writing within five (5) business days after performance of the applicable Services. City shall be solely responsible for daily back-up and other protection of its data and software against loss, damage or corruption during the performance of services and for any necessary reconstruction thereof.

c. Third Party Services Warranty. In connection with the products (materials), certain services, such as extended warranty service by manufacturers, are sold by the Contractor as a distributor or sales agent ("Third Party Services"). In the case of Third Party Services, the third party will be the party responsible for providing the services to the City and the City will look to the third party for any loss, claims or damages arising from or related to the provision of such Third-Party Services. Any amounts, including, but not limited to, taxes, associated with Third Party Services which may be collected by the Contractor will be collected solely in the capacity as an independent sales agent.

26. **THE CITY'S RIGHT TO RECOVER AGAINST THIRD PARTIES.** Contractor will do nothing to prejudice the City's right to recover against third parties for any loss, destruction, or damage to City property, and will at the City's request and expense, furnish to the City reasonable assistance and cooperation, including assistance in the prosecution or defense of suit and the execution of instruments of assignment in favor of the City in obtaining recovery.

27. **NO GUARANTEE OF WORK.** Contractor acknowledges and agrees that it is not entitled to deliver any specific amount of materials or services or any materials or services at all under this Agreement and acknowledges and agrees that the materials or services will be requested by the City on an as needed basis at the sole discretion of the City. Any document referencing quantities or performance frequencies represent the City's best estimate of current requirements, but will not bind the City to purchase, accept, or pay for materials or services which exceed its actual needs.

28. **OWNERSHIP.**

a. Except as it pertains to the Work Product in Subsection (b) below, all deliverables, services, and information provided by Contractor or the City pursuant to this Agreement (whether electronically or manually generated) including without limitation, reports, test plans, and survey results, graphics, and technical tables, originally prepared in the performance of this Agreement, are the property of the City and will not be used or released by Contractor or any other person except with prior written permission by the City.

b. City's rights to Work Product (meaning deliverables to be provided or created individually or jointly in connection with the services, not materials, provided by Contractor, including but not limited to, all inventions, discoveries, methods, processes, formulae, ideas, concepts, techniques, know-how, data, designs, models, prototypes, works of authorship, computer programs, proprietary tools, methods of analysis and other information, whether or not capable of protection by patent, copyright, trade secret, confidentiality, or other proprietary rights, or discovered in the course of performance of this Agreement that are embodied in such work or materials) will be, upon payment in full, a non-transferable, non-exclusive, royalty-free license to use such Work Product solely for City's internal use. City obtains no ownership or other property rights thereto. City agrees that Contractor may incorporate intellectual property created by third parties into the Work Product and that City's right to use such Work Product may be subject to the rights of, and limited by agreements with, such third parties

EXHIBIT C
MESA STANDARD TERMS AND CONDITIONS

29. **USE OF NAME.** Contractor will not use the name of the City of Mesa in any advertising or publicity without obtaining the prior written consent of the City.

30. **PROHIBITED ACTS.** Pursuant to A.R.S. § 38-504, a current or former public officer or employee within the last twelve (12) months shall not represent another organization before the City on any matter for which the officer or employee was directly concerned and personally participated in during their service or employment or over which they had a substantial or material administrative discretion. Further, while employed by the City and for two (2) years thereafter, public officers or employees are prohibited from disclosing or using, without appropriate authorization, any confidential information acquired by such personnel in the course of his or her official duties at the City.

31. **FOB DESTINATION FREIGHT PREPAID AND ALLOWED.** All deliveries will be FOB destination freight prepaid and allowed unless otherwise agreed.

32. **RISK OF LOSS**. Contractor agrees to bear all risks of loss, injury, or destruction of Contractor's goods or equipment incidental to providing these services and such loss, injury, or destruction will not release Contractor from any obligation hereunder.

33. **SAFEGUARDING CITY PROPERTY.** Contractor will be responsible for any damage to City real property or damage or loss of City personal property when such property is the responsibility of or in the custody of Contractor or its employees.

34. **WARRANTY OF RIGHTS.** Contractor warrants it has title to, or the right to allow the City to use, the materials and services being provided and that the City may use same without suit, trouble or hindrance from Contractor or third parties.

35. **PROPRIETARY RIGHTS INDEMNIFICATION.** Without limiting the foregoing, Contractor will at its expense defend the City against all claims asserted by any person that anything provided by Contractor infringes a patent, copyright, trade secret or other intellectual property right (collectively "Claim") and must, without limitation, pay the costs, damages and attorneys' fees awarded against the City in any Claim, or pay any settlement of such Claim. Each party agrees to notify the other promptly of any matters to which this provision may apply and to cooperate with each other in connection with such defense or settlement. If a preliminary or final judgment is obtained against the City's use or operation of the items provided by Contractor hereunder or any part thereof by reason of any alleged infringement, Contractor will, at its sole option and its expense and without limitation, either: (a) modify the item so that it becomes non-infringing; (b) procure for the City the right to continue to use the item; (c) substitute for the infringing item other item(s) having at least equivalent capability; or (d) refund to the City an amount equal to the price paid, less reasonable usage, from the time of installation acceptance through cessation of use, which amount will be calculated on a useful life not less than five (5) years based on a five (5) year straight line amortized basis. The forgoing provisions in this Section state the entire liability of Contractor and the sole and exclusive remedy of the City with respect to any Claim. Contractor shall have no liability or obligation to the City to the extent any Claim is based upon: (i) any combination of anything provided by Contractor with other software, hardware or other materials not authorized by Contractor or manufacturer; or (ii) any addition to, or modification of, anything provided by Contractor made after delivery to the City by any person other than Contractor.

36. **CONTRACT ADMINISTRATION.** The contract will be administered by the Purchasing Administrator and/or an authorized representative from the using department. All questions regarding the contract will be referred to the administrator for resolution. Supplements may be written to the contract for the addition or deletion of services. Payment will be negotiated and determined by the contract administrator(s).

37. **FORCE MAJEURE.** Failure by either party to perform its duties and obligations will be excused by unforeseeable circumstances beyond its reasonable control, including acts of nature, acts of the public enemy, riots, fire, explosion, legislation, and governmental regulation. The party whose performance is so affected will within five (5) calendar days of the unforeseeable circumstance notify the other party of all pertinent facts and identify the force majeure event. The party whose

performance is so affected must also take all reasonable steps, promptly and diligently, to prevent such causes if it is feasible to do so, or to minimize or eliminate the effect thereof. The delivery or performance date will be extended for a period equal to the time lost by reason of delay, plus such additional time as may be reasonably necessary to overcome the effect of the delay, provided however, under no circumstances will delays caused by a force majeure extend beyond one hundred-twenty (120) calendar days from the scheduled delivery or completion date of a task unless agreed upon by the parties.

38. **COOPERATIVE USE OF CONTRACT.** This contract is available through National IPA to agencies nationwide. The City has also entered into various cooperative purchasing agreements with other Arizona government agencies, including the Strategic Alliance for Volume Expenditures (SAVE) cooperative. Under the SAVE Cooperative Purchasing Agreement, any contract may be extended for use by other municipalities, school districts and government agencies through National IPA or SAVE in the State of Arizona with the approval of Contractor. Any such usage by other entities must be in accordance with the statutes, codes, ordinances, charter and/or procurement rules and regulations of the respective government agency.

A contractor, subcontractor or vendor or any employee of a contractor, subcontractor or vendor who is contracted to provide services on a regular basis at an individual school shall obtain a valid fingerprint clearance card pursuant to title 41, chapter 12, article 3.1. A school district governing board shall adopt policies to exempt a person from the requirements of this subsection if the person's normal job duties are not likely to result in independent access to or unsupervised contact with pupils. A school district, its governing board members, its school council members and its employees are exempt from civil liability for the consequences of adoption and implementation of policies and procedures pursuant to this subsection unless the school district, its governing board members, its school council members or its employees are guilty of gross negligence or intentional misconduct.

Additionally, Contractor will comply with the governing body's fingerprinting policy of each individual school district and public entity. Contractor, subcontractors, vendors and their employees will not provide services on school district properties until authorized by the school district.

Orders placed by other agencies and payment thereof will be the sole responsibility of that agency. The City is not responsible for any disputes arising out of transactions made by others. The City is not a party to any agreements between the Contractor and National IPA, National IPA and other agencies, the Contractor and other agencies, or any third-party contracts in any way related to this Agreement or the cooperative use of this Agreement.

39. **FUEL CHARGES AND PRICE INCREASES.** No fuel surcharges will be accepted. No price increases will be accepted without proper request by Contractor and response by the City's Purchasing Division.

40. **NOTICES.** All notices to be given pursuant to this Agreement must be delivered to the parties at their respective addresses. Notices may be (i) personally delivered; (ii) sent via certified or registered mail, postage prepaid; (iii) sent via overnight courier; or (iv) sent via email or facsimile. If provided by personal delivery, receipt will be deemed effective upon delivery. If sent via certified or registered mail, receipt will be deemed effective three (3) calendar days after being deposited in the United States mail. If sent via overnight courier, email or facsimile, receipt will be deemed effective two (2) calendar days after the sending thereof.

41. **GOVERNING LAW, FORUM.** This Agreement is governed by the laws of the State of Arizona. The exclusive forum selected for any proceeding or suit in law or equity arising from or incident to this Agreement will be Maricopa County, Arizona.

42. **INTEGRATION CLAUSE.** This Agreement, including all attachments and exhibits hereto, supersede all prior oral or written agreements, if any, between the parties and constitutes the entire agreement between the parties with respect to the work to be performed.

EXHIBIT C
MESA STANDARD TERMS AND CONDITIONS

43. **PROVISIONS REQUIRED BY LAW.** Any provision required by law to be in this Agreement is a part of this Agreement as if fully stated in it.

44. **SEVERABILITY.** If any provision of this Agreement is declared void or unenforceable, such provision will be severed from this Agreement, which will otherwise remain in full force and effect. The parties will negotiate diligently in good faith for such amendment(s) of this Agreement as may be necessary to achieve the original intent of this Agreement, notwithstanding such invalidity or unenforceability.

45. **SURVIVING PROVISIONS.** Notwithstanding any completion, termination, or other expiration of this Agreement, all provisions which, by the terms of reasonable interpretation thereof, set forth rights and obligations that extend beyond completion, termination, or other expiration of this Agreement, will survive and remain in full force and effect. Except as specifically provided in this Agreement, completion, termination, or other expiration of this Agreement will not release any party from any liability or obligation arising prior to the date of termination.

46. **A.R.S. SECTIONS 1-501 and 1-502.** Pursuant to Arizona Revised Statutes Sections 1-501 and 1-502, any person who applies to the City for a local public benefit (the definition of which includes a grant, contract or loan) must demonstrate his or her lawful presence in the United States. As the Agreement is deemed a local public benefit, if Contractor is an individual (natural) person or sole proprietorship, Contractor agrees to sign and submit the necessary documentation to prove compliance with the statutes as applicable.

City of Mesa

Information Technology Solutions and Services
Solicitation #2018011
October 23, 2017
Original

CDW Government LLC
230 N. Milwaukee Ave.
Vernon Hills, IL 60061

CDW·G PEOPLE WHO GET IT

One CDW Way
230 N. Milwaukee Ave
Vernon Hills, IL 60061

P: 847.371.5800
F: 847.465.6800
Toll-Free: 800.808.4239

www.cdwg.com/PeopleWhoGetIT

City of Mesa
20 E Main Street, Suite #400
Mesa, AZ 85201
October 23, 2017

RE: Information Technology Solutions and Services Solicitation #2018011

Dear Ms. Brause:

CDW·G is pleased to present the following proposal to the City of Mesa. As a leading provider of IT solutions to state and local entities, we are excited to present our response to your needs. Over the past decade through our relationship with National IPA, we have seen a consistent 30% annual growth of our contract. Our contract expertise, customer-focus, and commitment to diversity have enabled us to bring our customers the solutions and services that deliver outstanding value. We regularly respond to varied IT needs: Be it small rural communities to large municipalities and states, the City of Mesa can be sure that we are ready to be your partner in any IT enterprise. Below are just a few of the benefits that the members of this cooperative will enjoy:

Contract Expertise. Consistently meeting your needs is our main focus which is why we'll update your contract, adding new technologies as soon as you need them. If it is in our catalog, we can add it to your contract. Whatever your needs may be, we will work with you to make sure those needs are met. Included in your contract are pricing options that will enable the City of Mesa to compare pricing options. This benefit enables you to make more informed decisions and provides you with purchasing reports.

Local Presence, National Reach. Whether it's in small towns, rural counties, or large cities, we'll be where you are to leverage our national network of service providers, bringing you the expert/customer-centered solutions you've come to expect from us. With 30 locations nationally and coworkers located in 45 states, we are dedicated to serving our customers' needs, wherever they are. You will enjoy a dedicated team of CDW·G resources who stand ready to work with you and solve today's technology challenges. Coupled with our strong centralized support locations, we offer you a national contract with a local focus, tailored to your requirements, with a flexibility to grow with you as your needs change.

Commitment to Diversity. We work with hundreds of diverse suppliers to promote historically underutilized and local businesses. These local suppliers are part of the reason we are able to deliver exceptional products and services. As members of your local community, we work with these suppliers to better understand our customers' needs and to support locally-focused businesses. We partner with over 600 MBE/WBE businesses and achieve more than $1.5B annually in overall diversity spend.

We look forward to establishing a collaborative working relationship and are confident that our proposal will exceed your expectations. To discuss our response, please contact Proposal Specialist Cale LaSalata at calelas@cdw.com or 203-851-7211.

Sincerely,

Christina V. Rother
President, CDW Government LLC

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Executive Summary

The City of Mesa, through this solicitation, has partnered with the National Intergovernmental Purchasing Alliance Company ("National IPA") to enable public and non-public entities in Arizona to purchase all manner of IT solutions and services. Understanding that value and efficiency in procurement are hot-button issues for the City of Mesa, we have kept that as our guiding principles for the response contained herein. As states and municipalities work within constrained budgets, now more than ever, value and sound purchasing practices of utmost importance when choosing an IT solutions provider and partner. CDW Government LLC ("CDW•G") has been a reliable partner of National IPA for over a decade with a demonstrable track record of delivering outstanding IT solutions, with efficient delivery, and all of the benefits that come from this contract.

What sets our offer apart from what our competition will provide is that our approach to our customers is to treat them as a partner. Everything that we do as a company revolves around the main focus of our business: our customers. Because we provide solutions to a variety of entities (from public to private; small businesses and rural communities, to the federal government and large municipalities), we know that solutions aren't "one-size fits all." Tailoring our solutions to our customers requires us to get to know you and meet you where you are to gain a better understanding of what drives your business.

Evidenced by our ten year successful relationship with the team at National IPA, our approach to IT solutions reflects a belief that true value comes from delivering to our customers exactly what they want, when they want it. Efficient online purchasing, dedicated support, highly certified services providers, and contract compliance are only a few of the features of what we can deliver to the City of Mesa.

Contract Excellence

Understanding that compliance with city policy and state financial statutes is important to the City of Mesa, we have built our response to Mesa around our approach to working with government customers. We know that the City of Mesa has legal and regulatory compliance requirements to which you have to adhere. That is why our approach incorporates your regulatory compliance needs and builds your contract around those obligations. Contract participants' Account Center has a wealth of information which will enable them to make better informed purchasing decisions and provide them reports on purchases, updated pricing, and much more.

What differentiates us from our competition is our Program Management team who oversee the administration of negotiated contracts. While some of our competition may have one or two individuals tasked to ensure contract compliance, we maintain a team of highly trained professionals whose sole goal is ensure that we meet our commitments to our contract customers. Program Managers also work with our Marketing department to promote your contract and educate our sales force on the particularities of the contract. Our Program Management teams work to make sure that our sales teams are educated on the contract requirements.

Our Program Management team also compiles a variety of reports, ranging from updated pricing and product options to purchase history and analyses of the success of the contract.

Some of the features of what we will provide you are:

- Understand and Comply with all applicable statutory and contractual provisions;
- Maintain consistent, contract-compliant pricing;
- Comply with any security requirements;
- Follow proper protocols, including obtaining customer approval, prior to making any substitutions or deviations from the original contract requirements and specifications;
- Engage directly, honestly and truthfully in our discussions with agency representatives and government employees

In addition to a flexible contract, contract participants will enjoy the advantages of a dynamic pricing structure. As CDW•G employs a vendor-neutral approach to IT solutions, we leverage that method to deliver better pricing to our customers. Because of our size and reputation in the IT marketplace, we have the ability to deliver volume discounts, exclusive pricing, and special promotions unavailable with other IT solution providers.

National Services Presence

We have over 30 offices around the United States. Meeting contract participants where they are is really important to us: We want to understand our customers' needs, their environment, the particularities that make contract participants the unique customers they are. Understanding what drives purchasing decisions helps us provide more tailored solutions. We have a national network of service providers, all trained in the latest approaches, methodologies, and solutions, consistently carrying the highest level of OEM certifications. This means that when contract participants need us to come into their environments and provide guidance, they can be sure that they're receiving guidance from seasoned experts with years of experience in solution deployment.

Our Services model offers customers an unusual combination: the close relationship and easy access of a local provider who understands your IT environment inside and out, and the scale, efficiency and resources of a multinational provider. We have 30-plus local branch offices throughout the United States and Canada. So, chances are, we're within driving distance of contract participants. In addition to our local branches, we have over 1,100 services professionals and a network of trusted service and solutions partners. In fact, because of our national scale, CDW•G is able to identify areas of emerging need for our customers and then ramp up our expertise and resourcing in those areas.

Logistics

One of the many benefits of our proposed solution is how we work with you to deliver your IT purchases. From order placement to delivery, how we bring you your purchases is almost as important to us as what you buy. Making the purchasing and delivery process easier and time-efficient, we work hard to guarantee that you receive the most cost-effective purchasing options available. Your account center will enable you to:

- Connect with your dedicated account manager and team of specialists;
- Create and retrieve quotes and collaborate with your account manager;
- Promote IT standards;
- Track orders and shipments;
- Manage purchases and payments;
- Set shipping and billing preferences and manage contact information

Factor in our two strategically-located distribution centers that hold $220M of inventory, on average, you can be sure that we have what you need when you need it, and have the ability to get it to you quickly. We maintain both a 450,000-square-foot distribution center located at our headquarters in Vernon Hills, IL and a 513,000-square-foot distribution center located in North Las Vegas, NV. The combined square footage of our distribution centers is three times greater than most of our competition. These locations facilitate quick distribution of products to our growing customer base throughout the country

Breadth of Coverage

CDW•G has over 840 Account Manager and 65 Field Representatives forming account teams across five verticals: Higher Education, K12 Education, Healthcare, Federal Government, and State & Local Government. In addition, our account teams are organized geographically: North, South, East, and West which facilitates their ability to be uniquely aware of the local landscape, identifying key partnerships and common local practices for contracting. These account teams are supported by technology specialists and segment technologists who can go deep into particular solution sets with our customers. No other national provider can claim the size and depth of knowledge of our highly skilled account teams, it is a particular point of pride for CDW•G. Wherever our customers are located, CDW•G invests heavily in our sales teams' ability to meet our customers' needs.

Summary

The City of Mesa can be confident that by partnering with CDW•G for the National IPA contract, we will be able to meet your needs and deliver the best value for contract participants. Evidenced by our successful ten year relationship with the City of Tucson, Mesa can expect the same level of local attention from a national IT solution provider. We stand ready to bring you a contract that will be tailored to your requirements and considerate of what's important to you. At every stage of the lifecycle of your contract, your dedicated team of Account Managers, Program Managers, and Service providers is prepared to advise you and work with you to guarantee your total satisfaction; ensuring our commitment to you is consistently met. We are pleased to offer you the following proposal and look forward to being your trusted partner for years to come.

Tab 2

Program Description and Method of Approach

1. **Provide a response to the national program.**
   a. **Include a detailed response to Attachment D, Exhibit A, National IPA Response for National Cooperative contract. Responses should demonstrate a strong national presence, describe how offeror will educate its national sales force about the contract, describe how products and services will be distributed nationwide, include a plan for marketing the products and services nationwide, and describe how volume will be tracked and reported to National IPA.**

CDW•G Response:

A. Method of Approach

Response to National IPA Cooperative Contract

1. Provide a response to the national program.

A. Include a detailed response to Attachment B, Exhibit A, National IPA Response for National Cooperative contract. Responses should demonstrate a strong national presence, describe how offeror will educate its national sales force about the contract, describe how products and services will be distributed nationwide, include a plan for marketing the products and services nationwide, and describe how volume will be tracked and reported to National IPA.

3.1 SUPPLIER QUALIFICATIONS

Supplier must supply the following information in order for the Principal Procurement Agency to determine Supplier's qualifications to extend the resulting Master Agreement to Participating Public Agencies through National IPA.

3.2 Company

A. Brief history and description of your company.

Founded in 1984, CDW is a leading provider of technology solutions to over 250,000 customers composed of small-, medium-, and large-sized public and private entities. CDW Government LLC (CDW•G) is a wholly owned subsidiary of CDW Corporation, incorporated in 1998 to address the specific needs of our government, education, and healthcare customers. Our unique company structure provides our customers products and services only a large national reseller can provide, combined with a local presence typical of a small business. We have a large manufacturer presence in our offices across the country and blanketed in the field with our field account executives. Account Teams are further segmented by agency type, education (K12/High Ed) or government, which allows us to provide each customer with one contact who is knowledgeable of every nuance of their organization.

CDW•G is one of the largest direct marketing resellers in the U.S., currently carrying more

than 100,000 name-brand technology products from over 1,100 leading IT manufacturers.

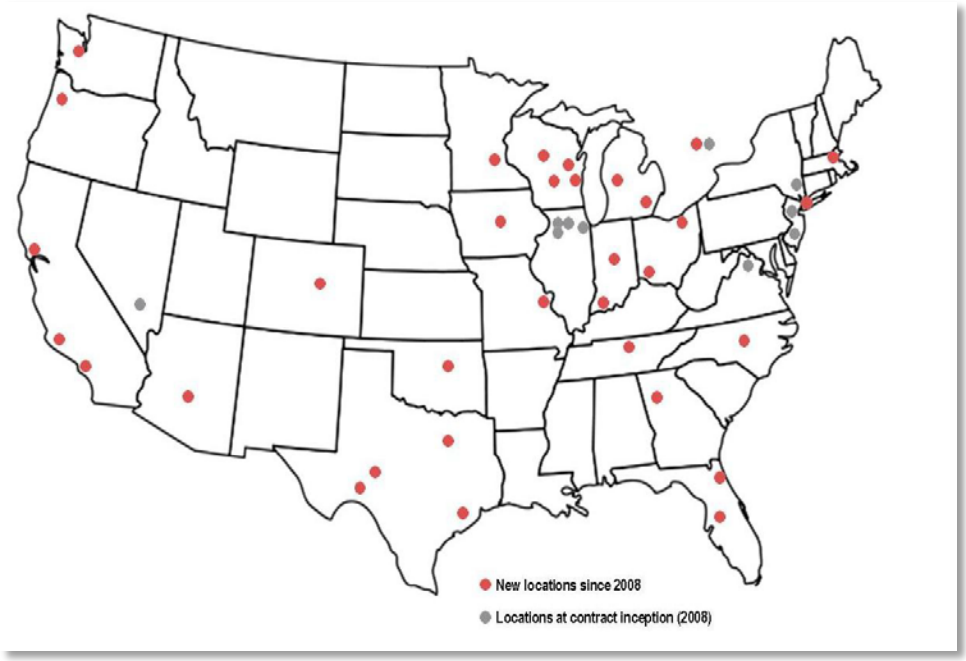
CDW•G delivers more than just product; we also deliver IT solutions. We offer a full range of technology services including: cloud computing, consulting, system configurations, implementation, and training. CDW•G designs and implements complete business solutions that address a full range of complex issues including, but not limited to: Business Continuity, Infrastructure Optimization, Networking, Security Management, and Unified Communications.

B. Total number and location of sales persons employed by your company.

CDW•G currently employs more than 1,456 coworkers, part of our larger organization of 8,800 employees nationwide and in Canada, with over 30 different locations. More than 840 of our CDW•G dedicated sales force are Account Managers, in addition to 65 Field Account Executives placed throughout communities across the nation.

C. Number and location of support centers (if applicable)

When CDW•G was awarded a similar contract with National IPA's involvement in 2008, we had offices in five states and Canada. We have drastically expanded our location portfolio across 20 additional states, and have added second/multiple offices in a number of our original five states and Canada. Currently, we have over 30 separate locations. Speaking specifically to the benefit of this contract, seven of the states with new locations are also in the ten states with the highest historical spend on the contract.



D. Annual sales for the three previous fiscal years.

Below you can see evidence of CDW Corporation's sales growth, CDW•G's growth, and our growth on the contract as well. CDW•G consistently drives compounding growth in both areas, and anticipates these upward trends to continue. The growth rates of National IPA

exceed the standard rate for CDW•G, demonstrating our results to both grow organically and promote the contract within our existing client base.

Explosive Sales Growth						
Year	Annual Revenues			YOY Growth		
	National IPA ($ Millions)	CDW•G ($ Billions)	CDW ($ Billions)	National IPA	CDW•G	CDW
2013	$113	$4.2	$10.8			
2014	$160.1	$4.9	$12.1	41.5%	16.7%	25.0%
2015	$253.7	$5.1	$13.0	58.5%	4.1%	7.4%
2016	$390	$5.6	$14.0	53.7%	9.8%	7.7%

E. Submit your FEIN and Dun & Bradstreet report.

CDW•G FEIN: 36-4230110
Dun & Bradstreet numbers:

CDW Corporation 107627952
CDW Government LLC 026157235

CDW•G cannot supply a Dun & Bradstreet report, as it violates our contract with Dun and Bradstreet. The City of Mesa can obtain a report for CDW•G from Dun & Bradstreet.

3.3 Distribution, Logistics

A. Describe how your company proposes to distribute the products/service nationwide.

We offer more than 100,000 brand-name products from over 1,100 leading manufacturers. We carry over $200 million in inventory, and ship most in-stock products the same day they are ordered. The result is that contract purchasers receive a shipment from CDW•G in just ***3-5 days,*** far surpassing our competitor's capabilities

CDW•G keeps a large breadth of products and fresh inventory on hand, in order to provide contract members with new technology as it becomes available. We constantly monitor trends within the IT industry to ensure that we offer our customers the latest technology and the most optimal solutions. Our inventory management system enables our purchasing department to excel at maintaining a one- to four-week supply of products in our distribution centers. Our inventory turns over 24-26 times per year.

The distribution centers' automated system scans bar-code labels on each product, pick list, and shipping label, resulting in increased delivery speed and accuracy. Some of smaller items require coworker assembly; "Ready Ship" products (items that ship in their original carton) move through the system even faster. Once the order shipment is ready for loading, a final scan determines the correct truck and sends it down the designated conveyor into the truck. The automated systems even help to load the trucks in ways that optimize shipment-processing speeds.

CDW•G's strategic relationships with industry leading original equipment manufacturer (OEM) technology partners, such as HP, Cisco, Lenovo, and Apple, means that we not only have access to steep product discounts, but also greater access to the products and a more efficient procurement processes.

We receive notification regarding product changes, including advance notification of product shortages, and products nearing end of life. When there is a product shortage and other vendors do not have access to these products, we can often procure them from another source. When CDW•G receives notification of an upcoming stock outage, we utilize our distribution centers' large capacity for volume purchases, keeping stock on hand for our customer's present and future needs.

B. Identify all other companies that will be involved in processing, handling or shipping the products/service to the end user.

CDW•G has positioned ourselves very closely with the major carriers, in order to provide a wide range of delivery options to meet our customers' varying needs. We ship the majority of our products via UPS and FedEx. Both companies have employees on site at our warehouses, individuals with a long history of supporting CDW•G. We can also leverage the carrier's intermodal transport options. Additionally, we have contracts with truckload (TL) and less than truckload (LTL) carriers for large orders and heavy products. If a carrier is not meeting our on-time delivery requirements, we remove the carrier from our preferred shipper list.

C. Provide the number, size and location of your company's distribution facilities, warehouses and retail network as applicable.

CDW•G's two strategically located distribution centers have a combined size of almost one million square feet. Our Central Distribution Center in Vernon Hills, IL, ships primarily to customers in the eastern half of the U.S. Our Western Distribution Center, in Northern Las Vegas, NV, ships primarily to customers in the western half of the U.S. Each distribution center serves as backup for the other. A state-of-the-art Warehouse Management System (WMS) controls both of these centers, ensuring speed and accuracy throughout the order fulfillment and distribution processes.

In addition to working with OEM partners to supplement our direct purchasing model, CDW•G has developed strong affiliations with principal distributors: Synnex, Tech Data, and Ingram Micro. Our OEM partners send us daily electronic data interchange (EDI) downloads, giving us visibility to inventory at their locations. Our top three distribution partners provide real time inventory information. Using this multi-layered procurement structure, we secure out-of-stock product(s) within as little as 24-48 hours, depending on customer requirements.

D. State any return and restocking policy and fees, if applicable, associated with returns.

CDW•G offers a 30-day return policy on most products sold. Of the returns we accept, a minimum 15% restocking fee applies for non-defective product returns. For our complete return policy, please see Tab 7, Appendix of this response. Customers may also obtain

additional information by contacting their Account Manager or CDW customer relations at 866.SVC.4CDW, returns@cdw.com.

3.4 Marketing and Sales

A. Provide a detailed ninety-day plan beginning from award date of the Master Agreement describing the strategy to immediately implement the Master Agreement as your company's primary go to market strategy for Public Agencies to your teams nationwide, to include, but not limited to:
   I. Executive leadership endorsement and sponsorship of the award as the public sector go-to- market strategy within first 10 days

Per Arizona Revised Statues § 44-405, the following information is confidential and proprietary and it might contain trade secrets therefore not subject to disclosure in case there is a request.

Part of CDW•G's commitment to our customer base is constantly seeking out opportunities to strengthen our national partner relationships. We view executive alignment as a key part of a successful contract strategy. We bring senior leaders from across our public-sector management team together with National IPA 2-3 times per year to review contract initiatives and customer feedback.

Our ongoing efforts with National IPA in seven specific target accounts highlights this unique and longstanding collaboration. We meet monthly to review the current state of business and execution of each account's growth strategy. In 2017, we have already seen success in Los Angeles World Airports and the City of Kansas City. The combined teams will continue to drive contract adoption amongst non-participating agencies.

CDW•G's leadership team is securely behind the growth and strategy of this program – both to the benefit of the City of Mesa and also across the nation. Key members of the leadership team include:

David Hutchins, CDW•G's VP of Education Sales, is an executive sponsor of the City's contract. He continues to focus sales teams on the success of the contract, and continually collaborates with manufacturer partners, allowing CDW•G to provide the latest technology solutions to help further the mission of 'the connected classroom' across the nation.

Robert F. Kirby, CDW•G's VP of Federal and State & Local Sales, is an executive sponsor for this contract. He will ensure that sales teams work towards the success of the contract and consistently works with manufacturer partners to allow CDW•G to bring contract participants further benefits through targeted solution campaigns, like our public safety initiative.

Tara Barbieri, CDW•G's Director of Capture, is also an executive sponsor for the contract. She has endorsed and sponsored this contract since the inception in 2008, and shall continue this role upon award. In her position, she is dedicated exclusively to our company's contractual sales, and leads

with the knowledge and experience in cooperative purchasing contracts. Internally, she has promoted this contract to CDW's President Tom Richards and, externally, to HPE's Meg Whitman. This is to say that for over ten years, she has worked tirelessly to champion this contract and has been integral to growing this contract into what it is today.

To facilitate our growth strategy, CDW•G holds many public agreements, some with mandatory use requirements within individual states. We cannot agree to market the City's contract as our *primary public sector go-to-market strategy*; however, we have included an appropriate marketing plan and pledge to continue focusing on the contract's success and awareness. We believe this pledge should not be viewed lightly, as with our support, this contract's volume has surpassed the $350M mark as of last year in yearly sales. We understand through competitive research that our competitors rarely take issue with similar requests for commitments; yet we can easily find evidence that they too hold plenty of public contracts.

Dell	Zones	WWT	Connection	Carahsoft
National Cooperative Purchasing Alliance (NCPA)	National Joint Powers Alliance (NJPA)	California CMAS	Texas DIR	US Communities
NASPO Value Point (NVP)	Texas DIR	State of MO PC Prime Vendor Contract	Massachusetts ITC47	National Cooperative Purchasing Alliance (NCPA)
Midwestern Higher Ed Compact (MHEC)	California CMAS	Ohio Hardware, Software & Services	National Cooperative Purchasing Alliance	PEPPM
Texas Dept of Information Resources	PEPPM	Texas DIR	TIPS/TAPS	MiCTA
Massachusetts ITC47	National Cooperative Purchasing Alliance	Massachusetts ITC47	Public Sourcing Solutions (PSS)	Massachusetts Higher Ed Consortium

CDW•G takes our partner commitments very seriously and Mesa is our partner in delivering on the accompanying National IPA Agreement. In the first ten days post-award, our CDW•G Program Management team will provide a company-wide contract award announcement, as well as develop a contract training program for all SLED Account Managers to attend. CDW•G has a successful contract launch history where we focus on five areas of the contract which are: Intake, Set-Up & Compliance, Education, Measure and Growth. By focusing on these areas specifically, we are able to launch contracts to the CDW•G teams with the most powerful and applicable details to make the new National IPA agreement more successful than the one currently in place

II. Training and education of your national sales force with participation from the executive leadership of your company, along with the National IPA team within

first 90 days

Our Public Sector Account Managers are actively marketing the current contract to their customers and are very familiar with the structure of the contract. This is an enormous benefit to the City, National IPA, and the immediate momentum of the new contract. A 'refresh' training to enhance understanding of the new National Program, it's updates and nuances with City of Mesa as lead agency will be conducted within the first 30 days post award.

Familiarizing a completely new management team and educating a new group of Account Managers to a new contract is unnecessary with CDW•G. Other vendors, even after training, are likely to experience a significant period of growing pains, acclimating their sales staff to the offering. This ramp-up time will certainly have an impact on contract sales. This is often the case with new contracts, as National IPA and the City are aware. The current contract saw success atypical of most, quickly achieving $4 million dollars in purchases within the first four months from inception. We believe this success was due in large part to CDW•G's experience in managing contracts and National IPA's commitment to sound marketing strategies. The contract is now supporting almost ***fifty-eight times*** its 2009 purchases (the first full year of the contract). We believe that CDW•G is uniquely qualified to deliver growth over $400 million in 2018.

All aspects of transitioning to the new contract will be seamless. The City and National IPA do not have to worry about member confusion or orders lost during training and setup time. Business will continue to flourish and training time will be used as a refresher, providing contract updates and focusing on strategies to increase business.

B. Provide a detailed ninety-day plan beginning from award date of the Master Agreement describing the strategy to market the Master Agreement to current Participating Public Agencies, existing Pubic Agency customers of Supplier, as well as to prospective Public Agencies nationwide immediately upon award, to include, but not limited to:
    I. Creation and distribution of a co-branded press release to trade publications within first 10 days

CDW•G's Marketing contact will work with National IPA to create and distribute this announcement at the transition of the new award.

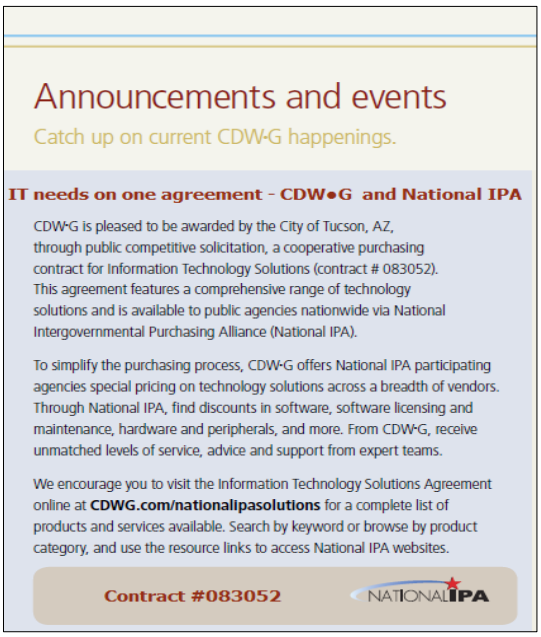
II. Announcement, contract details and contact information published on the company website within first 30 days

CDW•G can reload the new contract pricing structure within a matter of minutes and will have our website operation on the 1st day of the new contract. CDW•G will be able to seamlessly transition all agencies buying off of our current National Cooperative contract to the new contract, upon contract launch.

III. Design, publication and distribution of co-branded marketing materials within first 90 days

CDW•G already has much of this material. We are poised to perform updates to the material and shall accomplish this well within the 90-day time frame. We propose a marketing strategy meeting with National IPA to discuss a refreshed approach and specific goals/targets for the new contract. CDW•G is eager to share our current marketing processes for the contract, including our attendance at the National IPA Regional Summit, aimed at increasing contract awareness; our Sales Wiki site, giving account teams easy access to marketing strategy and materials; and our monthly email campaigns to all National IPA members.

We also look forward to talking about our ideas to gain a better contract understanding, with an increased focus in the K12 sector and our top OEM partners.



Announcements and events

Catch up on current CDW-G happenings.

IT needs on one agreement - CDW•G and National IPA

CDW-G is pleased to be awarded by the City of Tucson, AZ, through public competitive solicitation, a cooperative purchasing contract for Information Technology Solutions (contract # 083052). This agreement features a comprehensive range of technology solutions and is available to public agencies nationwide via National Intergovernmental Purchasing Alliance (National IPA).

To simplify the purchasing process, CDW-G offers National IPA participating agencies special pricing on technology solutions across a breadth of vendors. Through National IPA, find discounts in software, software licensing and maintenance, hardware and peripherals, and more. From CDW-G, receive unmatched levels of service, advice and support from expert teams.

We encourage you to visit the Information Technology Solutions Agreement online at **CDWG.com/nationalipasolutions** for a complete list of products and services available. Search by keyword or browse by product category, and use the resource links to access National IPA websites.

Contract #083052 NATIONALIPA

IV. Commitment to attendance and participation with National IPA at national (i.e. NIGP Annual Forum, NPI Conference, etc.), regional (i.e. Regional NIGP Chapter Meetings, etc.) and supplier- specific trade shows, conferences and meetings throughout the term of the Master Agreement

In 2018, CDW•G's schedule includes over 100 regional and nearly as many national events. In past years, we have attended many events in which we promoted the contract, including NIGP, NASPO, CAPPO, and FAPPO. We will continue this practice with the new agreement, as well. For 2018, we are already committed to attend NASPO, and the National IPA Partner Summit.

We are willing to continue to share our best practices with other non- competing National IPA vendors. Sales Manager Pat O'Brien has agreed to share some of these practices with other National IPA vendors at the Partner Summit, helping increase the success of all National IPA's contracts.

V. Commitment to attend, exhibit and participate at the NIGP Annual Forum in an area reserved by National IPA for partner suppliers. Booth space will be purchased and staffed by your company. In addition, you commit to provide reasonable assistance to the overall promotion and marketing efforts for the NIGP Annual Forum, as directed by National IPA.

CDW•G has enjoyed participating in the NIGP Annual Forum and will continue to do so. We believe in the theme "Building Together" and look forward to sharing our best practices with other National IPA vendors.

VI. Design and publication of national and regional advertising in trade publications throughout the term of the Master Agreement

CDW•G advertises the contract in our own highly viewed publications and our contract specific email campaign. We will continue to promote the contract via avenues such as our EdTech and StateTech publication sites, while continuing to penetrate the market with a live-touch approach.

VII. Ongoing marketing and promotion of the Master Agreement throughout its term (case studies, collateral pieces, presentations, etc.)

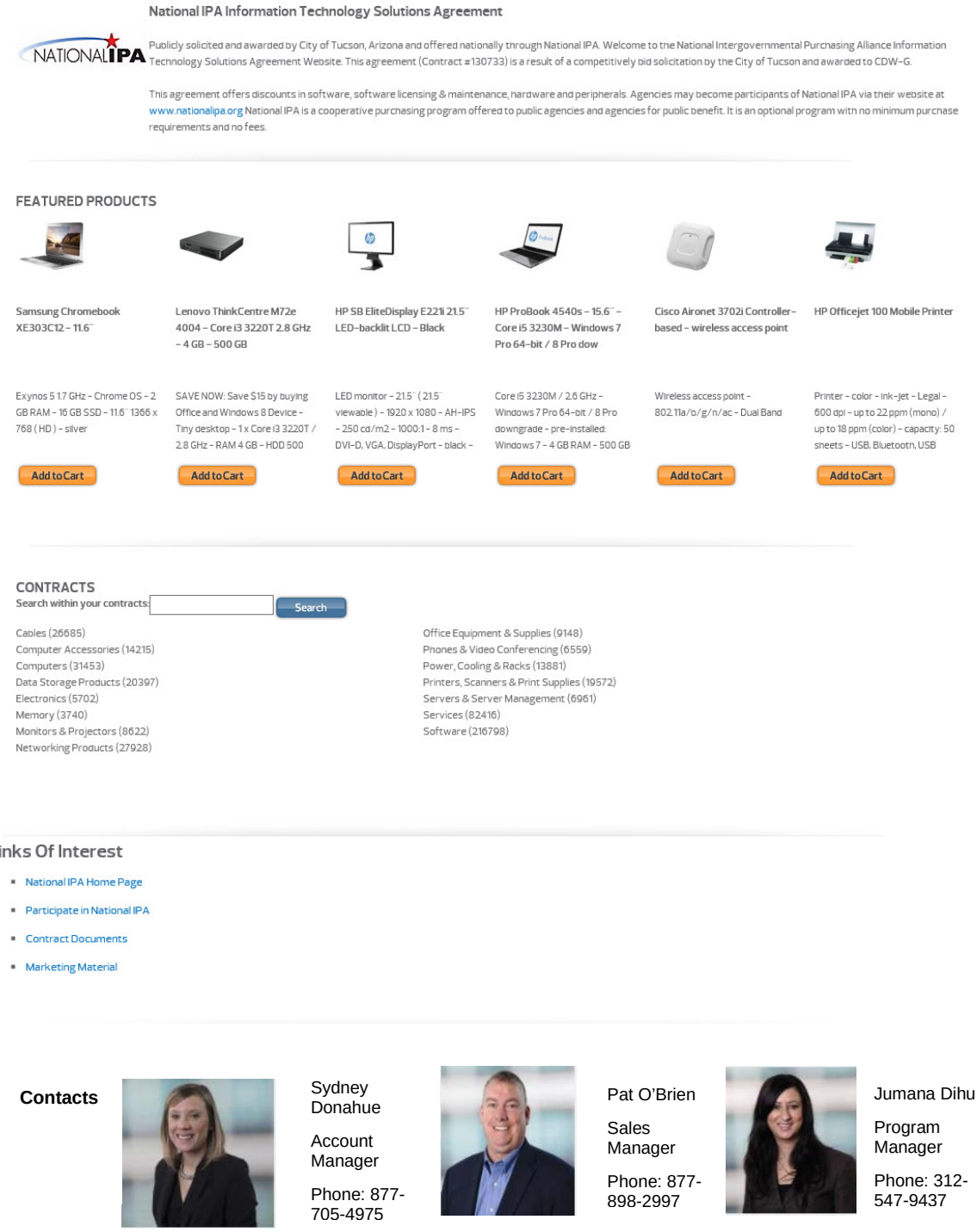
CDW•G continues to market and promote the contract, through various avenues such as announcements in our publications, email campaigns, as well as on the contract's CDW•G premium page. We look forward to working with National IPA to develop our marketing strategies even further.

VIII. Dedicated National IPA internet web-based homepage with:

- National IPA standard logo;
- Copy of original Request for Proposal;
- Copy of contract and amendments between Principal Procurement Agency and Supplier;
- Summary of Products and pricing;
- Marketing Materials
- Electronic link to National IPA's online registration page;
- A dedicated toll free number and email address for National IPA

CDW•G exceeds this requirement, as our current National IPA Premium Page, www.cdwg.com/nationalipasolutions presently includes these elements. The page includes the National IPA logo and a description of the contract, with multiple direct links to National IPA's Home Page and Registration Page. We provide members with categories that mirror the contract, easily allowing them to locate the product or service they are looking for. We include "featured products" highlighting solutions that we select for their excellent value or popularity among purchasers.

We have a toll-free number and address for National IPA members, and feature a dedicated Account Team included on the website, which highlights when they are available for customers. In conjunction with National IPA, we will continue to develop this site, increasing functionalities and promotion of the contract.



National IPA Information Technology Solutions Agreement

NATIONALIPA

Publicly solicited and awarded by City of Tucson, Arizona and offered nationally through National IPA. Welcome to the National Intergovernmental Purchasing Alliance Information Technology Solutions Agreement Website. This agreement (Contract #130733) is a result of a competitively bid solicitation by the City of Tucson and awarded to CDW-G.

This agreement offers discounts in software, software licensing & maintenance, hardware and peripherals. Agencies may become participants of National IPA via their website at www.nationalipa.org National IPA is a cooperative purchasing program offered to public agencies and agencies for public benefit. It is an optional program with no minimum purchase requirements and no fees.

FEATURED PRODUCTS

Samsung Chromebook XE303C12 - 11.6"	Lenovo ThinkCentre M72e 4004 - Core i3 3220T 2.8 GHz - 4 GB - 500 GB	HP SB EliteDisplay E221i 21.5" LED-backlit LCD - Black	HP ProBook 4540s - 15.6" - Core i5 3230M - Windows 7 Pro 64-bit / 8 Pro dow	Cisco Aironet 3702i Controller-based - wireless access point	HP Officejet 100 Mobile Printer
Exynos 5 1.7 GHz - Chrome OS - 2 GB RAM - 16 GB SSD - 11.6" 1366 x 768 (HD) - silver	SAVE NOW: Save $15 by buying Office and Windows 8 Device - Tiny desktop - 1 x Core i3 3220T / 2.8 GHz - RAM 4 GB - HDD 500	LED monitor - 21.5" (21.5" viewable) - 1920 x 1080 - AH-IPS - 250 cd/m2 - 1000:1 - 8 ms - DVI-D, VGA, DisplayPort - black -	Core i5 3230M / 2.6 GHz - Windows 7 Pro 64-bit / 8 Pro downgrade - pre-installed: Windows 7 - 4 GB RAM - 500 GB	Wireless access point - 802.11a/b/g/n/ac - Dual Band	Printer - color - ink-jet - Legal - 600 dpi - up to 22 ppm (mono) / up to 18 ppm (color) - capacity: 50 sheets - USB, Bluetooth, USB
Add to Cart	Add to Cart	Add to Cart	Add to Cart	Add to Cart	Add to Cart

CONTRACTS

Search within your contracts: Search

Cables (26685)
Computer Accessories (14215)
Computers (31453)
Data Storage Products (20397)
Electronics (5702)
Memory (3740)
Monitors & Projectors (8622)
Networking Products (27928)
Office Equipment & Supplies (9148)
Phones & Video Conferencing (6559)
Power, Cooling & Racks (13881)
Printers, Scanners & Print Supplies (19572)
Servers & Server Management (6961)
Services (82416)
Software (216798)

Links Of Interest

- National IPA Home Page
- Participate in National IPA
- Contract Documents
- Marketing Material

Contacts

Sydney Donahue

Account Manager

Phone: 877-705-4975

Pat O'Brien

Sales Manager

Phone: 877-898-2997

Jumana Dihu

Program Manager

Phone: 312-547-9437

C. Describe how your company will transition any existing Public Agency customers' accounts to the Master Agreement available nationally through National IPA. Include a list of current

cooperative contracts (regional and national) your company holds and describe how the Master Agreement will be positioned among the other cooperative agreements.

As the City and National IPA are both well aware, CDW•G currently holds a significant number of cooperative purchasing contracts including National Intergovernmental Purchasing Agency (National IPA), Association of Educational Purchasing Agencies (AEPA), and National Joint Powers Alliance (NJPA) . CDW•G is solutions-focused, vendor agnostic and provides consultation to assist our customers to select the contract best suited for their specific procurement needs. For all of our national contracts, we have maintained the transparency of our contract portfolio to our customer and negotiated the removal of language such as "most favored customer" and requirements such as this.

CDW•G continues to prove without a doubt that we can keep our commitment to making this contract prosperous amongst our portfolio of offerings. We have transitioned a number of customers and their solicitation opportunities to this contract, in the form of participating agreements. Some of these customers include the City of New York, City of Phoenix, City of Atlanta, University of Colorado, and DeKalb County. Moving forward, we will continue to loop new members in to the contract and sustain the growth.

D. Acknowledge that your company agrees to provide its company/corporate logo(s) to National IPA and agrees to provide permission for reproduction of such logo in marketing communications and promotions.

National IPA has several CDW•G logos at their disposal under our general guidelines for intended use, they are included here for ease of evaluation.

Logos & Guidelines

CDW welcomes customers, media and other entities to use our corporate logo, as needed. The core component of CDW's brand identity is its corporate logo; therefore, we ask that you carefully consider the following guidelines when using it.

When using the CDW logo, you agree to the following:

1. You may use the logo(s) only in the exact form provided by CDW and only to accurately and actively link from a website that is under your control to the home page of CDW.com (or another address provided by CDW) and for no other purpose.
2. You may not incorporate the logo(s) into any other logo or design.
3. You may not to use the logo(s) in a way that suggests that you or your company or products are affiliated with CDW or its products or services in any way.
4. You may not display the logo(s) on any website that disparages CDW or its products or services, infringes any CDW intellectual property or other rights, or violates any law or regulation.
5. No other logo or design element should appear within 0.5 inches of the CDW logo.
6. You may not frame or alter the CDW website in any way.
7. At CDW's direction, you will immediately remove the logo(s).
8. Your limited right to use the logo(s) does not constitute a grant of any other right or license. All other rights are reserved by CDW.
9. CDW disclaims all warranties, express and implied, regarding the logo(s), including warranties against infringement. You agree to indemnify CDW from and against any and all claims and liabilities arising out of your use of the logo(s).

E. Supplier is responsible for proactive direct sales of Supplier's goods and services to Public Agencies nationwide and the timely follow up to leads established by National IPA. All sales materials are to use the National IPA logo. At a minimum, the Supplier's sales initiatives should communicate:

I. Master Agreement was competitively solicited by a Principal Procurement Agency

II. Best government pricing

III. No cost to participate

IV. Non-exclusive contract

We are happy to update our current National IPA flyer with the new contract information. We would like to further discuss the inclusion of II and IV, and will revise our marketing pieces to include mutually agreeable message that best represents the value of the contract.

NATIONAL IPA™

EXPERIENCED ★ FOCUSED ★ TRUSTED

CDW•G is YOUR Solution for Modern-Day Classrooms!

CDW•G Is Committed To Texas K-12 Education

Today's modern-day classrooms are using technologies such as mobile devices, interactive technology and engaging learning spaces to make teaching and learning more effective. CDW•G understands K-12 education and will help you discover the solutions that can help improve learning outcomes, while keeping your classrooms connected and networks secure.

CDW•G offers multiple solution sets to meet your classrooms every need. Below are some of the key suppliers that CDW•G partners with.

Platform Solution Set

Microsoft Google

Devices Solution Set

hp Lenovo DELL

Networking Solution Set

Aerohive NETWORKS cisco Gold Partner aruba a Hewlett Packard Enterprise company

Audio Visual Solution Set

EPSON EXCEED YOUR VISION NEC Promethean

National IPA and CDW•G are here to help.

CDW•G has a team committed to Texas K-12 education. This team is experienced in working with Texas school districts of all sizes and can help meet your technology needs while offering a competitively awarded agreement compliant with state procurement regulations.

CDW•G contracts available through National IPA have been competitively solicited and publicly awarded by Region 4 Education Service Center and City of Tucson, AZ. Click HERE for more information about both of these amazing contracts.

For additional information about National IPA in Texas click HERE

For more information on CDW•G click HERE

2. **Provide a description of the product lines that can be provided by your firm.**

CDW•G Response: CDW•G is offering our entire catalogue, including our complete portfolio of product offerings which includes over 100,000+ products from more than 1,100 vendors. We also offer a full suite of professional services to users of this contract. Given the landscape of the IT industry and its rapid changes, we have defined these categories broadly to easily facilitate adding new technologies and services to the resulting Agreement over the contract period. We intend to be your go-to supplier for all of your IT solution needs; so, whatever your need may be, you can be sure we have the solution that works for you. We are the largest, direct reseller in the US for many of our OEM partners which include: Adobe, Cisco, HP, Lenovo, and Panasonic. Based on the strength of our success and our product portfolio, we are able to offer our customers the newest technologies, more robust discounts, and OEM support unavailable with our competition. Additionally, as technology is constantly evolving, we are always on the lookout for new vendors and new technologies to add to our offerings. Our product line cards, organized by product category and manufacturer, follows this page.

3. Provide a description of the services that can be provided by your firm.

CDW•G Response: Our services portfolio that we bring to our customers encompasses a wide array of both standard and specialized services. With over 1,600 highly trained and certified engineers in 30 locations nationwide, we offer the City of Mesa and National IPA contract participants the most optimal services in the IT industry. Below is a sampling of the services we provide to our customers:

Cloud Computing: We know how important cloud computing is to our customer base, and are determined to lead the industry in mastering this complex, highly customizable service. Our internal cloud campaign is educating our Account Managers on how to assist our customers in determining the best-valued cloud option for their needs, while our technicians continue training to master the solution, and working with our manufacturer partners to expand our portfolio. Our Cloud offerings do require an additional Cloud Services form, but your Account Manager will walk you through the process.

CDW•G offers a cafeteria-style set of cloud solutions. Our portfolio includes public, private, community, and hybrid deployment options. Our broad cloud offering currently includes over thirty different manufacturers, and we continue investigating other manufacturer solutions to add to this portfolio. Our cloud computing solutions; Software as a Service (SaaS), Infrastructure as a Service (IaaS), and Platform as a Service (PaaS), cater to the specific needs of the span of our entire customer makeup

Consulting and Analysis: Most of our projects begin with either an assessment or planning and design session. CDW•G technical specialists and field solution architects are experts in many areas including unified communications, networking, wireless, network and physical security and server/storage solutions. CDW•G will save contract members staff time and effort because our experts have already initiated the due diligence process. We share our knowledge of the latest technologies as well as our expertise regarding the pros and cons of each potential solution. We also offer a variety of more complex consulting/analysis solutions for those customers who need a more in-depth evaluation of their systems.

Technical Support: CDW•G's Staff Augmentation services offering includes assisting customers with onsite help desk and technical support services. This service provides skilled, temporary staffing to assist with IT challenges

Trade-Ins: CDW•G coordinates with our manufacturer partners to provide trade-in services to our customers.

Repair: In addition to offering onsite repair, we have our own repair center. CDW's Repair Center offers fast turnaround time and low cost out-of-warranty repair prices, as well as great in-warranty service. Our factory certified repair technicians complete typical repairs on an average of 7-10 business days. We are an authorized Service Center for the following Manufacturers:

- Acer
- Apple
- Fujitsu
- HP
- IBM
- Lenovo
- Service Net
- Sony
- Toshiba

Please note: due to manufacturer policies, limitations, and agreements, CDW may not be able to service all computer models or lines made by these manufacturers.

Design: Most of our projects begin with either an assessment or planning and design session. Our architects review your needs and perform an evaluation of your existing environment to develop a comprehensive solution to meet your particular project objectives.

Configuration/System Configurations: While onsite configuration services are available, CDW•G often recommends our in-house configuration services. CDW•G builds preconfigured technology solutions in our two ISO 2008-certified configuration centers, so they arrive at their correct location(s) ready to plug and play. We have a 25,000-square-foot configuration center in our North Las Vegas distribution center and a 24,000-square-foot configuration center in our Vernon Hills, IL distribution center, including an 8,000-square-foot enclosed area for enterprise configurations. To complement this space, CDW•G has more than 150 configuration technicians, providing a spectrum of customized configuration services.

CDW•G's configuration services include:

- Hardware and software installation and configuration
- Customized imaging
- Asset tagging, custom labeling, and laser etching
- Router/switch configuration
- Server rack configuration

Implementation: Our national footprint is expansive, with over 600 engineers on staff in more than 26 service offices, complimented by a national traveling team. Additionally, we have capabilities to ship 3,000+ custom-configured systems daily; we configure over 750,000 custom solutions in our two state-of-the art distribution centers annually. Our large number of engineers, paired with our configuration capabilities, allows CDW•G to handle any rollout project that contract members may have.

Training: CDW•G's project methodology ensures technicians and project managers work with the mindset of being an extension of the customer's IT staff. Throughout the project our team not only focus on designing bullet- proof solutions, but continually engaging the IT staff; sharing knowledge, and ensuring the staff knows how to navigate the solution in which the customer vested their resources. Should a customer require training outside of this transfer of knowledge, we have a blended solution of CDW•G offerings, manufacturer standard trainings, and technology training companies.

Maintenance: CDW•G recognizes that maintenance/support contracts are of great importance to many customers because uptime is vital to their success. Our strong partnerships with the industry's top technology manufacturers, paired with our own maintenance solutions, offers a variety of viable options to our customers. Our maintenance options include the following:

- Warranty extensions and upgrades
- Post-warranty support
- Accidental damage protection
- Maintenance contract agreements (coterminous, break/fix, and retainer)
- Post-sale technical support
- Product and certification
- Help desk services

Hardware and Software Installation: Our installation services encompass the following solutions. Installation services can include installing and deploying new systems; moving existing equipment; assessing systems and testing installed equipment; and advanced IT support. We also offer staging options, should a customer need to complete their installation in numerous rollouts.

- Client Computing Installation
- Data Center Installation
- Network Installation
- Security Installation
- Microsoft Configuration and Installation
- Microsoft Accelerators
- Visual Solutions Installation

System Testing: All of CDW•G's service projects incorporate testing every aspect of the final solution, ensuring all acceptance criteria is met.

Upgrades: Many products offer a variety of system upgrades. Our dedicated Account Managers work with their customers to explain the benefits of each upgrade, and help determine if these upgrades would be a wise purchase for the customer's needs. The Account Manager then collaborates with CDW•G dedicated manufacturer partner specialists to incorporate the upgrades into the final product build. Additionally, CDW•G performs a number of upgrades, such as asset tagging and laser etching, in house in our configuration center.

Imaging: In addition to our configuration services, CDW•G performs imaging services in house in our configuration centers as well. Our A+ certified imaging technicians routinely image the following products:

- Laptops
- Desktops
- Workstations
- Flash Drives
- Servers
- Hard drives
- Apple products, including iPods and iPads

Customers can provide their own image or CDW•G can create one for them. As with all services completed in our configuration centers, each piece of equipment goes through a comprehensive quality assurance check prior to shipping to ensure the unit is function properly. CDW•G also stores images on our secure server, completely isolated from other networks, and only accessible to a few authorized individuals. Many times customers choose to have us store their images as it allows CDW•G to load custom configured images quickly on their machines.

4. **Provide a detailed description of any programs available for Participating Agencies seeking to set and meet goals for historically underutilized businesses (e.g. minority, woman, veteran, disabled, etc.). Discuss how transaction is between offeror and tier one suppliers and Participating Agencies and tier one suppliers will be tracked and accounted for and any quality assurance measures that are in place to assure a high-performance standard for tier one suppliers.**

[redacted]

[redacted]

[redacted]

[redacted]

[redacted].

5. Describe how your firm proposes to distribute the products/services nationwide.

CDW•G Response: We have access to more than 100,000 top brand-name products from more than 1,000 manufacturers. We carry over $220 million in inventory, and ship most in-stock products the same day they are ordered. Because of our distribution centers are strategically located in Vernon Hills, IL and Las Vegas, NV; we have the capability to deliver a wide array of shipping options that best fit your needs.

Because of our position as one of the largest direct resellers in the U.S., we work closely with all of the major shipping companies to ensure you receive your orders on time. We work with UPS, FedEx, CEVA, UPS Freights, Dynamex, and Veterans Messenger service to get you what you need, when you need it. We offer overnight, same day, 2 day, 3 day, and ground shipping options to best meet your needs. On average, we ship up to 54,000 boxes per day and contract purchasers receive a shipment from CDW•G in just ***3-5 days,*** far surpassing our competitor's capabilities.

Our two distribution centers have a combined square footage of almost a million square feet. Every stage of our distribution process is automated, with our custom-designed sorting systems, built to optimize the shipping process. Packed boxes are sorted and weighed onto the conveyor system. Combined, our distribution centers have almost twelve miles of conveyor belts that feed the sorting system. The barcode scanner reads the shipping label and the packed box's correct loading dock is determined. Once the order shipment is ready for loading, a final scan determines the correct truck (for instance, FedEx overnight) and sends it down the designated conveyor into the truck. The automated systems even help to load the trucks in ways that optimize shipment-processing speeds. When your package reaches the correct shipping portal, the sorting system drops your package down a chute that brings your order to the door dock to be loaded onto the correct carrier's truck and then your package is on its way for delivery.

The benefits of our automated distribution systems are that the City of Mesa will receive the right products, configured to your specifications and ready to use out of the box, and delivered on time

6. Identify all subcontractors that will be involved in processing agency orders under this contract and describe their distribution/delivery processes.

CDW•G Response: CDW•G believes another important step in successful order fulfillment is utilizing shipping partners that are as focused on customer service excellence as we are. CDW•G processes all purchase orders. If our customers have customized agreement that

include a Tier 1 diversity requirement, we work with diverse supplier partners local to customers, to deliver your products and your orders on time.

Distribution Partners. Our Distribution Partner Network includes over 130 different suppliers, meaning we can provide any product National IPA members would need. Like our OEM partners, we're the largest partner for many of our Distributors. And like our manufacturer partner relationships, this results in direct benefits for CDW•G and our customers. Most send us EDI downloads or real time information on their available inventory, resulting in access to products usually in as little as a day. As another example, we are a top Ingram Micro partner and hold Elite Partner status. This partnership provides a customized and exclusive support resource to our Account Teams and customers, among other benefits. The CDW dedicated priority phone queue has an average wait time of less than two minutes.

We ship the majority of our products via UPS and FedEx, due to their extensive service capabilities, excellent record for on-time delivery and competitive pricing. In fact, both companies have employees on site at our warehouses, individuals with a long history of supporting CDW•G. We can also leverage the carrier's intermodal transport options. Additionally, we have contracts with truck load (TL) and less than truck load (LTL) carriers for large orders and heavy products. If a carrier is not meeting our on-time delivery requirements, we remove the carrier from our preferred shipper list.

Shipping Partners. We have a number of shipping partners to provide our customers their products, fast. In fact, both companies have employees on site at our warehouses. These individuals have a long history of supporting our logistics operation, ensuring efficient processing and movement of customer orders. This helps us keep our carrier goal of 99.04%, beating the industry standard of 98%. Some additional benefits of our UPS partnership includes a customized Loss Prevention Program to ensure integrity of customer packages; a collaborative tracking program with our customer relations department; and IT automation between

All contract management functions will continue to be handled by Mark Ellis and his Program Management team. When any of our partners are involved, CDW•G manages the relationship and liability involved. We do ask customers to mutually agree to and sign Statements of Work for all service engagements through CDW•G. This is to ensure we keep Members apprised of the responsibilities, timelines, and progress of the project.

In instances where customers would like to integrate their e-Pro applications with our own, CDW•G will provide the integration assistance; however, the relationship the member has

with their e-Pro application vendor is their own, any applicable vendor fees resulting from the integration will be the responsibility of the member

7. **Provide the number, size, and location of your firm's distribution facilities, warehouses, and retail network as applicable. Provide information on the productivity of your facilities and systems as follows:**
   a. **How many orders are processed daily on an average**
   b. **How many devices does your facility configure daily on an average**
   c. **What is the highest number of orders processed in a single day**
   d. **What is the highest number of devices configured in a single day from the facilities described**

CDW•G Response A: Our two distribution centers process an average of 54,000 units per day.

CDW•G Response B: Our configuration staff, which includes 200+ Technicians, Engineers, Management, and Support Staff, complete an average of 7,000 custom configurations per day.

CDW•G Response C: At peak times, our two distribution centers process a combined average of 135,000 units per day.

CDW•G Response D: During seasonal spikes, our configuration staff configures almost 12,000 devices per day.

CDW•G's two strategically located distribution centers have a combined size of almost one million square feet. Our Central Distribution Center in Vernon Hills, IL, ships primarily to customers in the eastern half of the U.S. Our Western Distribution Center, in Northern Las Vegas, NV, ships primarily to customers in the western half of the U.S. However, each distribution center serves as backup for the other. They receive inventory valued at about $21.0 million per day, or between 78 to 80 truckloads a day, processing a combined average of 135,000 units daily. A state-of-the-art Warehouse Management System (WMS) controls both of these centers, ensuring speed and accuracy throughout the order fulfillment and distribution processes.

CDW•G's Configuration Centers, also located in Vernon Hills and Las Vegas, maintain a combined square footage of over 100,000 feet.

In addition to working with OEM partners to supplement our direct purchasing model, CDW•G has developed strong affiliations with principal distributors. Like our OEM partners, they send us daily electronic data interchange (EDI) downloads, giving us visibility to inventory at their locations. Further, our top three distribution partners provide real time inventory information. Using this multi-layered procurement structure, we secure out-of-stock product(s) within as little as 24-48 hours, depending on customer requirements.

8. **State any return and restocking policy, and any fees, if applicable associated with returns.**

CDW•G Response: CDW•G offers a 30-day return policy on most products sold. Of the returns we accept, a minimum 15% restocking fee applies for non-defective product returns. Please see Tab 7 "Appendix" for our full return policy.

9. **Describe your invoicing process. Is electronic invoicing available? Is summary invoicing available? Are there other options on how an agency receives an invoice?**

CDW•G Response: CDW•G mails invoices the day after the product(s) is shipped out of one of our distribution centers or, if you prefer an electronic invoice, you can request that invoices be sent via PDF instead. We send the PDF the same day that the system generates the invoice. When a product is drop-shipped from a vendor, CDW•G invoices the customer once we receive the invoice from the vendor. As an added convenience, you can also print copies of original invoices via your CDW•G Extranet. Our standard invoices include the information listed below.

- CDW•G remit to address
- Invoice date
- Invoice number
- PO number affiliated with invoice
- Payment due date
- Order date
- Shipping method
- CDW•G part number
- Description of product
- Quantity ordered/shipped
- Unit price (based off of pricing structure agreed to in the contract)
- Extended price
- Ship to address

All of the information pertaining to the customer's specific requirements are included on the invoice as well. CDW•G supports many EDI formats and can customize invoices to reflect customers' required data fields. For more information regarding our EDI capabilities, we encourage the City to visit www.cdwg.com/edi.

10. **Describe your delivery commitment:**
    a. **What is your fill rate guarantee?**

CDW•G Response: CDW•G's same-day fill rate is between 97-99% for credit-approved orders and in-stock product, depending on the complexity of the order and this is our best effort and therefore, not a guarantee. Should an item be out of stock, it typically takes 2-10 days, after receipt of order, to receive the product (subject to availability). We receive timely notification regarding product changes, including advance notification of product shortages, and products nearing end of life. When there is a product shortage and other vendors do not have access to these products, we can often procure them from another source. Many times when CDW•G receives notification of an upcoming stock outage, we utilize our distribution center's large capacity for volume purchases, keeping stock on hand for our customer's present and future needs.

b. What are your delivery days?

CDW•G Response: CDW•G's standard delivery is M-F excluding Thanksgiving, Christmas, and New Year's Day. Arrangements can be made based on need to fulfill orders on weekends and holidays for an additional fee. Customers should provide at least a 48-hour notice in order to allow time to properly set up any weekend or holiday deliveries.

c. Do you offer next day delivery?

CDW•G Response: Yes, CDW•G can ship same day, overnight, 2nd day, 3rd day, and ground. An expedited freight charge may be added for this service.

d. How do you facilitate emergency orders?

CDW•G Response: Whenever a contract member's order requires expediting, CDW•G treats it with priority. We direct all customers to contact their dedicated Account Manager if an emergency situation arises. They focus on placing the order and arranging for expedited delivery. Due to our very large inventory at our two distribution centers, we usually have the products in stock and available for immediate shipping. Our vast distribution capabilities means that we can draw from our OEM partners to ensure that, if we do not have your item in stock, we can still procure and deliver your order.

e. Are shipping charges exempt for ALL who use this contract?

CDW•G Response: Prices include lowest ground freight for shipments/packages less than 70 pounds within the 48 contiguous United States when referencing this Agreement. All orders are subject to Seller's standard shipping policies in effect at the time of order placement. In those instances that are larger than 70 pounds or call for express or overnight delivery, shipping costs will be pre-paid by Seller and added to the customer invoice. There is no additional fee assessed for smaller orders, unlike some of our competitors.

Since inception of this contract, we have become authorized for increasingly complex technologies, including large storage arrays where freight costs must be considered in the overall quote to the customer. In separating shipping costs for heavier items, it removes the need to consider the costs in the entire category discount, and allows us to provide customers deeper discounts for all products that fall within the category

f. Describe how problems (such as a customer ordering a wrong product or a customer receiving a defective product; etc.) are resolved.

CDW•G Response: CDW•G encourages customers to contact their Account Manager to assist with any such issues. If the Account Manager evaluates the issue and if they cannot personally assist the customer, they will engage and collaborate with our Customer Relations Department to assist. Customers may also reach out to Customer Relations directly.

If a wrong product is ordered, the customer's dedicated CDW•G Account Manager will work with the customer to determine the best solution to resolve the issue. For any products returned, whether defective or incorrect item, CDW•G requires customers to provide a Return Merchandise Authorization (RMA) number before shipping back any product. This process allows us to expedite the process and helps ensure the proper action or credit,

upon processing. Customers can get the RMA request form from their Account Manager, online via their CDW•G Extranet Account, or by contacting Customer Relations.

CDW•G tracks the reason for all returns, allowing us to make appropriate changes, as necessary. For example, a high volume of returns damaged in shipment would lead us to audit the carrier and review product packaging. CDW•G also monitors how quickly and efficiently the Customer Relations staff handles RMA requests, aiming to respond to requests within 24 hours or less.

11. Describe the types of customer service available to agencies that use this contract:

CDW•G Response: Your Account Manager stands ready to assist you in any type of query you may have and is available, during business hours and beyond, to assist you and your customer service needs. Their sole goal is to ensure your complete satisfaction. If you experience any type of technical issue, your Account Manager will facilitate a timely resolution.

In the event that your Account Manager is unavailable, CDW•G's customer service team is well-equipped to help you resolve your problem. All customer support is based in the United States. All Help Desk technicians are CompTIA certified; hold at a minimum A+ and Network+ certifications, and many are accredited in various engineering and manufacturing training courses. Our customer service team assists customers to ensure the product is working as the manufacturer intended. CDW•G provides this value added support, at no charge, for up to two years or manufacturers end of life, whichever comes first.

We offer our customers Sales Support, Technical Support, and Website Support. All of our customer support options can be accessed via phone, fax, email or chat. For all of our support options and hours of operation, please visit: https://www.cdw.com/content/contact-us/support.aspx.

a. Is online support available?

CDW•G Response: Yes, CDW•G's online technical and customer support services include live chat and E-support, and remote support.

Live chat and E-support

To supplement our industry leading toll-free technical support, we provide access to online live chat, accessible through the customer's Extranet site. We staff this support by our

trained technicians from 6am to 5pm MST. This site also provides support case management.

Remote Login

Our technicians have access to LogMeIn, a remote login utility, which allows them to connect to the end users computer for more in-depth troubleshooting and quicker resolution.

b. Is phone support available?

CDW•G Response: Customers can use our toll free phone number 800.383.4239, Monday – Friday from 6 am – 6 pm MST, to reach our dedicated technical support team.

c. Can agencies request a dedicated service representative and/or a dedicated service team? If a dedicated customer service representative and/or team are assigned, what types of services does the representative/team provide? How do you help the customer manage our account?

CDW•G Response: With CDW•G every customer is automatically provided one single point of contact, their Account Manager, from the very first inquiry for service. Irrespective of the size of your order or what your needs might be, every CDW•G customer receives a dedicated Account Manager who will see to ensuring your satisfaction. Account Managers are assigned to customers based on a specific segment (State and Local government, Higher Education, K12, etc.), as well as a specific region in the country.

CDW•G Account Managers attend onboarding training, known as the "Account Manager Academy," for three months before they begin interacting with customers on their own. This training program focuses on sales consulting, product training, operational systems, and customer service. This process is much longer than industry standard practices, providing a higher level of support that our customers are quick to notice. Our Account Managers also participate in the Sales Residency Program which delivers another layer of customer-focused training to your Account Manager.

On average, our customer relationship is 11.1 years which means our Account Managers dedicate their time to getting to know our customers and what drives their purchasing decisions. This means that our customers, particularly in the public sector, choose to work with us, year after year. This is a testament to our dedication to our customers' satisfaction.

Account managers focus on learning their customers' processes, requirements, needs, and challenges. For larger, enterprise class accounts, there are multiple Account Managers assigned to those accounts. These teams work as a team to make sure you receive the highest level of customer service. This allows them to provide expertly the following services to agencies:

- Registration assistance to participate in National IPA
- Contacting customers and notifying them of the benefits of the contract
- Pre-sales consultation, including providing product and system compatibility information
- Providing industry - specific insight on technology solutions
- Acting as a quality control check by reviewing and approving all quote requests
- Keeping customers abreast of availability issues and assisting with any needed alternative sourcing options
- Coordinating any special delivery requests, including emergency orders
- Working with available CDW•G resources, and coordinating contact for any needed subject matter expert insight
- Keeping updated and available to assist in developing a service solution
- Facilitating communication between the customer and National IPA, as needed

CDW•G ensures Account Managers are supported by a network of subject matter experts. Account Managers utilize these resources to provide complete guidance to their customers. This network includes:

Sales Manager	Sales Managers lead a team of Account Managers and Account Specialists to provide comprehensive solutions and outstanding sales support. They visit customer site(s) for business planning and discussions of future projects, as needed. They also assist Account Managers with expedited orders and problem remediation.
Business Development Manager	Our public sector also has Business Development Managers who focus on aligning with our customers. Their main role is to work with customers' procurement teams to review current contracts, align with strategic initiatives that the procurement team is looking to roll out, act as project manager for B2B integrations and a main point of contact to help resolve issues.
Field Account Executive	Field Account Executives ("FAE") work in tandem with Account Managers and Account Specialists to provide comprehensive solutions and outstanding sales support. Each FAE is dedicated to a specific region and industry, and provide onsite visits to customers in communities across the country. Their site visits include business reviews and other meetings, as needed. FAEs also work with System Engineers to provide onsite road mapping, project development, and technical expertise.
Solution Architects	Customers also have dedicated Solution Architects (SA) for each of their service solution needs. Solution Architects are dedicated to specific Account Teams and are the expert in supporting our customers with the appropriate service resources and tools including deployment technicians, project management and implementation engineers. The Solution Architect works closely with CDW•G customers to accurately

	scope project requirements, making certain we provide the specific skills, proper staff and solution needed to fully service the customer. Upon agreement to move forward with the service offering, the Solution Architect hands off the service delivery to the customer's dedicated CDW•G Project Coordinator and/or Project Manager to ensure successful execution.
OEM Specific Resources	Account Managers utilize an integrated network of both internal and external sales force. Many OEMs have pre-sales engineers and channel account managers (often onsite at CDW•G) providing consultation and immediate support to Account Managers. CDW•G badged Brand Managers, Field Solution Architects, and Partner Business managers work with both Account Managers and the external teams mentioned, providing further support.
Program Manager	Program Managers launch and manage contracts once awarded. They are a valuable resource to Account Managers, training Account Managers in the contracts scope and guidelines, provide contract information and updates, and assist with Extranet/Premium page issues.

d. How are problems resolved?

CDW•G Response: CDW•G Account Managers assist their customers in resolving any issues and is the primary point of contact for problem resolution. Your Account Manager has extensive relationships with our OEM partners and have internal processes to escalate your problem to the appropriate resource with our partners. Your Account Manager, being your primary point of contact, will address or route to his support team issues regarding:

- Customer service requests
- Quote and order issues
- Billing problems

If your Account Manager is unavailable to assist you, he/she will escalate your issue to their Sales Manager. If for any reason their Sales Manager is unable to resolve the issue, they will escalate the problem to their Director or the segment Vice President, if needed.

You may contact CDW•G's Customer Relations department at either 866-782-4239 or CustomerRelations@web.cdw.com. A representative will be assigned to your case, based on their skills and expertise, who will then engage the resources necessary to resolve your issue. CDW•G tries to resolve all issues within 24 hours.

If a problem is in regards to an Account Manager, we encourage customers to contact the Account Managers Sales Manager.

e. What are the location and hours of your call centers?

CDW•G Response: We have call

centers in North Las Vegas, NV; Vernon Hills, IL; Phoenix, AZ; Shelton, CT; Tampa, FL; Reston, VA; and Eatontown, NJ. Their hours of operation are 6am-8pm MST.

We strive to make it easy for our customers to get in touch with us. From your dedicated Account Manager to our customer service team, we have multiple options available to our customers to address your needs. CDW•G provides post-sales customer support Monday – Friday from 6am – 6pm Mountain Standard Time. Our customer service team assists customers to ensure the product is working as the manufacturer intended and work with them in case of any issue. CDW•G provides this value added support, at no charge, for up to two years or manufacturers end of life, whichever comes first

f. What response time is guaranteed when a customer service request is made?

CDW•G Response: Response depends on the seriousness of the request made but typically CDW•G makes every effort to respond to all Customer Service Requests (CSRs) within 24 hours. CDW•G understands some requests are more urgent than others, and utilizes a detailed incident management process for critical systems. Severity level dictates the response time of this practice and employed for issues with our own network services, co-located systems, hosted solutions, websites, or our Internet services.

We constantly monitor our customer service process, ensuring we are continuing to meet the needs of our customers. The Customer Relations Supervisor reviews all CSRs at the end of the day to ensure that each CSR is being handled promptly. Additionally, Customer Relations Quality Analysts audit 30 cases per Customer Relations Representative per month to ensure representatives meet quality standards and that we provide proper training. We make adjustments and evaluate process changes as needed when we see high volumes for particular types of Customer Service Requests (CSRs).

g. Do you measure/track the success of your customer service program? If so, how do you do this, and what are your findings?

CDW•G Response: Yes, we focus continually on improving our ability to provide the best service and products in the industry to our customers. Most inquiries and issues are resolved by your Account Manager. We have an internal customer assistance network (ICAN) that supports your Account Manager in providing you with optimal customer service. Our internal network helps your Account Manager resolve issues with: purchasing, drop ship, new items, and distribution. This internal network strives to resolve issue in 3 hours or less. Beyond your Account Manager, we have a number of corrective processes in place which include:

- Our Purchasing Department monitors return rates on purchased products to look for quality issues.
- We aim to respond to Return Merchandise Authorization (RMA) requests within 24 hours.
- When we see high volumes for particular types of Customer Service Requests (CSRs), or RMAs we make adjustments and evaluate process changes, as needed.
- The Customer Relations Supervisor reviews all CSRs at the end of the day to ensure that we handle each CSR right away.

- Customer Relations Quality Analysts audit 30 cases per Customer Relations Representative each month to ensure our representatives are meeting quality standards and that we are providing proper training.

We offer many ways for our customers to provide us with their feedback, the primary avenue being the website (www.cdwg.com/content/about/cdw-reviews.aspx). The results have been overwhelmingly positive, with customers rating their experience with CDW•G 4.6 stars out of 5. We also survey our customers to understand how we can meet their needs better. In 2016 we added three additional surveys to better respond to our customers. We've begun to specifically survey our customers' opinions in the following additional areas:

- Sales Contact Center
- Customer Relations
- Advance Technology Services

CDW•G conducts monthly loyalty surveys to measure the customer's perception of CDW•G. We utilize these surveys to collect information for several internal departments including shipping, billing, and customer relations. We select customers on a random basis to participate in the surveys. If a customer ranks us "poor" or "fair", then the appropriate CDW•G department contacts the customer to determine the reason for their unsatisfactory response and offer additional action to rectify the problem. This fortunately is rare, as the majority of end-users express favorable survey comments. The positive comment that we receive most often is "*CDW•G is extremely customer focused".*

h. Describe in detail your company's ability to hold/warehouse customers' orders and if there are any costs associated.

CDW•G Response: We will work with you to hold and warehouse your products in our distribution center for a pre-arranged period of time, depending on your project needs. CDW•G will purchase your products from the OEM or distribution channel partners and perform any required configurations. At that point, we will hold your products at our distribution center until you are ready for them. With 48 hour notification, we will prepare your order for shipment and release your order based on your schedule.

Typically customers will pay upfront for this service: one charge for the space to hold your purchase and one charge for the labor. Space and labor fees are based on the factors such as the pallet space required, the amount of time you request to hold your products in our warehouse, and the timeline for your product shipments. These fees are negotiated prior to warehousing your purchases and your Account Manager can provide you with more information on our holding and warehousing capabilities

12. Describe how your company will assist customers in navigating OEM warranty process.

CDW•G Response: Your Account Manager will assist you in navigating the OEM warranty process. Products sold by CDW•G come with the manufacturer's standard warranty and the City of Mesa customers can contact our Technical Support Department for technical support on hardware purchased from CDW•G. We provide technical support on the products that we sell for up to two years from the date of purchase. If the Technical Support representative

determines the customer needs warranty support, they connect them to the manufacturer's warranty department.

CDW•G offers a number of product lifecycle support options in addition to manufacturer warranties. This suite includes:

- Warranty extensions and upgrades
- Post warranty support
- Accidental damage protection
- Maintenance contract agreements
- Post-sale technical support
- Product and certification training
- Help desk services

We send warranty expiration emails to our Account Managers, who then inform their customers when their hardware protection is about to expire. Account Managers assist their customers in determining the best warranty and coverage solutions to keep IT investments up and running, or finding a best-valued replacement.

13. Describe how your firm will notify customer of new products.

CDW•G Response: As technology is constantly evolving, there are always new products and services coming to market. Our customers depend on the latest technologies to make their enterprises run more efficiently and CDW•G prides ourselves on being on the forefront of technical development in the IT industry and our relationships with top manufacturers often results in advanced notification of upcoming releases of new products. Our website, www.cdwg.com, is constantly updating with new products and services that we offer to our customers. Our live catalogue is updated daily and you can browse our most current products and services.

As a contract customer, we deploy a number of ways to keep you informed. Via our website (www.cdwg.com) and your Premium Page, you will be able to view the latest technologies available to you and pricing options to help you make better-informed purchasing decisions. They are constantly up-to-date on the most current and emerging technologies. Be it your Account Manager, our website, or your Premium Page, you can be sure that we will work tirelessly to keep you informed of ways to improve how your do business and which solutions best fit your needs.

14. Describe how your company will assist and support customers when their standardized is reaching EOL (end of life).

CDW•G Response: We often receive advance notification from manufacturers when a product is nearing end of life, and we make every attempt to communicate these changes to customers who may be affected. Your Account Manager will be the first source of updates on products that are nearing end of life. Because we maintain a live catalogue on our website, you will also be able to see in real time which products that we offer are nearing end of life. Your Account Manager also has visibility into our distribution partners' warehouses through EDI feeds updated at least twice daily. As part of their value-added service, they assist customers in finding substitute products that will help customers achieve the same business results.

15. **Describe if technical support questions are handled the same way as a customer service request? If not, describe the type(s) of technical support available, the location of technical support, and the hours of technical support. Is it the intent to use employees of your company or will this be an outsourced function?**

CDW•G Response: Your Account Manager stands ready to help you navigate this process. They receive regular trainings on new products and technologies from OEMs, receiving OEM certifications as trained, certified experts which enable them to assist their customers. We encourage customers to contact their Account Manager when technical support is necessary. If the Account Manager is unable to assist, he/she determine the best next steps. They may work with the customer and dedicated manufacturer support coworker to resolve the issues, solicit assistance from their Sales Manager, or connect the customer to our help desk. CDW•G customers can also contact our technical support team directly from our website or their Extranet site, in a variety of ways including email, chat, and telephone. Our technical support team is available Monday – Friday from 6am – 6pm Mountain Standard Time. All customer support is based in the United States. All Help Desk technicians are CompTIA certified; hold at a minimum A+ and Network+ certifications, and many are accredited in various engineering and manufacturing training courses. Our customer service team assists customers to ensure the product is working as the manufacturer intended. CDW•G provides this value added support, at no charge, for up to two years or manufacturers end of life, whichever comes first.

16. **Describe what other services you offer that would be applicable to this contract (e.g. cloud, services, maintenance, implementation, design, analysis, training, repair, etc.)**

CDW•G Response:

Available Services	
Cloud	Our cloud services will enable you to grow as cloud solutions change and evolve over time. We have been at the forefront of the emerging virtualization technology and are well-positioned to advise you on the Cloud Solution that best fits your needs. We are vendor neutral and we currently work with over 40 cloud solution providers. We offer a range of Cloud Solutions and will work to make sure that you receive the most cost-

	effective solution. Some of our Cloud Solution services include: • Planning Services • Migration Services • Integration Services • Managed Services
Maintenance	CDW•G recognizes that maintenance/support contracts are of great importance to many customers because uptime is vital to their success. Our strong partnerships with the industry's top technology manufacturers, paired with our own maintenance solutions, offers a variety of viable options to our customers. Our maintenance options include the following: • Warranty extensions and upgrades • Post-warranty support • Accidental damage protection • Maintenance contract agreements (conterminous, break/fix, and retainer) • Post-sale technical support • Product and certification training • Help desk services
Implementation	Our national footprint is expansive, with over 600 engineers on staff in more than 15 service offices, complimented by a national traveling team. Additionally, we have capabilities to ship 3,000+ custom-configured systems daily; we configure over 750,000 custom solutions in our two state-of-the art distribution centers annually. Our large number of engineers, paired with our configuration capabilities, allows CDW•G to handle any rollout project that contract members may have.
Design	Most of our projects begin with either an assessment or planning and design session. Our architects review your needs and can perform an evaluation of your existing environment to develop a comprehensive solution to meet your particular project objectives.
Consulting and Analysis	Most of our projects begin with either an assessment or planning and design session. CDW•G technical specialists and field solution architects are experts in many areas including unified communications, networking, wireless, network and physical security and server/storage solutions. CDW•G will save contract members staff time and effort because our experts have already initiated the due diligence process. We share our knowledge of the latest technologies as well as our expertise regarding the pros and cons of each potential solution. We also offer a variety of more complex consulting/analysis solutions for those customers who need a more in-depth evaluation of their system.
Training	CDW•G's project methodology ensures technicians and project managers work with the mindset of being an extension of the customer's IT staff. Throughout the project our team not only focuses on designing bullet- proof

	solutions, but continually engaging the IT staff; sharing knowledge, and ensuring the staff knows how to navigate the solution in which the customer vested their resources. Should a customer require training outside of this transfer of knowledge, we have a blended solution of CDW•G offerings, manufacturer standard trainings, and technology training companies.
Repair	In addition to offering onsite repair, we have our own repair center. CDW's Repair Center offers fast turnaround time and low cost out-of-warranty repair prices, as well as great in-warranty service. Our factory certified repair technicians complete typical repairs on an average of 7-10 business days. We are an authorized Service Center for the following Manufacturers: • Acer • Apple • Fujitsu • HP • IBM • Lenovo • Service Net • Sony • Toshiba
Asset Tagging/ Configuration	We provide asset tagging and configuration services To better help our customers protect their assets and to ensure that you have an accurate accounting of your inventory. We provide multiple asset tagging options: From serial or part numbers, to location or manufacturer, your equipment can be asset tagged using our CDW•G asset tags or your own tags, customized to your specifications. We can configure your equipment in our Configuration Centers according to your needs so that your products come ready to use out-of-the-box. These services will save you time and increase productivity. Your Account Manager will help you determine which options are the best fit for you.

Please note: due to manufacturer policies, limitations, and agreements, CDW may not be able to service all computer models or lines made by these manufacturers.

17. Describe options for leasing and financing and the various payment methods accepted.

CDW•G Response: CDW•G has a department dedicated solely to assisting our customers with their leasing needs. We take a vendor agnostic approach and CDW•G's leasing team can work with the City to find the best leasing option that fits within any unique budget constraints the City may be experiencing.

Leasing allows the City to procure needed equipment now, so you do not have to wait years down the road when your budget allows a large- scale purchase. With leasing and financing,

the City also has the ability to bundle costs. Therefore, if you are also working with outdated software, you can purchase it with your products, and even services, all in one fell swoop. Budgeting for leasing is easier than purchasing outright, as your monthly payments are agreed upon upfront. With a lease, you can choose to add to your lease term; and once you choose to end the lease, you often have the option between purchasing and returning the equipment.

CDW•G's Leasing Team helps members navigate through all the available leasing providers to select the best option to fit the customer's needs. For members with a Master Lease Agreement established, we more than likely have a partnership in place with their provider, or can establish one, to extend their existing agreement to incorporate purchases from CDW•G. We are a recognized force with many of our leasing partners, such as our 2014 HP PartnerOne Financial Services Partner of the Year Award. Often, we are able to leverage our relationship with our partners with more advantageous rates or terms. For Members that have diversity requirements to meet, we can recommend our WBE certified leasing partner, Commonwealth Capital Corporation.

We'll incorporate leasing into our sales team trainings for the contract, so that sales can recognize opportunities where leasing would benefit the members and to be able to speak to the different lease options available.

We are also able to accept payment via the following methods: Credit Cards (American Express, Discover, MasterCard, Visa), Checks, EDI, EFT (Electronic Funds Transfer), and Procurement Cards.

Tab 3

Pricing Forms

1. **Provide price proposal as requested on the Pricing Document (Attachment A- "National TAB") attached herein. In addition to indicating your proposed discounts on the Price Page, you must also apply those discounts to the sample items listed in the City's Market Basket listed in Attachment A.**

CDW•G Response: The central metric in a pricing structure is the index from which that price is derived. CDW•G utilizes our Nationally Advertised Price (NAP) as the starting point in our price proposal. Contrasted with traditional MSRP (Manufacturer's Suggested Retail Pricelists) which does not reflect market conditions and therefore does not change, our NAP pricing is scaled and adjusted to remain competitive in the marketplace. Our customers can be sure that the pricing quoted is the most up-to-date and competitive available.

To provide National IPA with a complete catalog offering, CDW•G is proposing contractual pricing to be factored by applying discounts to CDW•G's product taxonomy. This approach ensures a complete catalog offering, provides the greatest breadth of product offering, as well as an easy "on-ramping" as new product and technologies are introduced. For ease of evaluation and to be compliant with the RFP requirements, CDW•G has conformed to the City of Mesa's product taxonomy in the market basket as well as the National Discount sections of the price proposal, however the resultant contract will be managed utilizing the CDW•G Category table listed below:

CDW•G Categories	Discount
Accessories	6.75%
Power, Cooling & Racks	5.00%
Desktop Computers	3.00%
PC Compatible Desktop Computer	2.10%
Data Storage / Drives	5.50%
Enterprise Storage	5.00%
Point of Sale/Data Capture	4.25%
Servers & Server Management	4.00%
Services (CDW Delivered)	0.00%
Notebook/Mobile Devices	2.50%
Notebook Computers	2.10%
Convertable PCs/Slate PCs/iPAD	2.25%
Chromebooks	0.00%
Netcomm Products	5.50%
Gigabit Switch	6.00%
Modular Switch Chassis	6.00%

Modular Switches	5.50%
Carts and Furniture	5.00%
Printing & Document Scanning	3.00%
Services (3rd Party Delivered)	0.00%
Warranties-Product Protection	3.50%
Software	4.00%
Collaboration Hardware	4.25%
Memory/System Components	13.00%
Video-Projection-Pro Audio	3.50%
Cables	15.00%
CDW Configuration Services	5.00%
Apple Products for Eligible Entities	.50%

[redacted]

2. Propose and provide details of additional discounts or rebates for volume orders, special manufacturers' offers, free goods program, the total annual spend, etc.

CDW•G Response: Under the contract, individual clients who purchase significantly larger amounts may qualify for an additional discount on individual purchases. Additionally, as a partner on the contract, CDW-G will be leveraging its influence on manufacturer partners for additional cost saving programs based on contract spend.

With our dedicated Account manager model, CDW•G Account Managers are tasked with providing exceptional customer service and excellent value to each customer who purchases from National IPA. With that goal in mind, if a customer were to forecast larger quantities, the Account manager will work with manufacturer partners on behalf of his/her customer to achieve greater than contract discounts. The discounts and effective savings will be dependent on manufacturer support as well as the size and volume of the order. Depending on the product type the discounts can be anywhere from 2- 20% additional savings.

Per the requirements of the solicitation, Attachment A- Pricing Forms is included and attached in Excel format.

Tab 4

Qualifications (Abilities, Experience, and Expertise)

1. **Provide a brief history and description of your firm. Discuss firm's national presence in the IT solutions industry.**

CDW•G Response: In 1982, 28-year-old, strapped-for-cash Michael Krasny placed a $3 classified ad in the Chicago Tribune for his IBM personal computer. After a flood of offers and a $200 profit, he had an idea. Krasny formed MPK Computers and he became a computer broker. This company later became CDW. Krasny's goal was to make CDW the most successful seller of IT products in the U.S. Some of his first tasks to solve customers' problems include establishing a computerized database of product and customer info, creating algorithms to gauge product sales and demand, and a hand-operated warehouse roller to fill backlogged orders.

Michael Krasny compiled a list of guiding principles—principles that remain at the core of every decision CDW makes today. We believe the reason the National IPA/CDW•G relationship is so successful is because our values and philosophies practically mirror the values that make up the National IPA Way.

Our values begin with the belief that "People do business with people they like." This is why we recruit top IT graduates, hire the industry's most experienced technology experts, partner with business entrepreneurs and educators, and engage military veterans with battlefield experience. It's because we want to support our customers with talented people who have not only walked a mile in their shoes but are committed to providing solutions that work.

CDW's way of business hasn't changed much since '82. We are still recognized by the hybrid business model developed by Krasny, a perfect blend of distribution and IT solutions provider in one knowledgeable force. We still practice a healthy dose of self and competitor evaluation, going from area to area looking for our weakest links and turning them into strengths. In fact, it is from this idea that CDW•G was born. We realized that neither we, nor or competitors, we're doing a great job of providing the segment-specific support to our public customers that they needed, or deserved. So in 1998, CDW•G was established, providing our government and education customers insight and expertise that fit their specific needs. In 2005, we incorporated healthcare segment into this mix.

We continue to use our innovative tools and our deep relationships with our customers and vendor partners to evolve our business as our customer needs dictate, such as our

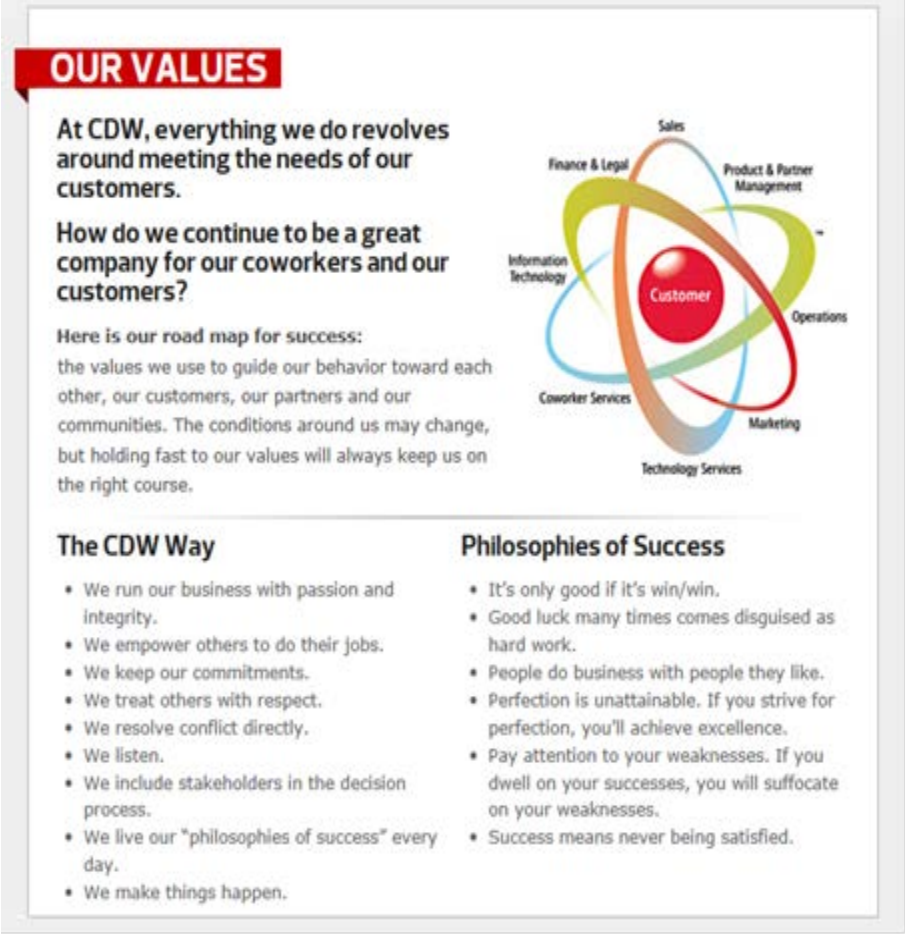


Figure 2: CDW•G and National IPA follow the same core principals to achieve success

expansive cloud portfolio. Proof this approach is working is our $13.9 billion in sales for 2016 and our growing customer base of over 350,000 valued organizations.

Many customers have remained loyal to CDW•G for decades because they know we aren't satisfied with past successes. Instead, we've been focusing on providing advanced solutions and service in areas like cloud computing, mobility, security, virtualization and networking.

2. **Provide the total number and location of sales persons employed by your firm.**

CDW•G Response: CDW•G currently employees 1456 coworkers in 43 different locations nationwide. Over 840 of our CDW•G sales force are Account Manager, with an additional 65 Field Account Executives dispersed throughout the country.

3. **Provide the number and location of support centers (if applicable).**

CDW•G Response: Currently, we have 43 separate locations. Speaking specifically to the benefit of this contract, seven of the states with new locations are also in the ten states with the highest historical spend on the contract.

4. Provide public sector sales figures for 2014, 2015, and 2016 and the percentage mix of hardware, software, and services.

CDW•G Response: Below you can see evidence of National IPA Contract sales growth. The growth rates of National IPA exceed the standard rate for CDW•G, verifying our good faith effort to promote the contract within our existing client base.

National IPA Contract Sales		
Year	**Sales In Millions**	**% of Growth**
2008	$4	N/A
2009	$21.7	442.50%
2010	$44.1	103.20%
2011	$83.3	88.90%
2012	$99.4	19.30%
2013	$113	13.68%
2014	$160.1	41.68%

2015	$253.7	58.46%
2016	$390	53.72%

5. **Please submit you FEIN and Dun & Bradstreet report.**

CDW•G Response: CDW•G FEIN: 36-4230110.

Dun & Bradstreet numbers:

CDW LLC: 10-762-7952; CDW Government LLC: 02-615-7235

CDW•G cannot supply a Dun & Bradstreet report, as it violates our contract with Dun and Bradstreet. The City of Mesa can obtain a report for CDW•G from Dun & Bradstreet.

6. **Provide a summarization of your experience in performing work similar to that outlined in this solicitation.**

CDW•G Response: CDW•G holds a number of similarly structured contracts. Since 2008, we have grown our contract with National IPA, as evidenced in the chart above, and have demonstrated success in broadening and promoting the National IPA contract. Over the past eight years, National IPA contract sales have consistently grown, year after year, most recently reaching $390M.

For our references we provide customers that can attest to our abilities of both managing this contract, and to addressing and meeting their needs as our customer. We provide contact information for these customers in a separate, confidential file.

7. **Provide a minimum of three references for which your firm has provided the same solution (please include company name, address, contact person, phone number, email address and dates of service). References from other public agencies, particularly municipal governments are preferred.**

CDW•G Response:

Kern High School District- Business Services	
Contact	[redacted]
Address	5801 Sundale Avenue, Bakersfield CA 93309
Phone	[redacted]
[redacted]	[redacted]
Date of Service	2014-today
Culpeper School District	
Contact	[redacted]
Address	450 Radio Lane, Culpeper VA 22701-1521
Phone	[redacted]
Email	[redacted]
Date of Service	2005-today
Los Angeles Superior Court	
Contact	[redacted]
Address	111 North Hill Street, RM 105D Los Angeles, CA 90012-3219
Phone	[redacted]
Email	[redacted]
Date of Service	2013-today

8. **Provide resumes and three references (preferably from the public sector) for the primary customer service representative(s). Resume(s) shall include their title within the organization, a description of the type of work they would perform, the individuals' credentials, background, years of experience and relevant experience, etc. References should include the contact's name, phone number, email, position, organization, and the work which the Offeror performed for the reference.**

CDW•G Response: The City's two primary customer service representatives' resumes can be found in Tab 7 "Appendix." Below are the references for each:

References	
Mark Ellis, Manager- Program Management	**Pat O'Brien, Field Sales Manager**
Ohio Council of Educational Purchasing Consortium Elmo Kallner- Contact ekallner@mail.mecdc.org 614-579-2669	City of Tucson Marcheta Gillespie- Contact Marcheta.Gillespie@tucsonaz.gov 520-791-4217
Green River Regional Educational Cooperative Ann Burden- Contact Ann.burden@grrec.org 270-563-2113	National IPA Ken Heckman- Contact Ken.heckman@nationalipa.org 615-289-8561
National Joint Powers Alliance David Duhn- Contact David.duhn@njpacoop.org 218-894-5469	City of Jacksonville/Jacksonville Transit Authority Bursey Armstrong- Contact bjarmstrong@jtafla.com 904-630-3167

9. **Provide information regarding if your organization ever failed to complete any work awarded.**

CDW•G Response: At the time of submission and to the best of our knowledge, CDW•G has never had a contract terminated for cause

10. **Provide information regarding if your firm, either presently or in the past, has been involved in any litigation, bankruptcy, or reorganization.**

CDW•G Response: Though CDW•G has been involved in litigation, it has not nor is it expected to impact our ability to provide products and services on this agreement. We have not filed any bankruptcies.

Tab 5

Technology

1. **Describe your website and the ease-of-use for customers to perform the following types of tasks:**
   a. **to search for products**
   b. **to find alternate products (if a certain product is not available)**
   c. **to perform side-by-side price comparison of products**
   d. **to order products**
   e. **to track order status, to include backordered items**
   f. **to determine when an item was received and who received it**
   g. **to restrict/block the ordering of certain line items and to restrict/block the ordering of groups**
   h. **to create approval paths/levels for orders, to include creating an approval path for restricted items**
   i. **to create "favorites" list or subscribed purchases other personalized list of frequently ordered items**
   j. **to create a "shared" list for an agency to use**
   k. **to obtain online customer service**
   l. **to receive online training**
   m. **to accept credit card payment (and describe the level of data offered; also describe your security measure for credit card orders)**
   n. **to track their budget for purchases**
   o. **to generate reports**

CDW•G Response: Each Agency utilizing the contract has their own customized Extranet that is available to users 24 hours per day, seven days a week. This value-added tool makes working with CDW•G easy, convenient and efficient. We have been the pioneers in tapping the power of the web – and we continue to develop enhancements based on customer feedback. Our extensive suite of extranet tools is provided to contract users at no additional cost. We have enabled more interactive information about updates to the website via http://www.cdwsiteinfo.com/.

Our web capabilities provide an extra level of convenience, customization, and efficiency for all users. Our award-winning e-Procurement tool brings customers:

Speed — Customers can research, purchase and track technology easier and faster than ever. CDW•G makes the buying process simple and more efficient. With one click, authorized purchasers can procure the best solutions at the best price from one of the industry's largest inventories of brand-name products. Consolidating purchases through our "one-stop shop" saves customers both time and money.

Information — Our extranets provide the industry's most comprehensive suite of e-Procurement tools to gather the breadth and depth of detail to help make the right purchasing decisions. The site puts customers in direct contact with their Account Manager who can personally guide with suggestions and recommendations to help make informed purchase decisions.

Reporting — As a rich source of detail on purchase history, license agreements, and asset tracking, your Extranet site lightens the burden of report generation. This customizable extranet is a productivity-enhancing tool, giving the exact detail customers require whenever they need it. As detailed in Question #10 of this section, customers can also download reports into a variety of formats, including Microsoft Excel, CSV and tab-delimited files. The value-added benefit of a customized extranet is the ability to manage data and information that will enable customers to make more cost-effective decisions. It also reduces the administrative and purchasing costs involved in procurement.

Extranet Features

We provide specific features of a customized extranet below:

Contract Pricing — View Negotiated Contracts in Real-Time, Receive Bids Quickly

Agencies can view the City's contract pricing, right from their extranet. City of Tucson contract users can view all eligible contract pricing as they shop. Their extranet automatically provides their special prequalified pricing and discounts on tens of thousands of products. Authorized users can access contract and/or special pricing in real-time, as the site is constantly updated to reflect the latest status. Buyers from any location can view approved contract pricing to ensure this pricing structure holds true throughout the entire organization.

Account Team — Access Expert Support with a Personal Touch

Your extranet page allows customers to work directly with your dedicated Account Manager and team of sales support, as well as customer service professionals and certified technicians during every step of the purchasing cycle. The page displays pictures of the customer's Account Team, view their contact information and check their availability in and out of the office.

Online Quotes — Create, Review and Place Orders in Minutes

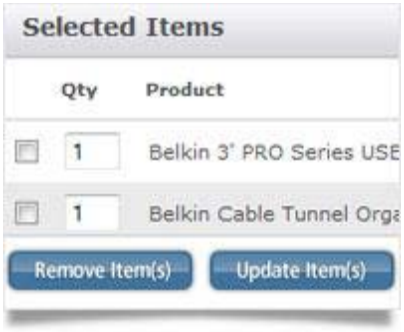
Purchasers can review quotes online just moments after their Account Manager create it. From here, users can print it, forward it to colleagues or manager for pre-authorization, or convert it to a live order. This feature also lets customers create their own quote right from their shopping cart, in addition to viewing contracts, volume and bid pricing online.

Company Solutions — Compare and Buy Single or Bundled Products with One Click

This capability enables agencies to customize their extranet home page to show the products and configurations their organization uses, and to streamline standard product orders. They can choose a variety of formats to view products individually, in bundles, by manufacturer or even in side-by-side comparisons. By grouping products into bundles, there is no guesswork when making repeat purchases on your standardized solutions. The

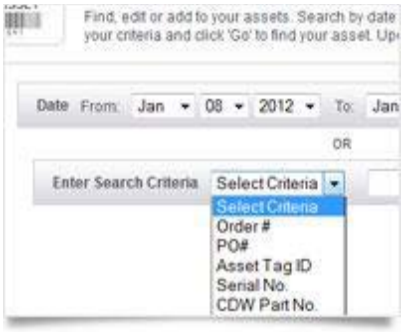
extranet page also allows customers to perform quick product searches and to “comparison shop” by viewing side-by-side, detailed product descriptions before they even place an order. This takes the hassle out of downloading data from multiple manufacturer websites.

Catalogs and Custom Catalogs – Limit Product Purchase Rights



The catalog feature allows agencies to create customized catalogs. Customized catalogs can be used to limit the purchasing ability of end-users based on: Purchase History, Corporate Solutions, Contract(s), Manufacturer Part Number, the CDW•G EDC, and through the Search function. The same engine and keywords that drive the Search Engine are also available to search for product. This allows purchasers to refine items listed before making them a part of their agency’s custom catalog for one or multiple users. These rules can be used to add product to a catalog or exclude items from one as well. Once applied to a group or PAS workflow, they can really help control the spending habits of end users and help keep IT budgets on only the standard of items approved.

Asset Management — Follow Asset-Tagged Hardware throughout Agencies



Your extranet page provides an online asset management tool to track asset tagged products. Products are searchable by serial number, order number, date of purchase, product description, warranty length, invoice number, or location. Users can even create their own custom fields and add or enter products purchased from other vendors. This extranet feature also allows customers to modify their records to reflect the transfer of equipment from one location to another, a real plus for customers with multiple locations. Asset Management then lets the user create and download a detailed report of their hardware assets.

Account Linking — View, Place and Track Orders from Multiple Addresses

Account Linking lets customers view, place and track orders, including historical purchases across multiple bill-to addresses. A single login gives authorized users a way to efficiently access their order status from across the enterprise to anywhere in the world. This eases the challenge of multiple purchases from disparate locations by centralizing the purchasing process, yet offering the flexibility to place and track orders by address and location.

My Purchases — Track Order Status and Purchasing History Instantly

This feature offers a full breadth of tools to track order status, purchasing history and financing options. Original invoices can be printed; giving a view into outstanding balances and invoices, credits, adjustments and/or payments. Agencies can download their purchasing history in preferred time increments (such as month-to date, last six months, prior year, etc.) in any number of formats. The system lets users automatically save this data in spreadsheet or database applications. Authorized users can readily search their order, get a tracking number, check shipping status, and request a Return Merchandise Authorization (RMA).

Purchasing Authorization System (PAS) — Streamline Purchasing Approvals

The extranet page also automates the approval process. PAS enables customers to restrict their employees' purchasing power and to automate required approvals before they place any order. PAS bypasses the laborious step of having a purchasing administrator personally place each order. This process allows for multiple levels of approval, as well as multiple approval systems, which can all function independently for many departments/locations within the procurement process. This system also allows for reporting that is specific to orders which have moved through the requisition process setup through PAS. All reporting is as dynamic and editable as the other tools on their extranet.

Product Finders — Easily Find the Right Accessories and Supplies

CDWG.com now offer Product Finders to make it even easier to find supplies for printers, fax machines, copiers, multi-functions, and other devices. Customers can also search for desktops and notebooks. Product Finders guides to the technology solutions that fit agencies needs and will even help find information for discontinued models. These Finders were designed to ensure

compatibility for product categories including cables, desktops, ink and toner, memory, notebooks, power protection, and cases and bags.

2. **Describe additional functionality offered by your website. Provide screenshots, a demo "CD/jump drive," demo URL, a manual, etc., or any other format that will aid the City in our evaluation of your website.**

CDW•G Response: The City can review the current contract's CDW•G Premium Page at www.cdwg.com/nationalipasolutions. When placing an order, agency members log into their own personal CDW•G Extranet to complete the procurement. This account is available twenty-four hours a day, seven days a week. On this site, agencies can compare products, quickly find compatible accessories, and select from a number of shipping options. However, this account offers more than just ordering functions. Agencies can track spend history, manage assets, and create customized reports. If they are in need of customer service assistance, they can reach their account manager, chat with or email a representative, and even place an RMA request. For an Extranet tour, visit http://www.cdwsiteinfo.com/extranet-video/.

The Extranet is not the only site we offer helpful tools to our customers, our main page, cdwg.com has a plethora as well. For a tour of this site's functionalities, visit http://www.cdwsiteinfo.com/cdw-site-tour/.

CDW•G will continue to build new e-Procurement solutions and feature enhancements based on customer feedback. We strive to regularly incorporate new features and capabilities that ease inventory headaches.

3. **Describe any national awards and/or other recognition that your website has received.**

CDW•G Response: In October 2015 CDW•G was ranked No. 8 on the list of America's 500 largest e-retailers by Internet Retailer's Top 500 Retail Web Sites Guide.

4. **Describe the hours your website is available? What are your hours of downtime, such as for system maintenance?**

CDW•G Response: CDW•G does not have any scheduled extranet down time. Our website's availability is above 99.95%. We are constantly imaging and activating revisions while the site is fully operational. CDW•G works to ensure that there is redundancy in place to minimize any risk of downtime for contract purchasers.

We typically inform our customers of scheduled extranet outages 24-48 hours in advance. When these outages must occur, which is not often, we tend to schedule them on weekends when there is the least impact on the customer. We advise our customers on any significant changes 45 days ahead of the scheduled change. Customers can let their Account team know if they would like to be added to this notification list.

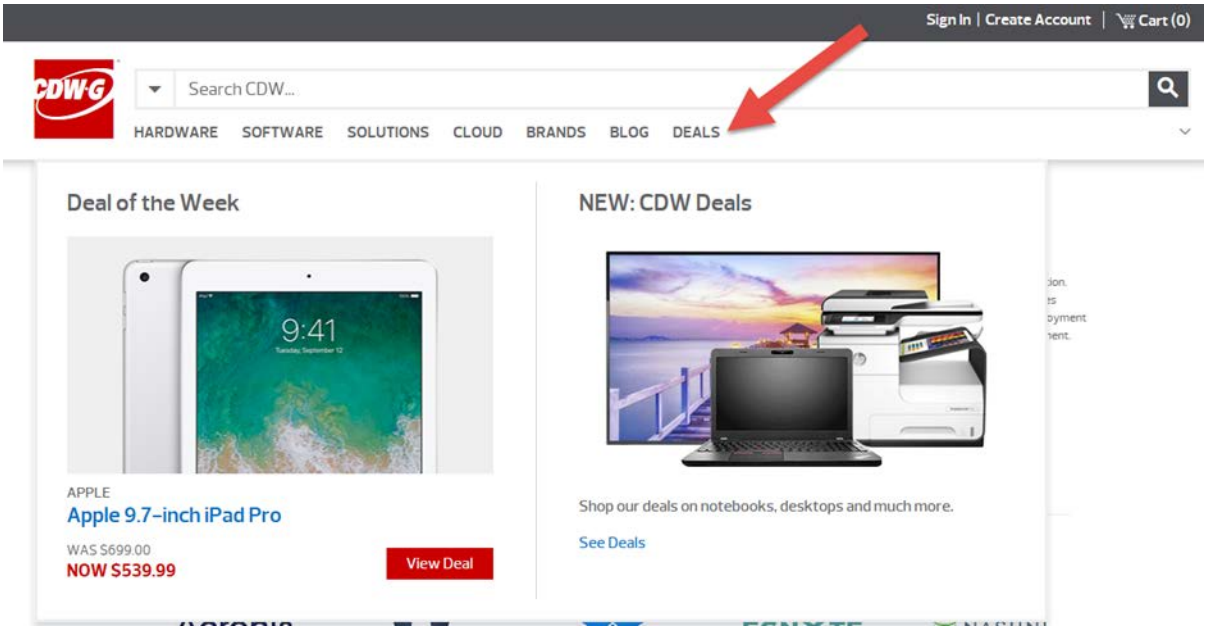
5. **Does your website offer real time product availability?**

CDW•G Response: Yes, most manufacturers send us daily Electronic Data Interchange (EDI) downloads with pricing and product availability information. Our channel distributor partners send us daily EDI downloads, which allows us visibility to inventory items and pricing broken down by local or remote facilities. Furthermore, our top three distribution partners provide real time inventory information.

Using a Just-In-Time inventory management system, our purchasing department excels at keeping a one-to-four-week supply of products in our distribution centers (depending on current sales volume trends for each product). We scan inventory as it enters the distribution center, as it moves through the fulfillment process, and before it leaves the centers. This allows us to maintain near perfect inventory accuracy. The system processes and transmits each scan in real-time, providing immediate inventory updates.

6. **How does your company leverage your website to inform customers of the additional savings that may be available?**

CDW•G Response: Our website has a dedicated tab for informing our customers of additional savings and deals that are available to them. Under the "Deals" header, as shown below, we advertise discounted products and pass this on to our customers. Deals span all product categories and manufacturers, and we inform our customers if a specific OEM is running a particular deal. We strive to pass on value and savings to our customers, and this is another way our website keeps our customers updated and apprised of our latest offerings.



7. **Describe the types of email confirmations that your website generates. What events trigger an email going to the customer?**

CDW•G Response: CDW•G's website generates a number of customer email confirmations including quote and order confirmations, notification of back orders, and shipment notifications. National IPA members can enroll in paperless billing to receive credit card invoices via email, and reminders to order frequently used products. Order status information is available 24 hours a day on our Quick Order Status tool.

8. **Describe the registration process to set up new customers for you online ordering process. Is self-registration available? If an agency does not want self-registration, are you available to assist in the registration process?**

CDW•G Response: Yes, self-registration is available. Additionally, your Account Manager will be happy to walk you through the registration process and ensure that you're properly entered into the system. Your Account Manager are trained to enroll new customers to access the National IPA contract, should our customers need immediate access. A confirmation number is generated and sent to your Account Manager who will then then provide this confirmation and the customer's CDW•G account number to your dedicated Program Manager, who immediately adds them to the system for contract access. Jumana Dihu, your Program Manager, adds new members to the contract typically within a week of receiving a new member list from National IPA.

If the agency does not already have an Extranet account, there are a few short steps for them to create an account. Once the customer creates their account, they simply log on to access the contract. Account Managers will provide any registration assistance.

9. **Describe if your website can be customized for an agency's specific needs, such as placing our logo on your website, associating an agency blanket purchase order number on all orders, creating a bulletin board or other place to display customized messages, displaying approved configurations, naming certain fields (i.e., user defined fields, ability to include budget information), etc.**

CDW•G Response: Your Extranet account can be customized to your exact specifications. We can include your favorite items, frequently purchased products, bundled items. Your site will be tailored to your needs. The site currently displays the National IPA logo, displays a customized message, highlights appropriate products, and has fields named as specified by the City. Agencies customized extranet home page will provide authorized users with quick and easy access to the following features:

Quick Cart – Enables users to add items directly to their cart by typing in the CDW part number.

Account Team – Displays the "In/Out" status of your dedicated Account Manager and provides immediate and direct access to your dedicated Account Manager via phone fax and email. Also, provides a link to your entire dedicated Account Team.

News – Provides additional information on extranet tools and enhanced features.

Promotions and Updates - Shows current promotions and updates to technology solutions.

Featured Products – Highlights specific products and solutions.

Recent Orders – Displays information for orders for the past 45 days including order status, purchase date, purchase order number, purchaser, and sub-total.

Contracts – Provides details of pricing contracts for your organization and enables you to download pricing for your contracts.

Bundles – Takes the guesswork out of repeat purchases. Administrators can create custom bundles containing their company's standardized solutions.

Individual Products – Allows administrators to highlight products for quick and easy access.

Comparison Charts – Helps users to compare the features and prices of multiple products during the shopping process and save those comparisons for future reference.

Links – Lets users maintain easy access to manufacturer websites and other helpful online destinations. There are links to additional extranet features that are only a click away. These features include:

My Purchases – Offers a full breadth of tools to track order status, purchase history, and financial information.

Security Settings – Enables administrators to restrict users' access to specific functions.

Asset Management – Enables you to create and download a detailed report of your organization's hardware assets that have been asset tagged.

Software License Tracker – Simplifies software license management and reduces the risk of noncompliance.

Quotes – Enables you to create your own quote right from your shopping cart, forward it for preauthorization, and convert it to a live order.

Purchase Authorization – Automates approval process and manages users' purchasing power.

Custom Catalogs – Displays only products approved for purchase by your organization.

Online Chat – Puts users in direct contact with customer relations, technical support, and e-support team representatives.

10. Describe the types of online reporting that are available. Is customized reporting available?

CDW•G Response: CDW•G's reporting capabilities are extremely flexible and comprehensive. CDW•G Extranet provides access to real-time information in a way that is convenient and easy to use.

The City of Mesa authorized users have access to your extranet 24 hours per day, 7 days per week. Authorized users have the ability to generate a variety of reports via their agency's extranet. Data fields include, but are not limited to:

- Product name
- Item description
- Part number
- Cost per unit
- Order quantity
- Delivery location
- Date ordered

- Purchase Order#
- Purchased by

Agencies can view standard reports, and create and save custom reports. Reports can also be generated for a variety of timeframes; differentiated by site, division, department, buyer, city, state, product, etc. Users can select from Microsoft Excel, CSV and tab-delimited files for report downloading.

11. Describe your online return process (if available).

CDW•G Response: In order to return any product to CDW•G, including damaged or defective products, contract users must request a Return Merchandise Authorization (RMA) number. The most efficient way to request an RMA number is via the customer's CDW•G Extranet. When an RMA request is entered, the system automatically checks several factors to see if the RMA can be automatically approved. If the return meets these factors, the RMA number is emailed directly to the customer. Should the auto-approval criteria not be met, the RMA will route to Customer Relations for processing. The benefit of our automated system is faster turnaround time on most RMA approvals. Once CDW•G has processed the request, the customer receives an email with the RMA number. The approved RMA number must be clearly noted on the shipping label of each box.

CDW•G carries many more highly customizable products than what we have historically carried on this contract. A uniquely customized product is not as simple to return as an off-the-shelf product. Once a product has been customized, we are unable to return it to the OEM ourselves; that activity must be handled directly between the purchaser and the OEM. Therefore, CDW•G proposes the following return policy:

- Except for certain products that are uniquely customized to City specifications, which shall be indicated at the time of Quote, all defective products shall be identified within thirty (30) days of receipt and will then be replaced and exchanged by the Contractor. The cost of transportation, unpacking, inspection, re-packing, re-shipping or other like expenses shall be paid by the Contractor. All replacement products must be received by the City within seven (7) days of initial notification.
- Uniquely customized products are typically indicated by the inclusion of the designation "CTO," "BTO" or "Customer's Name" in the product description of the item. When providing a quote for products that are uniquely customized to City specifications, Contractor shall include the following statement on the quote: "*This quote contains a custom item, this item may not be able to be returned, depending on manufacturer restrictions."*

More often than not, we are able to find a return remedy - even in the case of customized products. To ensure customer clarity around returning customized items, we will instruct our Account Managers to discuss the return policy with the customer during the building process for customized solutions, if they are not already doing so.

12. Describe any third-party integration that you have successfully implemented. For example, is your website integrated with any third-party procurement, financial, or purchasing/credit card systems? Is there a cost for these services?

CDW•G Response: CDW•G has implemented eCommerce solutions with over 72 eProcurement partners, for over five thousand customers on most of the major purchasing platforms. There is no charge for integration support, unlike some of our competitors.

CDW•G has overseen cXML and OCI Punch-Out solutions since 2001, with over 8,000 integrations to date. These integrations make up a quarter of our web business. There are three teams that span the eCommerce/IT/Sales departments that are solely dedicated to eProcurement integration projects.

We likewise provide level III/tier 3 credit card reporting and provide financial reports (invoices and histories) in different automated formats for compatibility with financial systems. While our website is compatible with third party e-commerce solutions, the CDW•G is owned and managed in-house without reliance on third party support for our key web systems. There is no additional charge for these services.

Below are examples of ecommerce methods CDW•G currently supports with our customers:

FTP (File Transfer Protocol)

CDW•G's FTP processing is flexible; we can exchange fixed length, wrapped or unwrapped files, with or without CR/LF. We can also exchange stream files – one continuous stream of data (variable length).Naming conventions for files and the number of files exchanged are flexible.

CDW•G or the customer can host the FTP site. UserID and Password are required to access our FTP site. CDW can delete files that have been retrieved. Partners will be expected to delete files after they are retrieved.

CDW•G uses PGP to encrypt data exchanged FTP. PGP (Pretty Good Privacy) is widely available and uses public-key cryptography to exchange files, with both privacy and authentication, over all kinds of networks. CDW•G can also support FTP using SSH or SSL session encryption.

EDIINT-AS1

This communication method uses the e-mail system to transfer encrypted data over the internet. The partner needs to have an AS1 compliant software package that can encrypt and decrypt EDIINT AS1 data.

EDIINT-AS2

This method uses the internet to exchange data. This communication method uses an HTTP post (language of web sites) to transfer encrypted data over the internet. The partner needs to have an AS2 compliant software package that can encrypt and decrypt EDIINT AS2 data.

HTTPS (HyperText Transmission Protocol, Secure)

This method allows CDW to send and receive data through a Web Server using HTTP/S. HTTP is traditionally used for displaying interactive Web pages, but can also be used as a communication method.

VAN (Value Added Network)

A VAN is the least desirable method due to the fees incurred for this third-party service. CDW•G will be happy to work with you in any capacity to eliminate the use of VANs as a communication method. If necessary, we can establish a secure connection to a VAN and the VAN should exchange in a secure fashion as well.

13. **Describe your strategic vision for your website – i.e., Is new functionality expected to be added? If so, describe the functionality and the timeline for implementation. How often is the web redesigned? As technology evolves (for example, new search engines are more robust), does your website evolve, too? Etc.**

CDW•G Response: The CDW•G website is the 10th largest website in the world measured by revenue volume. While we no longer release specific website sales numbers, past numbers indicate that our website is now processing over $2 billion per year in transactions. Additionally, the website is estimated to assist with another $4 billion in sales that are finalized on the phone or via purchase order.

The extreme volume and business-critical nature of the CDW•G website means we must focus on usability and uptime at all times. CDW•G employs over 200 in house IT personnel to keep the website accurate and running; their success is reflected in the less than 6 minutes of unplanned downtime last year - an uptime exceeding 99.997%.

Because the website processes such volume, new functionality is constantly in the works but never fully implemented until we have conducted rigorous testing for usability, compatibility and perceived value to our customers. We have also added a new Solutions & Services section, which contains streaming content and white papers that cover all the comprehensive categories where our software and hardware solutions pair with best in class support and advanced technology services.

As a world-leading website, the CDW•G site has the functionality to be compatible with our most advanced customer needs, including advanced security, multi-level approvals, asset tracking and others. Our staff of 200 will always be expanding these capabilities as advancements in technology and customer needs dictate.

Tab 6

Other Forms

The following forms should be completed and signed:

1. **Vendor Information Form**
2. **Exceptions & Confidential Information Form**
3. **General Questionnaire Form**
4. **Lawful Presence Affidavit**
5. **Respondent Certification Form (Offer and Acceptance)**
6. **Respondent Questionnaire**
7. **W-9 Form. All responses should include a fully completed, current W-9 form. Failure to include the W-9 will not disqualify your response, however the W-9 must be submitted to the City prior to the execution of any contract pursuant to this Solicitation.**

CDW•G Response: CDW•G's response to these forms follow this page.

mesa·az

REQUIRED RESPONSE FORMS

VENDOR INFORMATION

Company Legal/Corporate Name: CDW Government LLC

Doing Business As (if different than above):

Address: 230 North Milwaukee Avenue

City: Vernon Hills State: IL Zip: 60061-9740

Phone: 800-808-4239 Fax: 847-419-6200

E-Mail Address: Website: www.cdwg.com

DUNS # 02-615-7235 State Where Business Entity Was Formed: Illinois

Remit to Address (if different than above):

Address: 75 Remittance Drive, Ste #1515

City: Chicago

State: IL Zip: 60675-1515

Order from Address (if different from above):

Address:

City:

State: Zip:

Contact for Questions about this bid:

Name: Cale LaSalata Title: Proposal Specialist

Phone: 203-851-7211 E-Mail Address: calelas@cdw.com

Day-to-Day Project Contact (if awarded):

Name: Pat O'Brien Title: Field Sales Manager

Phone: 847-371-5584 E-Mail Address:patobri@cdwg.com

Sales/Use Tax Information (check one).

☐ Respondent is located outside Arizona and does NOT collect Arizona State Sales/Use Tax. (The City will pay use tax directly to the Arizona Department of Revenue.)

☐ Respondent is located outside Arizona, but is authorized to collect Arizona Sales/Use Taxes. (Respondent will invoice the City the applicable sales tax and remit the tax to the appropriate taxing authorities.)
State Sales Tax Number:
City Sales Tax Number: City of: AZ
Applicable Tax Rate: %

☒ Respondent is located in Arizona. (Respondent will invoice the City the applicable sales tax and remit the tax to the appropriate taxing authorities)
State Sales Tax Number: 07637419- State of Arizona
City Sales Tax Number: City of: AZ
Applicable Tax Rate: %

EXCEPTIONS & CONFIDENTIAL INFORMATION

Exceptions (mark one).

Respondents shall indicate any and all exceptions taken to the provisions or specifications in this Solicitation. Exceptions that surface elsewhere in the Response and that do not also appear under this section shall be considered rejected by the City, invalid and of no contractual significance.

Other Forms or Documents: If the City is required by the awarded Respondent to complete and execute any other forms or documents in relation to this Solicitation, the terms, conditions, and requirements in this Solicitation shall take precedence to any and all conflicting or modifying terms, conditions or requirements of the Respondents forms or documents.

***Special Note – Any material exceptions taken to the City's Specifications and/or Standard Terms and Conditions may render a Bid Non-responsive.**

☐ No exceptions

☒ Exceptions Taken: Please describe exact sections to which exception is taken. If proposing new or modified language, your firm shall identify the requested language below or provide as additional attachment. The City reserves the right to accept or reject any requested exceptions listed in the below section or attached to the solicitation.

Confidential/Proprietary Information (mark one).

☐ No confidential/proprietary materials have been included with this Response.

☒ Confidential/Proprietary materials included with Response. Respondent must identify below any portion of their Response deemed confidential or proprietary and attach additional pages if necessary (See Mesa Standard Terms and Conditions related to Public Records). Requests to deem the entire bid as confidential will not be considered. The disclosure by the City of information deemed by Respondent as confidential or proprietary is governed by City of Mesa Procurement Rules.

Exceptions

Exceptions			
Section/Page	**Term, Condition, or Specification**	**Exception/Deviation**	**City Accepts**
9 / Scope of Work page 16	DEFECTIVE PRODUCT. All defective products shall be replaced and exchanged by the Supplier. The cost of transportation, unpacking, inspection, re-packing, re-shipping or other like expenses shall be paid by the Supplier. All replacement products must be received by the City within seven (7) days of initial notification.	CDW•G seeks the following alternate language: All defective products shall be replaced and exchanged by the Supplier. The cost of transportation, unpacking, inspection, re-packing, re-shipping or other like expenses shall be paid by the Supplier. All replacement products must be received by the City within seven (7) days of initial notification, when such products are in Supplier stock.	
1.2/ Attachment D, National IPA Requirements for Cooperative Contract, Exhibit A, page 3	Suppliers are required to pay an administrative fee of 3.0 % of the greater of the Contract Sales under the Master Agreement and Guaranteed Contract Sales under this Request for Proposal. Supplier will be required to execute the National IPA Administration Agreement (refer to Exhibit B).	CDW•G seeks the following alternate language: Suppliers are required to pay an administrative fee of ~~3.0~~2 % (Administrative Fee Percentage hereinafter defined) of the greater of the Contract Sales under the Master Agreement and Guaranteed Contract Sales under this Request for Proposal. . . .	
2.2/ Attachment D, National IPA Requirements for Cooperative Contract, Exhibit B, page 5	Pricing Commitment Supplier commits the not-to-exceed pricing provided under the Master Agreement pricing is its lowest available (net to buyer) to Public Agencies nationwide and further commits that if a Participating Public Agency is eligible for lower pricing through a national, state, regional or local or cooperative contract, that the Supplier will match such lower pricing to that Participating Public Agency under the Master Agreement.	CDW•G seeks the following alternate language for this section: Supplier commits the not-to-exceed pricing provided under the Master Agreement pricing is its lowest available (net to buyer) ~~to~~ Public Agencies nationwide and further commits that if a Participating Public Agency ~~is eligible~~ for lower pricing ~~through a national, state, regional or local or cooperative contract, that the~~ Supplier will match such lower pricing to that Participating Public Agency ~~under the Master Agreement~~.	
2.3/ Attachment D, National IPA Requirements for Cooperative Contract, Exhibit A, page 5	Sales Commitment Supplier commits to aggressively market the Master Agreement as its go to market strategy in this defined sector and that its sales force will be trained, engaged and committed to offering the Master Agreement to Public Agencies through National IPA nationwide. Supplier commits that all Master Agreement sales will be accurately and timely reported to National IPA in accordance with the National IPA Administration	CDW•G seeks the following alternate language for this first sentence: Supplier commits to aggressively market the Master Agreement as its go to market strategy in this defined sector and that its sales force will be trained, engaged and committed to offering the Master Agreement to Public Agencies through National IPA nationwide.	

Exceptions			
Section/Page	**Term, Condition, or Specification**	**Exception/Deviation**	**City Accepts**
	Agreement. Supplier also commits that its sales force will be compensated, including sales incentives, for sales to Public Agencies under the Master Agreement in a consistent or better manner compared to sales to Public Agencies if the Supplier were not awarded the Master Agreement.		
3.3. E / Attachment D, National IPA Requirements for Cooperative Contract, Exhibit A, page 7	E. Supplier is responsible for proactive direct sales of Supplier's goods and services to Public Agencies nationwide and the timely follow up to leads established by National IPA. All sales materials are to use the National IPA logo. At a minimum, the Supplier's sales initiatives should communicate: i. Master Agreement was competitively solicited and publicly awarded by a Principal Procurement Agency ii. Best government pricing iii. No cost to participate iv. Non-exclusive contract	CDW•G seeks the following alternate language: Supplier is responsible for proactive direct sales of Supplier's goods and services to Public Agencies nationwide and the timely follow up to leads established by National IPA. All sales materials are to use the National IPA logo. At a minimum, the Supplier's sales initiatives should communicate: i. Master Agreement was competitively solicited and publicly awarded by a Principal Procurement Agency ii. No cost to participate iii. Non-exclusive contract	
7 / Attachment D, National IPA Requirements for Cooperative Contract, Exhibit B, page 10	WITHOUT LIMITING THE GENERALITY OF THE FOREGOING, NATIONAL IPA EXPRESSLY DISCLAIMS ALL EXPRESS OR IMPLIED REPRESENTATIONS AND WARRANTIES REGARDING NATIONAL IPA'S PERFORMANCE AS A CONTRACT ADMINISTRATOR OF THE MASTER AGREEMENT. NATIONAL IPA SHALL NOT BE LIABLE IN ANY WAY FOR ANY SPECIAL, INCIDENTAL, INDIRECT, CONSEQUENTIAL, EXEMPLARY, PUNITIVE, OR RELIANCE DAMAGES, EVEN IF NATIONAL IPA IS ADVISED OF THE POSSIBILITY OF SUCH DAMAGES.	CDW•G Seeks the following alternative language to replace existing language: Each Party ("Indemnifying Party") shall defend the other party and the other party's officers, directors and employees (each, an "Indemnified Party") from and against any claims, demands, actions, lawsuits, and proceedings asserted or made against the Indemnified Party (each, a "Claim") and shall indemnify and hold harmless the Indemnified Party from and against any loss, damage, cost, and expense (including reasonable attorneys' fees) finally awarded by a court of competent jurisdiction or included as part of a final settlement to the extent that the Claim is proximately caused by the gross negligence or willful misconduct of the Indemnifying Party during the performance of the Services and that the Claim arises either from an action brought by an unaffiliated third party for death or personal physical injury, or from damage to tangible personal property suffered or incurred by the Indemnified Party. Claims do not include any damages or liability that are otherwise excluded from this Agreement or that arise from the good(s) or software or from the data processed thereby. The obligation of the Indemnifying Party under this Section is	

Exceptions			
Section/Page	**Term, Condition, or Specification**	**Exception/Deviation**	**City Accepts**
		contingent upon the Indemnified Party providing the Indemnifying Party with: (i) sole authority in any Claim's defense or settlement; (ii) all reasonable assistance, at the Indemnifying Party's expense, in any such defense; and (iii) prompt written notice of and description of each Claim; provided, however, that the Indemnified Party's failure to provide prompt notice will relieve the Indemnifying Party of its obligations only if and to the extent that the Indemnifying Party is materially prejudiced by such delay. In no event shall the Indemnifying Party settle any Claim that involves a remedy other than the payment of money without the prior consent of the Indemnified Party. NEITHER CONTRACTOR, ITS AFFILIATES OR ITS OR THEIR SUPPLIERS, SUBCONTRACTORS OR AGENTS SHALL BE LIABLE FOR ANY INCIDENTAL, INDIRECT, SPECIAL, PUNITIVE OR CONSEQUENTIAL DAMAGES. IN THE EVENT OF ANY LIABILITY INCURRED BY CONTRACTOR OR ANY OF ITS AFFILIATES HEREUNDER, THE ENTIRE LIABILITY OF CONTRACTOR AND ITS AFFILIATES FOR DAMAGES FROM ANY CAUSE WHATSOEVER WILL NOT EXCEED THE LESSER OF: (A) THE DOLLAR AMOUNT PAID BY CITY FOR EITHER THE SPECIFIC PURCHASED ITEM(S) GIVING RISE TO THE CLAIM; OR (B) $1,000,000.00 OVER THE ENTIRE TERM OF THE AGREEMENT.	
12/ Attachment D, National IPA Requirements for Cooperative Contract, Exhibit B, page 11	An "Administrative Fee" shall be defined and due to National IPA from Supplier in the amount of __ percent (__%) ("Administrative Fee Percentage") multiplied by the total purchase amount paid to Supplier, less refunds, credits on returns, rebates and discounts, for the sale of products and/or services to Principal Procurement Agency and Participating Public Agencies pursuant to the Master Agreement (as amended from time to time and including any renewal thereof) ("Contract Sales"). From time to time the parties may mutually agree in writing to a lower Administrative Fee Percentage for a specifically identified Participating Public	CDW•G Seeks the following alternative language to replace existing language: All sales shall be subject to a~~A~~n "Administrative Fee" ~~shall be~~as defined and due to National IPA from Supplier in the amount of two~~—~~ percent ~~(__%)~~ (2%), except Software and Chromebook product categories which will incur no fee ("Administrative Fee Percentage")~~,~~., multiplied by the total purchase amount paid to Supplier, less refunds, credits on returns, rebates and discounts, for the sale of products and/or services to Principal Procurement Agency and Participating Public Agencies pursuant to the Master Agreement (as amended from time to time and including any renewal thereof) ("Contract Sales"). From time to time the parties may mutually agree in writing to a lower Administrative Fee Percentage for a specifically	

Exceptions			
Section/Page	**Term, Condition, or Specification**	**Exception/Deviation**	**City Accepts**
	Agency's Contract Sales.	identified Participating Public Agency's Contract Sales.	
13/ Attachment D, National IPA Requirements for Cooperative Contract, Exhibit B, page 12	13. Supplier shall provide National IPA with an electronic accounting report monthly, in the format prescribed by National IPA, summarizing all Contract Sales for each calendar month. The Contract Sales reporting format is provided as Exhibit C ("Contract Sales Report"), attached hereto and incorporated herein by reference. Contract Sales Reports for each calendar month shall be provided by Supplier to National IPA by the 10th day of the following month. Failure to provide a Contract Sales Report within the time and manner specified herein shall constitute a material breach of this Agreement and if not cured within thirty (30) days of written notice to Supplier shall be deemed a cause for termination of the Master Agreement, at Principal Procurement Agency's sole discretion, and/or this Agreement, at National IPA's sole discretion	Due to the high volume of transactions anticipated on this program, CDW respectfully requests 15 business days to produce reporting and payment of any Administrative Fees, and therefore seeks the following alternative language to replace existing language: Supplier shall provide National IPA with an electronic accounting report monthly, in the format prescribed by National IPA, summarizing all Contract Sales for each calendar month. The Contract Sales reporting format is provided as Exhibit C ("Contract Sales Report"), attached hereto and incorporated herein by reference. Contract Sales Reports for each calendar month shall be provided by Supplier to National IPA by the ~~10th~~ 15th business day of the following month. . . .	
15/ Attachment D, National IPA Requirements for Cooperative Contract, Exhibit B, page 12	Supplier shall maintain an accounting of all purchases made by Participating Public Agencies under the Master Agreement. National IPA, or its designee, in National IPA's sole discretion, reserves the right to compare Participating Public Agency records with Contract Sales Reports submitted by Supplier for a period of four (4) years from the date National IPA receives such report. In addition, National IPA may engage a third party to conduct an independent audit of Supplier's monthly reports. In the event of such an audit, Supplier shall provide all materials reasonably requested relating to such audit by National IPA at the location designated by National IPA. In the event an underreporting of Contract Sales and a resulting underpayment of Administrative Fees is revealed,	CDW•G Seeks the following alternative language to replace existing language: Supplier shall maintain an accounting of all purchases made by Participating Public Agencies under the Master Agreement. National IPA, or its designee, in National IPA's sole discretion, reserves the right to compare Participating Public Agency records with Contract Sales Reports submitted by Supplier for a period of four (4) years from the date National IPA receives such report. Auditing is solely for the purpose of verifying Supplier's compliance with this Agreement. The audit must be pursuant to a signed Supplier's Confidentiality Agreement. An audit can be done only once a year and no auditing can be done for the same time period more than once. No audit may be conducted for any period which begins more than twelve months prior to the date the audit is requested. Supplier is not required to keep original documents and copies of relevant documents will suffice for the purposes of this provision. The sole right for damages determined by the audit is	

Exceptions			
Section/Page	**Term, Condition, or Specification**	**Exception/Deviation**	**City Accepts**
	National IPA will notify the Supplier in writing. Supplier will have thirty (30) days from the date of such notice to resolve the discrepancy to National IPA's reasonable satisfaction, including payment of any Administrative Fees due and owing, together with interest thereon in accordance with Section 13, and reimbursement of National IPA's costs and expenses related to such audit.	limited to the actual discrepancies. The audit must be conducted during regular business hours at a mutually agreeable time and upon reasonable advanced notice. In addition, National IPA may engage a third party to conduct an independent audit of Supplier's monthly reports. In the event of such an audit, Supplier shall provide all materials reasonably requested relating to such audit by National IPA at the location designated by ~~National IPA~~ Supplier. In the event an underreporting of Contract Sales and a resulting underpayment of Administrative Fees is revealed, National IPA will notify the Supplier in writing. Supplier will have thirty (30) days from the date of such notice to resolve the discrepancy to National IPA's reasonable satisfaction, including payment of any Administrative Fees due and owing, together with interest thereon in accordance with Section 13~~, and reimbursement of National IPA's costs and expenses related to such audit~~.	
16/ Attachment D, National IPA Requirements for Cooperative Contract, Exhibit B, page 12	This Agreement, the Master Agreement and the exhibits referenced herein supersede any and all other agreements, either oral or in writing, between the parties hereto with respect to the subject matter hereto and no other agreement, statement, or promise relating to the subject matter of this Agreement which is not contained or incorporated herein shall be valid or binding. In the event of any conflict between the provisions of this Agreement and the Master Agreement, as between National IPA and Supplier, the provisions of this Agreement shall prevail.	CDW•G Seeks the following alternative language to replace existing language: This Agreement, the Master Agreement and the exhibits referenced herein supersede any and all other agreements, either oral or in writing, between the parties hereto with respect to the subject matter hereto and no other agreement, statement, or promise relating to the subject matter of this Agreement which is not contained or incorporated herein shall be valid or binding. In the event of any conflict between the provisions of the CSO (hereinafter defined), this Agreement, ~~,~~ and the Master Agreement, as between National IPA and Supplier, the provisions of the documents will control in the following order: the CSO, this Agreement, and the Master Agreement ~~shall prevail~~. With regard to third party cloud computing and storage services, the Third Party Cloud Computing and Storage Services terms, as set forth in Attachment B shall govern. CDW Government LLC ("CDW") acts as a rebiller only and has no control over the delivery of the cloud computing and storage services.	
10/ Attachment D, National IPA	WITHOUT LIMITING THE GENERALITY OF THE	CDW•G Seeks to add the following sentence to the end of this paragraph: Notwithstanding the	

Exceptions			
Section/Page	**Term, Condition, or Specification**	**Exception/Deviation**	**City Accepts**
Requirements for Cooperative Contract, Exhibit C, page 16	FOREGOING, THE NATIONAL IPA PARTIES EXPRESSLY DISCLAIM ALL EXPRESS OR IMPLIED REPRESENTATIONS AND WARRANTIES REGARDING ANY PRODUCT, MASTER AGREEMENT AND GPO CONTRACT. THE NATIONAL IPA PARTIES SHALL NOT BE LIABLE IN ANY WAY FOR ANY SPECIAL, INCIDENTAL, INDIRECT, CONSEQUENTIAL, EXEMPLARY, PUNITIVE, OR RELIANCE DAMAGES, EVEN IF THE NATIONAL IPA PARTIES ARE ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. FURTHER, THE PROCURING PARTY ACKNOWLEDGES AND AGREES THAT THE NATIONAL IPA PARTIES SHALL HAVE NO LIABILITY FOR ANY ACT OR OMISSION BY A SUPPLIER OR OTHER PARTY UNDER A MASTER AGREEMENT OR GPO CONTRACT.	foregoing, CDW Government LLC is not a party to this Agreement nor is it a third--party beneficiary thereto. Furthermore, it is the express intent of the National IPA Parties that the Agreement shall not establish any third party beneficiaries or third party rights and that the Agreement shall only benefit the National IPA Parties (and the Affiliates thereof).	
4/ Exhibit 1, Draft Agreement, City of Mesa Agreement Pursuant to Solicitation, page 25	In the event of any inconsistency between the terms of the body of the Agreement, the Exhibits, the Solicitation, and Response, the language of the documents will control in the following order: 1. Agreement (Master Agreement or City of Mesa Agreement Pursuant to Solicitation); 2. Exhibits: a. Mesa Standard Terms & Conditions (Exhibit C); b. National IPA Agreement (Exhibit D); c. Scope of Work (Exhibit A); d. Other Exhibits not listed above; 3. Solicitation including any addenda; and 4. Contractor Response	CDW•G Seeks the following alternative language to replace existing language: In the event of any inconsistency between the terms of the body of the Agreement, the Exhibits, the Solicitation, and Response, the language of the documents will control in the following order: 1. Contractor Response 2. Agreement (Master Agreement or City of Mesa Agreement Pursuant to Solicitation); 3. Exhibits: a. Mesa Standard Terms & Conditions (Exhibit C); b. National IPA Agreement (Exhibit D); c. Scope of Work (Exhibit A); d. Other Exhibits not listed above; 4. Solicitation including any addenda; and	
8/ Exhibit 1, Draft Agreement, City of Mesa Agreement Pursuant to	8. Requirements Contract. Contractor acknowledges and agrees the Agreement is a requirements contract; the Agreement does not guarantee any purchases will be made (minimum	CDW•G Seeks to add the following sentence to the end of this paragraph: For purposes of this Section, a "reasonable period of time" shall mean 24-48 hours after Supplier receives a purchase order.	

Exceptions			
Section/Page	**Term, Condition, or Specification**	**Exception/Deviation**	**City Accepts**
Solicitation, page 28	or maximum). Orders will only be placed when the City identifies a need and issues a purchase order or a written notice to proceed. The City reserves the right to cancel purchase orders or a notice to proceed within a reasonable period of time of issuance; any such cancellation will be in writing. Should a purchase order or notice to proceed be canceled, the City agrees to reimburse Contractor for any actual and documented costs incurred by Contractor. The City will not reimburse Contractor for any avoidable costs incurred after receipt of cancellation including, but not limited to, lost profits, shipment of product, or performance of services. The City reserves the right to purchase contracted items through other sources if determined in the best interests of the City to do so.		
9.c.iv/ Exhibit 1, Draft Agreement, Exhibit C, Mesa Terms & Conditions, page 33	The City may, at its sole discretion, conduct random verification of the employment records of Contractor and any subcontractor to ensure compliance with the Contractor Immigration Warranty. Contractor agrees to assist the City in regard to any random verification performed.	CDW•G Seeks to add the following sentence to the end of this paragraph: Notwithstanding the foregoing, any Contract audits must be pursuant to a signed Contractor's Confidentiality Agreement. An audit can be done only once a year and no auditing can be done for the same time period more than once. No audit may be conducted for any period which begins more than twelve months prior to the date the audit is requested. Contractor is not required to keep original documents and copies of relevant documents will suffice for the purposes of this provision. The sole right for damages determined by the audit is limited to the actual discrepancies. The audit must be conducted during regular business hours at a mutually agreeable time and upon reasonable advanced notice.	
13/ Exhibit 1, Draft Agreement, Exhibit C, Mesa Terms & Conditions, page 34	AUDITS AND RECORDS. Contractor must preserve the records related to this Agreement for six (6) years after completion of the Agreement. The City or its authorized agent reserves the right to inspect any records related to the performance of work specified herein. In addition, the City may inspect any and all payroll, billing or other relevant records kept by	CDW•G Seeks to add the additional language proposed in Section 9.c.iv above to the end of this paragraph.	

Exceptions			
Section/Page	**Term, Condition, or Specification**	**Exception/Deviation**	**City Accepts**
	Contractor in relation to the Agreement. Contractor will permit such inspections and audits during normal business hours and upon reasonable notice by the City. The audit of records may occur at Contractor's place of business or at City offices, as determined by the City		
24/ Exhibit 1, Draft Agreement, Exhibit C, Mesa Terms & Conditions, page 36	INDEMNIFICATION/LIABILITY. a. To the fullest extent permitted by law, Contractor agrees to defend, indemnify, and hold the City, its officers, agents, and employees, harmless from and against any and all third party liabilities, demands, claims, suits, losses, damages, causes of action, fines or judgments, including costs, attorneys', witnesses', and expert witnesses' fees, and expenses incident thereto, relating to, arising out of, or resulting from: (i) the services provided by Contractor personnel under this Agreement; (ii) any negligent acts, errors, mistakes or omissions by Contractor or Contractor personnel; and (iii) Contractor or Contractor personnel's failure to comply with or fulfill the obligations established by this Agreement. b. Contractor will update the City during the course of the litigation to timely notify the City of any issues that may involve the independent negligence of the City that is not covered by this indemnification. c. The City assumes no liability for actions of Contractor and will not indemnify or hold Contractor or any third party harmless for claims based on this Agreement or use of Contractor-provided supplies or services.	Notwithstanding what is stated in this section, CDWG proposes that the terms and conditions proposed above in Section 7 / Attachment D, National IPA Requirements for Cooperative Contract, Exhibit B, page 10.	
25/ Exhibit 1, Draft Agreement, Exhibit C, Mesa Terms & Conditions, page 36	WARRANTY. Contractor warrants that the services and materials will conform to the requirements of the Agreement. Additionally, Contractor warrants that all services will be performed in a good, workman-like and	CDW•G Seeks the following alternative language to replace existing language: The City understands that the Contractor is not the manufacturer of the products purchased by the City hereunder and the only warranties offered are those of the manufacturer, not the Contractor	

Exceptions			
Section/Page	**Term, Condition, or Specification**	**Exception/Deviation**	**City Accepts**
	professional manner. The City's acceptance of service or materials provided by Contractor will not relieve Contractor from its obligations under this warranty. If any materials or services are of a substandard or unsatisfactory manner as determined by the City, Contractor, at no additional charge to the City, will provide materials or redo such services until in accordance with this Agreement and to the City's reasonable satisfaction. Unless otherwise agreed, Contractor warrants that materials will be new, unused, of most current manufacture and not discontinued, will be free of defects in materials and workmanship, will be provided in accordance with manufacturer's standard warranty for at least one (1) year unless otherwise specified, and will perform in accordance with manufacturer's published specifications.	or its affiliates. In purchasing the products, the City is relying on the manufacturer's specifications only and is not relying on any statements, specifications, photographs or other illustrations representing the products that may be provided by the Contractor or its affiliates. THE CONTRACTOR AND ITS AFFILIATES HEREBY EXPRESSLY DISCLAIM ALL WARRANTIES EITHER EXPRESS OR IMPLIED, RELATED TO PRODUCTS, INCLUDING, BUT NOT LIMITED TO, ANY WARRANTY OF TITLE, ACCURACY, MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, WARRANTY OF NONINFRINGEMENT, OR ANY WARRANTY RELATING TO THIRD PARTY SERVICES. THE DISCLAIMER CONTAINED IN THIS PARAGRAPH DOES NOT AFFECT THE TERMS OF ANY MANUFACTURER'S WARRANTY. The City expressly waives any claim that it may have against the Contractor or its affiliates based on any product liability or infringement or alleged infringement of any patent, copyright, trade secret or other intellectual property rights (each a "Claim") with respect to any product and also waives any right to indemnification from the Contractor or its affiliates against any such Claim made against the City by a third party. The City acknowledges that no employee of the Contractor or its affiliates is authorized to make any representation or warranty on behalf of the Contractor or any of its affiliates that is not in this Contract. In connection with the products, certain services, such as extended warranty service by manufacturers, are sold by the Contractor as a distributor or sales agent ("Third Party Services"). In the case of Third Party Services, the third party will be the party responsible for providing the services to the City and the City will look solely to the third party for any loss, claims or damages arising from or related to the provision of such Third Party Services. The City hereby releases the Contractor and its affiliates from any and all claims arising from or relating to the purchase or provision of any such Third Party Services. Any amounts, including, but not limited to, taxes, associated with Third Party Services which may be collected by the Contractor will be collected	

Exceptions			
Section/Page	**Term, Condition, or Specification**	**Exception/Deviation**	**City Accepts**
		solely in the capacity as an independent sales agent. If in connection with the provision of products, the City desires to have the Contractor provide installation of custom software images, the City will be required to execute an Installation Indemnity Agreement, a form of which is provided at http://www.cdw.com/forms/indemnity/app.asp.	
32/ Exhibit 1, Draft Agreement, Exhibit C, Mesa Terms & Conditions, page 37	RISK OF LOSS. Contractor agrees to bear all risks of loss, injury, or destruction of goods or equipment incidental to providing these services and such loss, injury, or destruction will not release Contractor from any obligation hereunder.	CDW•G seeks the following alternate language for this section: Title to Products and risk of loss or damage during shipment pass from Contractor to City upon delivery to the destination specified on the applicable purchase order (F.O.B. Destination, freight prepaid and added).	

Exceptions			
Section/Page	**Term, Condition, or Specification**	**Exception/Deviation**	**City Accepts**
35/Exhibit 1, Draft Agreement, Exhibit C, Mesa Terms & Conditions, page 37	PROPRIETARY RIGHTS INDEMNIFICATION. Without limiting the foregoing, Contractor will without limitation, at its expense defend the City against all claims asserted by any person that anything provided by Contractor infringes a patent, copyright, trade secret or other intellectual property right and must, without limitation, pay the costs, damages and attorneys' fees awarded against the City in any such action, or pay any settlement of such action or claim. Each party agrees to notify the other promptly of any matters to which this provision may apply and to cooperate with each other in connection with such defense or settlement. If a preliminary or final judgment is obtained against the City's use or operation of the items provided by Contractor hereunder or any part thereof by reason of any alleged infringement, Contractor will, at its expense and without limitation, either: (a) modify the item so that it becomes non-infringing; (b) procure for the City the right to continue to use the item; (c) substitute for the infringing item other item(s) having at least equivalent capability; or (d) refund to the City an amount equal to the price paid, less reasonable usage, from the time of installation acceptance through cessation of use, which amount will be calculated on a useful life not less than five (5) years, plus any additional costs the City may incur to acquire substitute supplies or services.	The City's sole rights to the work product, materials and other deliverables to be provided or created (individually or jointly) in connection with the services, including but not limited to, all inventions, discoveries, methods, processes, formulae, ideas, concepts, techniques, know-how, data, designs, models, prototypes, works of authorship, computer programs, proprietary tools, methods of analysis and other information (whether or not capable of protection by patent, copyright, trade secret, confidentiality, or other proprietary rights) or discovered in the course of performance of this Contract that are embodied in such work or materials ('Work Product") will be, upon payment in full, a non-transferable, non-exclusive, royalty-free license to use such Work Product solely for the City's internal use. The City will have no ownership or other property rights thereto, and the City shall have no right to use any such Work Product for any other purpose whatsoever. The City acknowledges that the Contractor may incorporate intellectual property created by third parties into the Work Product ("Third Party Intellectual Property"). The City agrees that its right to use Work Product containing Third Party Intellectual Property may be subject to the rights of third parties and limited by agreements with such third parties.	

Confidential Information

The following parts of our response are exempt from public disclosure. Subject to applicable state law, we request that the information detailed below be treated as confidential.

Excemptions from Public Disclousre Confidential Information		
Page	**Lines**	**Reasoning**
Tab #2 Pages 23-24	Page #: Requirement #4, p. 23 -24 Starting at “CDW-G’s Supplier” Page #: p. 23 (Requirement #4) Ending at “Reporting Capabilities,” p. 24	Per Arizona Revised Statues § 44-405, the following information is confidential and proprietary and it might contain trade secrets therefore not subject to disclosure in case there is a request.

GENERAL QUESTIONNAIRE

1. Compliance with Applicable Laws. Respondent complies with Exhibit 1, Draft Agreement, Exhibit C, Mesa Standard Terms & Conditions, 9. "Compliance with Applicable Laws"? [X] Yes [ ] No

2. Delivery. Delivery, as stated in Detailed Specifications, can be met. [X] Yes [ ] No
   If no, specify number of days for delivery _____

3. Payment terms. Payment Due (Not less than net 30 days): 30 days
   Payment Discount of _____% if invoices are paid within _____ days of receipt.

4. Procurement Card. Does Respondent allow payment of invoices using a Procurement Card?
   [X] Yes [ ] No (Marking a "no" answer will not disqualify your Response.)
   Discount for Procurement Card Purchases? _____%

5. Cooperative Purchasing. The use of this Agreement as a cooperative purchasing agreement available to other governmental agencies is described in the Mesa Standard Terms and Conditions. The use of this Agreement as a cooperative purchasing agreement is subject to approval by the Respondent as designated below.

6. Does Respondent agree to extend the prices, terms and conditions of the Agreement to other agencies as specified in the Standard Terms and Conditions?
   [☒] Yes [ ] No (Marking a "no" answer will not disqualify your Response.)

Addenda.

Respondents are responsible for verifying receipt of any addenda issued by checking the City's website at www.mesaaz.gov/business/purchasing or the Vendor Self Service portal prior to the Response Due date and time. Failure to acknowledge any addenda issued may result in a response being deemed non-responsive. Failure to review addenda does not negate Respondent's initial offer and holds Respondent for any changes prior to Response Due date and time.

Acknowledgement of Receipt and Consideration of Addenda (if applicable):

Addenda # 1 [☒] 2 [☒] 3 [ ] 4 [ ]

LAWFUL PRESENCE AFFIDAVIT

☒ **CHECK HERE AND SKIP THIS AFFIDAVIT IF:** Respondent is an **LLC, a Corporation or a Partnership** as indicated on your W-9. (Please include a copy of your W-9)

COMPLETE THIS AFFIDAVIT IF: Respondent is an **Individual (Natural Person) or a Sole Proprietor** as indicated on your W-9. (Please include a copy of your W-9)

ARS § 1-502 requires any person who applies to the City for a Local Public Benefit (defined as a Grant, Contract or Loan) must demonstrate through the presentation of one (1) of the following documents that he/she is lawfully present in the United States (See the Solicitation Instructions for more information).

Please place a check mark next to the applicable document and present the document to the City employee. If mailing the response, attach a copy of the document to this Affidavit. (If the document says on its face that it may not be copied or you know for reasons of confidentiality that it cannot be copied, you will need to present the document in person to the City for review and signing of the affidavit.)

☐ 1. **Arizona driver license issued after 1996.**
Print first 4 numbers/letters from license: _____

☐ 2. **Arizona non-operating identification license.**
Print first 4 numbers/letters: _____

☐ 3. **Birth certificate or delayed birth certificate issued in any state, territory or possession of the United States.**
Year of birth: _____ Place of birth: _____

☐ 4. **United States Certificate of Birth abroad.**
Year of birth: _____ Place of birth: _____

☐ 5. **United States passport.**
Print first 4 numbers/letters on Passport: _____

☐ 6. **Foreign passport with a United States Visa.**
Print first 4 numbers/letters on Passport: _____
Print first 4 numbers/letters on Visa: _____

☐ 7. **I-94 form with a photograph.**
Print first 4 numbers on I-94: _____

☐ 8. **United States Citizenship & Immigration Services Employment Authorization Document (EAD).**
Print first 4 numbers/letters on EAD: _____

☐ 9. **Refugee travel document.**
Date of Issuance: _____ Refugee Country: _____

☐ 10. **United States Certificate of Naturalization.**
Print first 4 digits of CIS Reg. No.: _____

☐ 11. **United States Certificate of Citizenship.**
Date of Issuance: _____ Place of Issuance: _____

☐ 12. **Tribal Certificate of Indian Blood.**
Date of Issuance: _____ Name of Tribe: _____

☐ 13. **Tribal or Bureau of Indian Affairs Affidavit of Birth.**
Year of Birth: _____ Place of Birth: _____

In accordance with the requirements of Arizona law, I do swear or affirm under penalty of perjury that I am lawfully present in the United States and that the document I presented to establish this presence is true.

Signature

Christina V. Rother
Print Name

10/17/17
Date

CDW Government LLC
Business/Company Name

Verification of Attachment by City Staff:

Signature Date

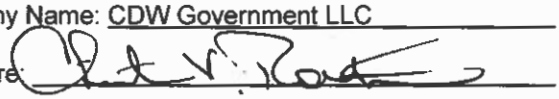
RESPONDENT CERTIFICATION

By submitting the Response and signing this Certification, the Respondent understands and certifies to all of the following:

a) The information provided in Respondent's Response it true and accurate to the best of Respondent's knowledge.
b) Respondent is under no legal prohibition that would prevent Respondent from contracting with the City of Mesa.
c) Respondent has read and understands the Solicitation packet as a whole (including attachments, exhibits, and referenced documents) and: (i) can attest that Respondent is in compliance with the requirements of the Solicitation packet; and (ii) is capable of fully carrying out the requirements of the Solicitation as set forth in Respondent's Response.
d) To Respondent's knowledge, Respondent and Respondent's employees have no known, undisclosed conflicts of interest as defined by applicable law or City of Mesa Procurement Rules. If Respondent or Respondent employees have a known conflict of interest, Respondent has disclosed the conflict in its Response.
e) Respondent did not engage in any anti-competitive practices related to its Response or the Solicitation. The prices offered by Respondent were independently developed without consultation or collusion with any other Respondents or potential Respondents.
f) No gifts, payments or other consideration were made to any City employee, officer, elected official, agent, or consultant who has or may have a role in the procurement process for the services/materials covered by the Solicitation.
g) Respondent grants the City of Mesa permission to copy all parts of its Response including, without limitation, any documents and materials copyrighted by Respondent: (i) for the City's use in evaluating the Response; and (ii) to be disclosed in response to a public records request under Arizona's public records law (A.R.S. § 39-121 et. seq.) or other applicable law, subpoena, or other judicial process provided such disclosure is in accordance with City of Mesa Procurement Rule 6.13.
h) If a contract is awarded to Respondent as a result of the Response submitted to the Solicitation Respondent will:
    i. Provide the materials or services specified in the Response in compliance with all applicable federal, state, and local statutes, rules and policies;
    ii. Honor all elements of the Response submitted by Respondent to the City including, but not limited to, the price and the materials/services to be provided; and
    iii. Enter into an agreement with the City based on the terms and conditions of the Solicitation and the Response, subject to any negotiated exceptions and terms.
i) Respondent is current in all obligations due to the City including any amounts owed the City and any licenses/permits required for the general lawful conduct of business. Respondent shall acquire all licenses/permits necessary to lawfully conduct business specific to the Solicitation prior to the execution of a contract with the City pertaining to the Solicitation.
j) The signatory of this Certification is an officer or duly authorized agent of Respondent with full power and authority to submit binding offers for the goods/services specified herein. Respondent intends by the submission of this Certification to be bound by the terms of the Certification, Solicitation, and Response, subject to any negotiated terms/exceptions.

ACCEPTED AND AGREED TO BY RESPONDENT:

Company Name: CDW Government LLC

Signature: 

Printed Name: Christina V. Rother

Title: President, CDW•G

Date: 10/17/17

ATTACHMENT C
RESPONDENT QUESTIONNAIRE

Respondent Company Name/ DBA: CDW Government LLC	
Years in business providing similar services:33 years	
Contractor's License No(s): N/A Type: (Submit a copy with the Response) Number of employees at location that would serve under a contract from the Solicitation: N/A	
Provide names, contact and telephone numbers of three (3) organizations that have received similar services from your company. **At least one reference should be comparable in size to the City's proposed contract.**	
Firm/Government Agency Name: Kern High School District- Business Services	
Contact Person: Sandy Castorena	Phone: 661-827-3321
Address: 5801 Sundale Avenue Bakersfield, CA 93309	Fax:
	E-Mail Address: Sandy_Castorena@kernhigh.org
$ Value of Work, Supplies/Services and Dates Provided: CDW•G respects the privacy of our customers and therefore cannot disclose the value of the work, supplies/services provided. Dates provided: 2014-today.	
Firm/Government Agency Name: Culpeper School District	
Contact Person: Maria Weiss	Phone: 540-829-2120
Address: 450 Radio Lane Culpeper, VA 22701-1521	Fax:
	E-Mail Address: mweiss@culpeperschools.org
$ Value of Work, Supplies/Services and Dates Provided: CDW•G respects the privacy of our customers and therefore cannot disclose the value of the work, supplies/services provided. Dates provided- 2005-today	
Firm/Government Agency Name: Los Angeles Superior Court	
Contact Person: Rachel Cavazos	Phone: 213-633-0136
Address: 111 North Hill Street, RM 105D Los Angeles, CA 90012-3219	Fax:
	E-Mail Address: RCavazos@lacourt.org
$ Value of Work, Supplies/Services and Dates Provided: CDW•G respects the privacy of our customers and therefore cannot disclose the value of the work, supplies/services provided. Dates provided- 2005-today	
List any other information which may be helpful in determining your qualifications for a potential contract:	

75 Tri-State International
Lincolnshire, IL 60069

CDW.com

January 1, 2017

To CDW Government LLC Customers:

CDW Government LLC is your supplier/vendor. CDW Government LLC's FEIN is 36-4230110. This is the number displayed on our invoices.

CDW Government LLC is treated as a disregarded entity for federal income tax purposes. The Internal Revenue Service requires the W-9 to be completed by an entity that is not a disregarded entity for federal tax purposes. For CDW Government LLC, that entity is the parent corporation, CDW LLC, FEIN 36-3310735. Consequently, CDW Government LLC's W-9 lists CDW LLC as the "Name (as shown on the income tax return)" and the "Business name" as CDW Government LLC.

The address on our W-9, (230 N. Milwaukee Ave. Vernon Hills, IL 60061), is our mailing address registered with the IRS. CDW Government LLC requests your payments to be mailed to another address, (75 Remittance Dr, Suite 1515, Chicago, IL 60675). This is merely for payment processing and is not a CDW Government LLC physical location.

We apologize for any confusion our organizational structure may cause you; however, we have completed the W-9 as required by the Internal Revenue Service.

Please feel free to contact us at taxteam@cdw.com should you have any questions or require additional documentation.

Thank you,

CDW Tax Department

Tab 7

Appendix

Mark A. Ellis

Work Experience CDW•G

CDW•G Manager, Program Management **October 2016 - Present**

- Manages a team of 15 people responsible for State & Local, Higher Education and K-12 Contracts
- Responsible for Program Manager deliverables below as well as signature authority on behalf of the Program Management team

CDW•G Program Manager **March 2005 – September 2016**

- Manages a contract portfolio and team that includes; Healthcare, Higher Education, K-12 and State & Local Segments.
- Provides Program Management support for contract vehicles to ensure compliance, minimize risk, and maximize contract revenue and profitability.
- Manages and develops direct reports to include: Deputy Program Managers and Contract Analyst.
- Responsible for a full range of contracts which face customers and/or partners (E.g., Master Purchase Agreements, Subcontractor Agreements, Stretch Agreements, and others.)
- Initiates and responds to requests for contract changes, product substitutions and/or technical refreshments.
- Drafts or reviews completed drafts of appropriate amendments and other contract documents throughout the contract life-cycle.
- Facilitates preliminary dispute resolution and coordinates with the CDW Legal department as necessary, to maintain customer satisfaction and bring prompt closure to certain contract disputes.
- Takes hands-on, developmental roles in all facets of proposal development, making bid/no-bid suggestions/determinations.
- Ensured contract deliverables reports are prepared, keeps abreast of contractual terms and conditions.
- Managed contracts to ensure maximum contract revenue and profitability
- Made contract modifications including price reductions, additions, discontinued products, replacements as well as version changes.
- Ensured price and supply agreements are in place from award through completion.
- Ensured that CDW•G is in compliance with government regulations, as applicable.

CDW•G Proposal Specialist **March 2003 – March 2005**

- Delegated tasks among account managers, sales managers, systems engineers, field reps, vendors, service partners etc. throughout the proposal process.
- Analyzed RFPs and document potential gains, liabilities, terms and conditions
- Prepared a written response, articulating company capabilities, thoroughly addressing explicit and implicit customer needs.
- Crafted professionally written responses to proposal documents that specifically address customer requirements while positioning CDW•G for success
- Managed proposal schedule to meet deadlines
- Researched the customer to understand their environment, politics, limitations, hot points and other factors that will translate to a response that wins
- Reviewed and flags Proposal Documents for opportunities, liabilities, terms and conditions
- Reviewed responses for compliance, accuracy, content and impact to business; participates in review sessions with teammates to ensure the integrity of all documents and solutions
- Oversaw completion of pricing and non-cost items in the cost proposal, such as representations and certifications

CDW•G Account Manager **October 2001 – March 2003**

- Handled and grew account portfolio that included all SLED customers in CDW•G Ohio Valley
- Served as lead Account Manager for Warren County, Ohio a $1.7M account per year

Education

Indiana University - Bloomington

Bachelor of Arts – History

Minor – Business

Major Projects

CDW Emerging Leaders Program Participant **October 2015 – July 2016**

- Participated and won the 2015-2016 Emerging Leaders Program with my team where we covered how we can better serve our CDW customers by providing a better experience with DCS Services.
- Worked with 4 other people, all in different locations collaborating on our goal of delivering a presentation to CDW's Executives on our final solution.

Patrick T. O'Brien

Education **University of Illinois** **1990-1995**
Bachelor of Science – Sports Management
Florida Gulf Coast University **1997**
Secondary Education Mathematics Accreditation

Work Experience **CDW•G** **Vernon Hills, IL** **2001-Present**

Field Sales Manager, Government **2014-Present**

- Responsible for customer relationships, territory strategy, partner alignment, and Coworker Development for all State and Local Field Sellers in Eastern US.
- Assist in developing short- and long-term performance goals, strategic direction, and business initiatives of our East State and Local Sales Team.

Regional Sales Manager, Government **2007-2014**

- Driving force in successful awards to CDW•G of several state contracts including Ohio, Florida, and California.
- Manage a team of State and Local account managers in the Pacific region
- Responsible for Government sales across all technologies in the region
- Work with account managers to ensure customers are being properly serviced

Strategic Accounts Sales Manager, Healthcare **2006-2007**

- Founding member of CDW Healthcare Division
- Lead Subject Matter Expert for contract proposal resulting in then largest contract in company history
- Responsible for developing, coaching, and supervising National Field and Inside Sales Staff

Sales Manager, Education **2004-2006**

- Driving force in regionalization of Education sales team.
- Consistently managed highest percent of goal sales team in the division.

Account Manager, Government & Education **2001-2004**

- Assisted in the development of new Account Managers
- Focused on helping customers with their technology purchases
- Focused on building relationships with customers to ensure they met their technology goals
- Developed new relationships within existing customers to bring them the value and benefits of CDW

CDW PRODUCT RETURN POLICY

Seller offers a 30-day return policy on most products sold. Manufacturer restrictions apply to certain merchandise, as detailed below and as updated from time to time. Customer may obtain additional details and any applicable updates from the dedicated Seller account manager and may obtain manufacturer contact information by contacting CDW Customer Relations, which may be reached by calling 866.SVC.4CDW or by emailing returns@cdw.com.

1. Return Restrictions.

- Defective Product Returns. Customer may return most *defective* Products directly to Seller within fifteen (15) days of invoice date and receive, at Seller's option, credit, replacement, exchange, or repair. After fifteen (15) days, only the manufacturer warranty applies.

- Non-Defective Product Returns. Customer may return most *non-defective* Products directly to Seller within thirty (30) days of invoice date and receive, at Customer's option, credit or exchange, except that an automatic Seller restocking charge will reduce the value of any such credit or exchange by a minimum of fifteen percent (15%).

- Restricted, Repair-Only Returns. Certain Products can only be returned for repair—not for exchange, replacement or credit—based on current manufacturer requirements. Such Products should be returned to Seller, shipped directly to the manufacturer, or taken to an authorized service center in Customer's vicinity. More information may be provided by the dedicated Seller account manager or by CDW Customer Relations.

- Restricted, Manufacturer-Only Assistance. Certain Products cannot be returned to Seller for any reason—without exception—and Customer must contact the manufacturer directly for any needed assistance. More information may be provided by the dedicated Seller account manager or by CDW Customer Relations.

- Special Orders. Products that are specially ordered may be non-returnable or may have unique return restrictions provided at the time of sale. More information may be provided by the dedicated Seller account manager or by CDW Customer Relations.

- Return of Software or DVDs. Seller offers refunds only for unopened, undamaged software and DVD movies that are returned within 30 days of invoice date. Seller offers *only replacement* for software products and DVD movies that either: (i) are defective but are returned *within* thirty (30) days of invoice date; or (ii) are unopened and undamaged, but are returned *more than* 30 days after invoice date; such replaceable merchandise may be exchanged only for the same software or DVD movie title. Multiple software licenses may be returned for refund or exchange *only* (i) if specifically authorized in advance by the manufacturer; *and* (ii) if returned *within* thirty (30) days of invoice date.

2. Customer Shipment of Returned Merchandise.

- Return Merchandise Authorization (RMA) Number. No returns of any type will be accepted by Seller unless accompanied by a unique RMA number, which Customer may obtain by providing the following information to CDW Customer Relations: customer name, applicable invoice number, product serial number, and details of Customer's issue with the product. Customer has five (5) days to return a Product after the applicable RMA is issued. CDW reserves the right to refuse any UNAUTHORIZED returns: those that occur after the five (5) day period or those involving Products that are unaccompanied by valid RMA's.

- Returned Products Must Be Complete. All Products *MUST BE* returned one hundred percent (100%) complete, including all original boxes, packing materials, manuals, blank warranty cards, and other accessories provided by the manufacturer. CDW reserves the right to refuse the return of incomplete Products. In addition, CDW will charge a minimum fifteen percent (15%) restocking fee for returns that are accepted.

- Responsibility for Shipping Costs. Customer is responsible for the cost of shipping returned items; Seller is responsible for the cost of shipping replacements or exchanges of returned items and will match Customer's shipping method.

- Customer Shipping Insurance. Customer is strongly advised to purchase full insurance to cover loss and damage in transit for shipments of returned items and to use a carrier and shipping method that provide proof of delivery. Seller is not responsible for loss during such shipment.

3. Merchandise Damaged in Transit.

- Refusal/Receipt of Damaged Products. If a package containing items purchased from Seller arrives at Customer's address *DAMAGED*, Customer should *REFUSE* to accept delivery from the carrier. If Customer *does* accept delivery of such a package, Customer must: (i) note the damage on the carrier's delivery record so that Seller may file a claim; (ii) save, as is, the merchandise *AND* the original box and packaging it arrived in; and (iii) promptly notify Seller either by calling CDW Customer Relations or by contacting the Seller account manager to arrange for carrier's inspection and pickup of the damaged merchandise. If Customer does not so note the damage and save the received merchandise and does not so notify Seller within fifteen (15) days of delivery acceptance, Customer will be deemed to have accepted the merchandise as if it had arrived undamaged, and Seller's regular return policy, as described in sections 1 and 2 above, and all current manufacturer warranties and restrictions will apply.

4. Credits

Any credit issued by Seller to Customer under this return policy must be used within two (2) years from the date that the credit was issued and may only be used for future purchases of Product and/or Services. Any credit or portion thereof not used within the two (2) year period will automatically expire.

CDW·G
PEOPLE
WHO
GET IT™

COUNCIL COMMUNICATION

CC #: 9860
File #: 0500

Title: Mediation Disclosure Notification and Acknowledgment
Contact: M. Sheidenberger 916-774-5325 msheidenberger@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 6.9.

RECOMMENDATION TO COUNCIL

The City Attorney recommends that the City Council adopt a resolution to authorize the Mayor to execute a Mediation Disclosure Notification and Acknowledgment form on behalf of the City Council.

BACKGROUND

Under existing law, all communications, negotiations and settlement discussions during mediation are confidential. SB 954, which went into effect January 1, 2019, requires an attorney representing a client participating in a mediation to provide the client with a written disclosure containing the mediation confidentiality restrictions provided in the California Evidence Code. The form of the disclosure notice is provided in the statute. The attorney is required to obtain a printed acknowledgment signed by the client before every mediation stating that the client has read and understands the confidentiality restrictions.
It was unclear initially whether this new law applied to cities with in-house city attorneys. A lobbyist for a city requested the author provide additional information on how the bill would apply to city attorneys. The response was that city attorneys should obtain the disclosure. However, instead of obtaining a signed disclosure every time there is a potential mediation, it was advised that it is sufficient to tailor the disclosure to coincide with the City Council membership so that the City Council only signs the disclosure when its membership changes. Since the City Council recently appointed a new Councilmember and Mayor, the City Attorney requests that the City Council authorize Mayor John B. Allard II to execute the attached Mediation Disclosure Notification and Acknowledgment form on behalf of the City Council.

FISCAL IMPACT

There is no fiscal impact associated with this particular request.

ECONOMIC DEVELOPMENT / JOBS CREATED

No jobs will be created as a result of this action.

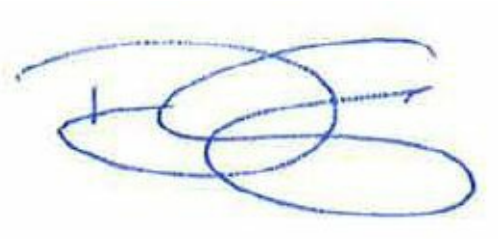
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment (CEQA Guidelines §15061(b)(3)). Execution of the required mediation disclosure form does not include the potential for a significant environmental effect, and therefore is not subject to CEQA.

Respectfully Submitted,

Michelle Sheidenberger, Assistant City Attorney

Robert R. Schmitt, City Attorney



_____

Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-87

Mediation Disclosure Form

RESOLUTION NO. 19-87

AUTHORIZING THE MAYOR TO SIGN A MEDIATION DISCLOSURE NOTIFICATION AND ACKNOWLEDGEMENT FORM

WHEREAS, SB 954 requires an attorney representing a client participating in a mediation to provide the client with a written disclosure containing the mediation confidentiality restrictions provided in the California Evidence Code; and

WHEREAS, instead of signing a disclosure every time there is potential mediation, the City Attorney requests that the City Council authorize Mayor John B. Allard II to execute a Mediation Disclosure notification and Acknowledgement form on behalf of the existing City Council; and

WHEREAS, the Mediation Disclosure Notification and Acknowledgement form has been reviewed by City Council; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that the Mayor is hereby authorized to sign the Mediation Disclosure Notification and Acknowledgement form.

PASSED AND ADOPTED by the Council of the City of Roseville this ___ day of _____, 20__, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

CITY OF ROSEVILLE CALIFORNIA

City Attorney
311 Vernon Street
Roseville, California 95678-2649

MEDIATION DISCLOSURE NOTIFICATION AND ACKNOWLEDGEMENT

To promote communication in mediation, California law generally makes mediation a confidential process. California's mediation confidentiality laws are laid out in Sections 703.5 and 1115 to 1129, inclusive, of the Evidence Code. Those laws establish the confidentiality of mediation and limit the disclosure, admissibility, and a court's consideration of communications, writings, and conduct in connection with a mediation. In general, those laws mean the following:

- All communications, negotiations, or settlement offers in the course of a mediation must remain confidential.
- Statements made and writings prepared in connection with a mediation are not admissible or subject to discovery or compelled disclosure of noncriminal proceedings.
- A mediator's report, opinion, recommendation, or finding about what occurred in a mediation may not be submitted to or considered by a court or another adjudicative body.
- A mediator cannot testify in any subsequent civil proceeding about any communication or conduct occurring at, or in connection with, a mediation.

This means that all communications between the Roseville City Council and the City Attorney made in preparation for a mediation, or during a mediation, are confidential and cannot be disclosed or used (except in extremely limited circumstances), even if the City of Roseville later decides to sue the City Attorney for malpractice because of something that happens during the mediation.

I, John B. Allard II, Mayor of the City of Roseville, acting on behalf of the Roseville City Council, convey the Roseville City Council's understanding that, unless all participants agree otherwise, no oral or written communication made during a mediation, or in preparation for a mediation, including communications between any Roseville City Council Member and the City Attorney, can be used as evidence in any subsequent noncriminal legal action including an action against the City Attorney for malpractice or an ethical violation.

NOTE: This disclosure and signed acknowledgement does not limit the City Attorney's potential liability to the City of Roseville for professional malpractice, or prevent the City of Roseville from (1) reporting any professional misconduct by its attorney to the State Bar of California or (2) cooperating with any disciplinary investigation or criminal prosecution of its attorney.

BY:_____ DATE:_____

JOHN B. ALLARD II
Mayor
Acting on behalf of the Roseville City Council

BY:_____ DATE:_____

ROBERT R. SCHMITT
City Attorney

COUNCIL COMMUNICATION

CC #: 9866
File #: 0110-01

Title: Placer Valley Tourism - Annual Budget and Strategic Work Plan
Contact: Kathy M. Barsotti 916-774-5955 kbarsotti@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 6.10.

RECOMMENDATION TO COUNCIL

Recommend Council adopt a resolution to approve the 2019 Budget and 2019 Strategic Marketing Plan for Placer Valley Tourism (PVT).

BACKGROUND

The South Placer County Tourism Corporation, dba Placer Valley Tourism (PVT), exists to create a revenue source that specifically promotes and supports tourism efforts that generate overnight stays within the region. Revenue is generated by assessments on hotel room nights for all hotels in the cities of Lincoln, Rocklin and Roseville. This assessment was voted on and approved by all hotel owners in 2014.

On November 5, 2014, the City entered into a Marketing Management Agreement with PVT which authorizes PVT to administer and implement all of the activities and improvements of the District. Expenditure of assessments received from the District are directed by the PVT Board, which is comprised of hotel, Chamber and City representatives from Roseville, Rocklin and Lincoln. Pursuant to the Marketing Management Agreement, and as required by state law, the PVT strategic marketing plan and budget shall undergo annual review and approval by the City Council. The City Council has the discretion to approve the strategic marketing plan and budget as submitted or may modify any particular matter contained within these documents.

The attached strategic marketing plan was approved by the PVT Board of Directors on October 25, 2018. The budget was approved by PVT Board of Directors on November 15, 2018. Revenues are in line with expenses, and a conservative revenue budget was assumed. Some of the highlights of the 2019 Strategic Marketing Plan include:

1. Keep the Event Center (@the Grounds) on track for opening first quarter of 2020.
2. Focus all available capital resources on the Event Center for the next two years.
3. Work to secure sponsorships and naming rights for @the Grounds and Event Center.
4. Focus on the sports tourism side of the Event Center securing key events for 2020 and 2021.
5. Market the Event Center to Faith Groups.
6. Work to minimize the loss of a year without a major California Capital Aquatics (CCA) event.

7. Successful implementation of a new website platform.

The attached Placer Valley Tourism 2019 Strategic Marketing Plan provides further detailed information. Staff has reviewed and recommends approval of PVT's 2019 Strategic Marketing Plan and 2019 Budget.

FISCAL IMPACT

There is no direct fiscal impact associated with this recommendation. Funding for these PVT activities is derived from room night assessments for all hotels in the cities of Lincoln, Rocklin and Roseville. These assessments were voted on and approved by a majority of affected hotel owners in 2014. This assessment is separate and distinct from the 6% transient occupancy tax (TOT) collected by the City of Roseville from all Roseville hotels.

ECONOMIC DEVELOPMENT / JOBS CREATED

While the creation of the PVT Marketing Plan itself has a limited economic impact, the goals and objectives have a significant economic impact in the area of tourism, cultural arts, and entertainment within the City of Roseville and greater Placer County. Tourism is an economic engine and is vitally important to our economic industry: generating revenue, creating jobs, and developing stronger communities.

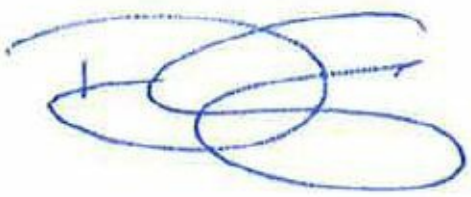
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment (CEQA Guidelines §15061(b)(3)). Approval of the 2019 Strategic Marketing Plan and 2019 Budget for Placer Valley Tourism does not include the potential for a significant environmental effect, and therefore is not subject to CEQA.

Respectfully Submitted,

Kathy M. Barsotti, Recreation Manager

Dion Louthan, Parks, Recreation & Libraries Director



_____

Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-91

2019 PVT Annual Budget

PVT 2019 Annual Strategic Marketing Plan

RESOLUTION NO. 19-91

APPROVING THE 2019 PLACER VALLEY TOURISM STRATEGIC MARKETING PLAN AND BUDGET

WHEREAS, the Placer Valley Sports Complex and Tourism Marketing District (District) was created in November 2014 to replace the former South Placer County Tourism Business Improvement Area; and

WHEREAS, Placer Valley Tourism (PVT) administers the District under a Marketing Management Agreement which requires PVT to submit an annual budget and work plan to the City; and

WHEREAS, the 2019 Placer Valley Tourism Strategic Marketing Plan and the 2019 Placer Valley Tourism Budget have been reviewed by the City Council;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Roseville that the 2019 Placer Valley Tourism Strategic Marketing Plan and the 2019 Placer Valley Tourism Budget are hereby approved.

PASSED AND ADOPTED by the Council of the City of Roseville this ___ day of _____, 20__, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

PLACER VALLEY
ROSEVILLE · ROCKLIN · LINCOLN

Placer Valley Tourism
2019 Budget

			Budget 2019	Budget 2018	Variance
Revenues					
	Net Hotel Assessment to PVT	**1**	2,455,000	2,946,500	(491,500)
Other Revenues:					
	7010 · Interest Income	**2**	30,000	4,000	26,000
	7020 · Miscellaneous			-	-
	7050 · Facility Services			7,000	(7,000)
	7055 · Out of Market Hotel Rebates			-	-
	7060 · Rollover Major Projects	**3**	100,000	400,000	(300,000)
	Subtotal		30,000	411,000	(381,000)
	TOTAL REVENUES		**2,485,000**	**3,357,500**	(872,500)
Expenses			**Budget 2019**	**Budget 2018**	**Variance**
Projects:					
	4100 · Marketing	**4**	300,000	250,000	50,000
	4140 · Tourism Study		6,900	9,000	(2,100)
	4160 · Professional Development		8,000	10,000	(2,000)
	4250 · Event Support	**5**	375,000	425,000	(50,000)
	4260 · Opportunity Fund	**6**	-	50,000	(50,000)
	4550 · Board/Staff Development		16,000	16,000	-
	4800 · Web Site		8,000	25,000	(17,000)
	4900 · Community Events		45,000	40,000	5,000
	Total Projects		**758,900**	**825,000**	(66,100)
Payroll Expenses:					
	2210 · Salaries + 2220 · Hourly Wages		465,000	445,000	20,000
	2300 -2400 · Payroll Taxes and W/C Ins		46,500	51,000	(4,500)
	2450 · Incentive		55,000	78,000	(23,000)
	2500 - 2600 · Employee Benefits		77,000	75,000	2,000
	2650 · Temp Labor		-	2,000	(2,000)
	Total Payroll		**643,500**	**651,000**	(7,500)

Placer Valley Tourism
2019 Budget

			Budget 2019	Budget 2018	Variance
Operations:					
3090 · Common Area Maintenance/Assoc Dues			11,000	10,000	1,000
3110 · Janitorial/Maintenance			3,000	3,000	-
3200 · Utilities			4,000	4,200	(200)
3300 · Telephone			5,000	5,200	(200)
3155 · Office Supplies			10,000	15,000	(5,000)
3400 · Insurance-Liability/D&O			6,500	6,500	-
3600 · Postage and Delivery			700	1,000	(300)
3700 · Accounting and Payroll			3,500	3,000	500
3990 · Property Tax			6,000	5,500	500
3810 · Dues and Subscriptions			3,500	6,500	(3,000)
3820 · Legal and Professional			13,000	3,500	9,500
3831 · Expense Reimbursement-Travel			12,000	15,000	(3,000)
3832 · Expense Reimbursement-Meals			10,000	10,500	(500)
3850 · Audit Fee			7,000	6,500	500
3900 · City of Roseville Admin Fee			2,600	2,500	100
Total Operations			**97,800**	**97,900**	(100)
SUBTOTAL EXPENSES			**1,500,200**	**1,573,900**	(73,700)
Special Projects:			**Budget 2019**	**Budget 2018**	**Variance**
4853 · Fairgrounds			-	-	-
4855 · Major Projects Rollover			100,000	400,000	(300,000)
4880 · Major Projects		**3**	100,000	500,000	(400,000)
Total Special Projects			**200,000**	**900,000**	(700,000)
Grand Total Expense			**1,700,200**	**2,473,900**	(773,700)
Revenue Over Entire Expense			784,800	883,600	(98,800)
ATG Operational Loan		***7***	300,000	300,000	-
Net Cash		***8***	*484,800*	*583,600*	*(98,800)*

Placer Valley Tourism
2019 Budget

			Budget 2019	Budget 2018	Variance
Note Receivable Loan to ATG					
Statistics					
Hotel Assessments to PVT		***9***			
	Rocklin		*672,750*	*672,750*	-
	Lincoln		*156,000*	*156,000*	-
	Roseville		*3,526,250*	*3,467,750*	58,500
	Total		***4,355,000***	***4,296,500***	58,500
	Less Bond Payment	***10***	*1,900,000*	*1,350,000*	550,000
	Total		***2,455,000***	***2,946,500***	(491,500)
Room Nights:					
	Rocklin		*103,500*	*103,500*	-
	Lincoln		*24,000*	*24,000*	-
	Roseville		*542,500*	*533,500*	9,000
	Total		***670,000***	***661,000***	9,000

1	Revenue to PVT is lower due to increased debt service. See note 10.
2	Interest is up due to investment in money market and CDs.
3	Rollover for Roseville dugout project.
4	Marketing is up due to increased attendance at trade shows, Event Center support and Superlative naming rights contract.
5	Event Support is reduced due to loss of major swimming event.
6	Opportunity Fund deleted due to reserves.
7	ATG shortfall is based upon feasibility study for Event Center.
8	Money available to go into reserves or assist with Event Center.
9	Assessments are slightly above 2018 budget and slightly below 2018 actuals softening in market is offset by new hotel capacity.
10	Bond payments increase as we draw down more of the proceeds. Stable annual debt service is around 2,050,000

PLACER VALLEY
Tourism Enriching Communities

A Year of Exhilarating Challenges

2019 Strategic Marketing Plan

Make no mistake about it, 2019 is going to be a very challenging year for Placer Valley Tourism (PVT).

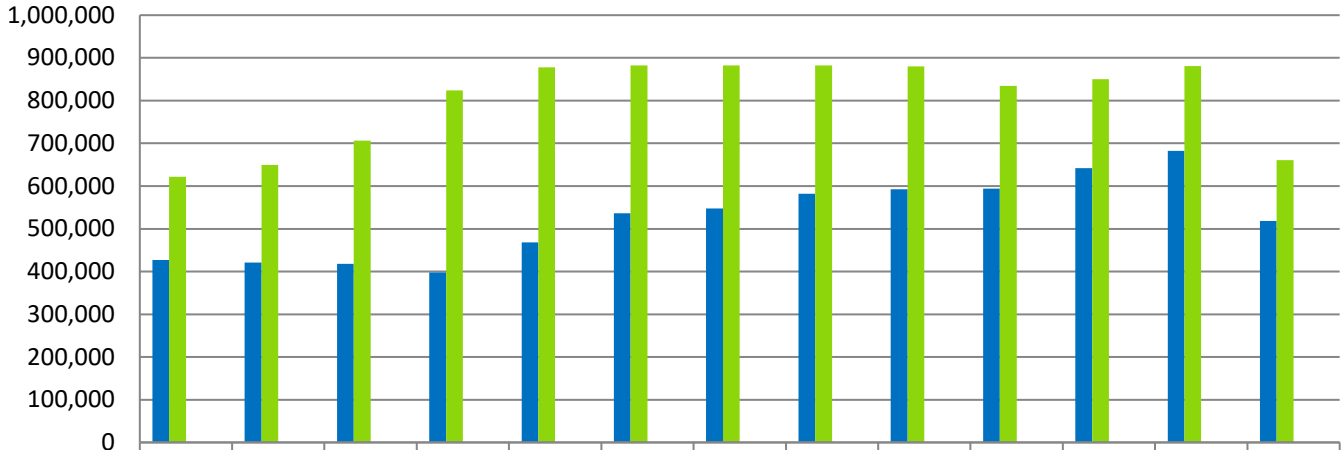
The monumental task of revitalizing and rebranding the fairgrounds to @the Grounds while simultaneously planning, developing and scheduling the pending construction of the new Event Center, will continue to take a toll on our very small staff and financial resources. Nonetheless, while 2019 demands another year of hard work we look forward to reaping our harvest in 2020.

Over the past several years PVT has established very strong programs that continue to drive incremental hotel room sales and improve Average Daily Rate (ADR). This year's goal will try to maintain all of these successes while preparing for the next quantum change in the market. Most of Placer Valley Tourism's key strategies for 2019 are building blocks for 2020 and beyond.

2019 Key Strategies

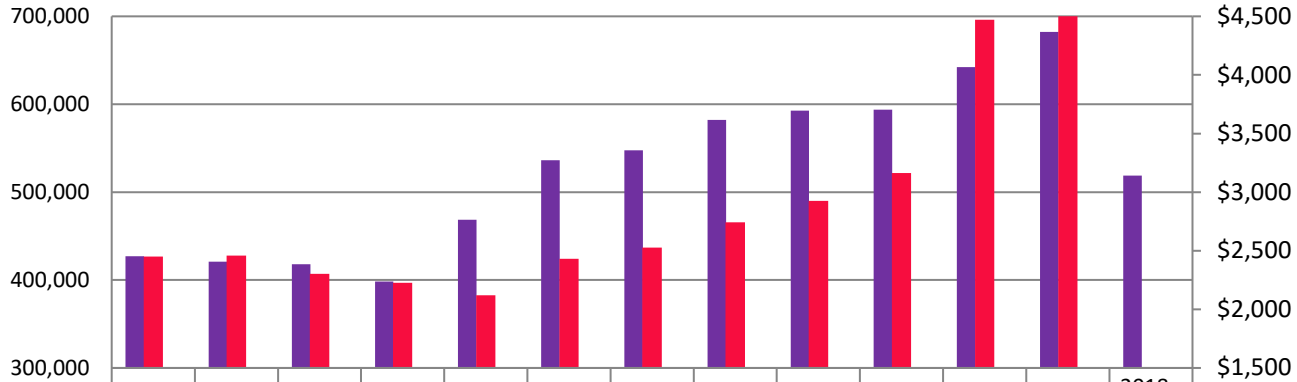
1) Keep the Event Center on track for opening first quarter 2020
2) Focus all available capital resources on the Event Center for the next two years
3) Work to secure sponsorships and naming rights for @the Grounds and Event Center
4) Focus on the sports tourism side of the Event Center securing key events for 2020 and 2021
5) Market the Event Center to Faith Groups
6) Work to minimize the loss of a year without a major California Capital Aquatics (CCA) event
7) Successful implementation of a new website platform

Hotel Room Nights Available vs. Sold 2006 - 2018



	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 - 3rd QTR
Sold	427,186	420,797	418,088	398,170	468,501	536,225	547,756	582,067	592,772	593,815	642,220	682,370	518,659
Available	621,501	649,674	706,061	823,890	877,889	882,570	882,570	882,238	880,015	834,755	849,883	880,843	660,660
Occupancy %	68.7	64.8	59.2	48.3	53.4	60.8	62.1	65.6	67.4	71.1	75.6	77.5	78.5
ADR $	$99.02	$99.13	$97.37	$83.55	$77.74	$79.25	$81.26	$85.16	$91.25	$99.69	$103.49	$112.22	$117.15

Hotel Room Nights Sold vs. TOT Collections 2006 - 2018

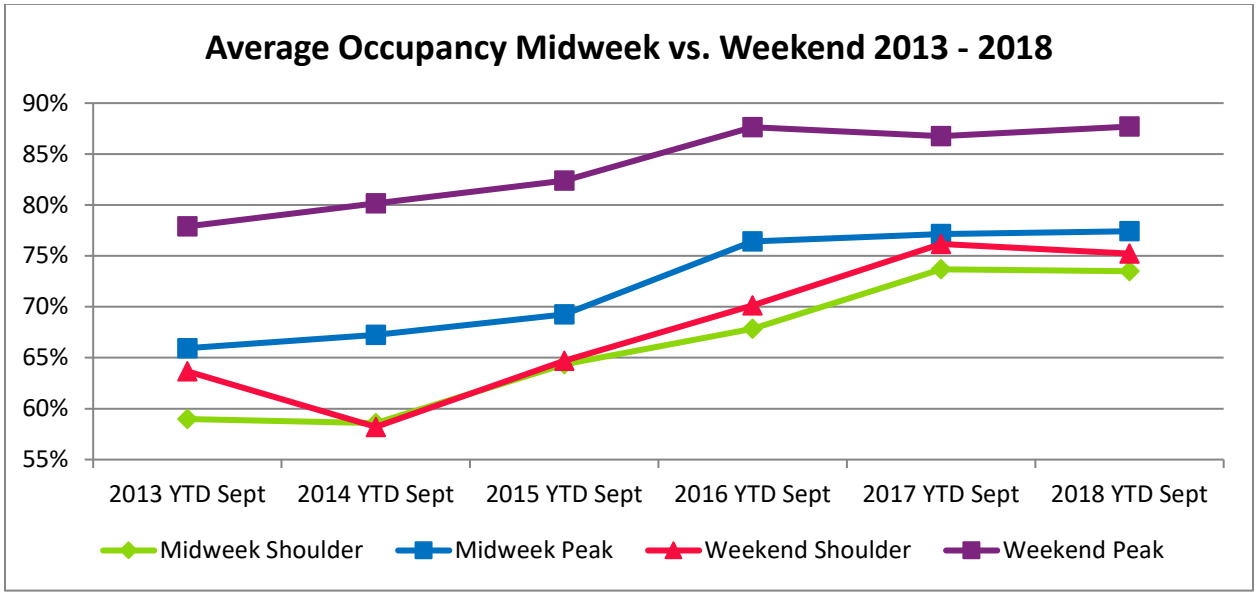


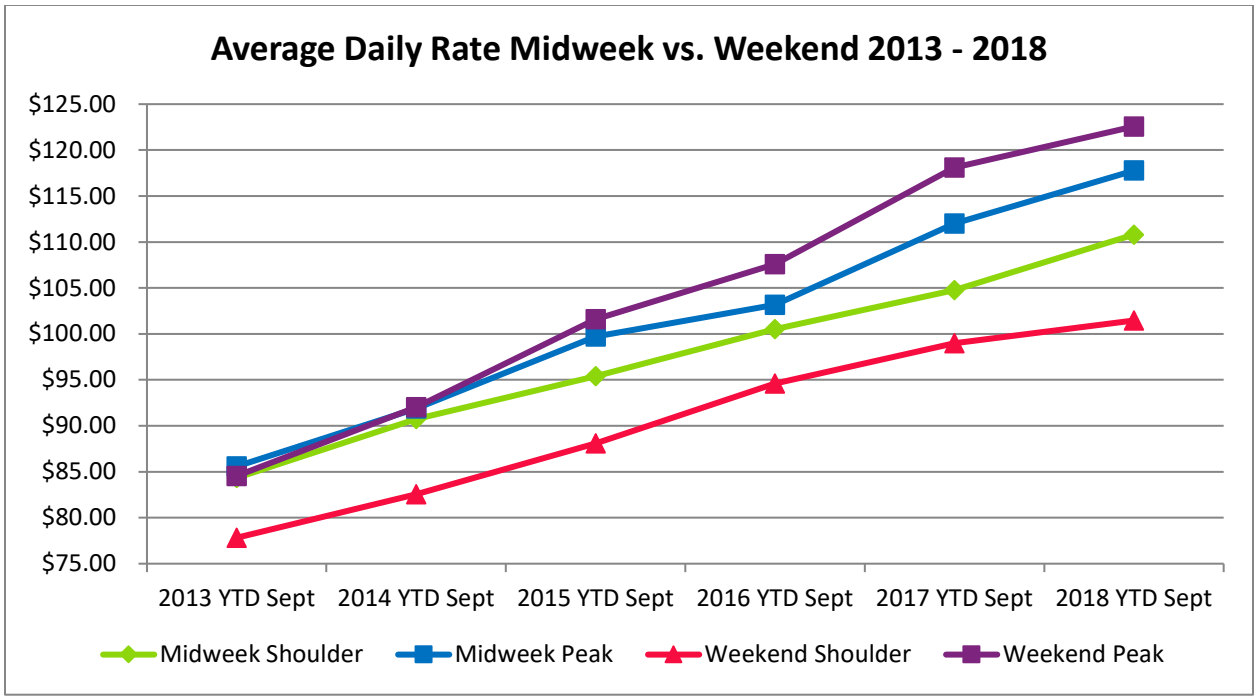
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 - 3rd QTR
Sold	427,186	420,797	418,088	398,170	468,501	536,225	547,756	582,067	592,772	593,815	642,220	682,370	518,659
Occupancy %	68.7	64.8	59.2	48.3	53.4	60.8	62.1	65.6	67.4	71.1	75.6	77.5	78.5
ADR $	$99.02	$99.13	$97.37	$83.55	$77.74	$79.25	$81.26	$85.16	$91.25	$99.69	$103.49	$112.22	$117.15
TOT (Thousands)	$2,451	$2,460	$2,302	$2,226	$2,119	$2,431	$2,526	$2,742	$2,925	$3,163	$4,470	$4,676	

2018 data above shows continued improvement as demonstrated in the charts below with one cautionary note; during the last few months, there has been a slight slowdown in hotel demand for the entire Sacramento market. Downtown Sacramento has increased gross demand due to new product while occupancy has declined. End of year projections illustrate the market saw mild growth in the first half of 2018 and are losing steam heading towards flat demand on an annualized basis.

While very good occupancy is being maintained in Placer Valley, we continue our focus on ADR which is a critical factor to the health of the hotel industry and our cities' Transient Occupancy Tax (TOT) collection.

The following two charts show our occupancy by time periods: Weekend Peak and Weekday Peak (May - October) and Midweek and Weekend Shoulder (November - April). With the exception of Weekend Peak occupancies, the other three segments are relatively close, within four points of each other, while Weekend Peak is ten points ahead due in large part to our successful event strategy. However, the following ADR chart shows how far behind Weekend Shoulder rates lag more than $20.00. The Event Center will allow us to host major events in the Shoulder season, replicating our successful strategy that is driving Weekend Peak. Moving this ADR segment will be immensely impactful for our hotels and cities.





Event Center Construction Schedule & Resources

Approval of the Event Center is expected in late 2018 with construction to commence soon after. To accelerate a timely start, PVT has implemented a design-build method for which completed plans are nearly in place. Unfortunately, the CEQA/EIR process took six months longer than expected which has delayed construction to start in the winter season. This delay has already witnessed an impact on costs as a result of escalating tariffs due to an uncertain steel market as well as a general demand on the construction industry as a whole.

Adding to this, PVT made the decision to change the initial phase of the building from 130,000 square feet with 10 basketball courts to 160,000 square feet and 12 basketball courts while remaining column free even at full build out. This option will allow for the subsequent construction phase of the building to be less intrusive to operations and less expensive when it is embarked. While this decision is a very positive strategy for building operations, it does shift more financial burden to the present budget as opposed to the future. Because of these decisions and the importance of the Event Center to our mission, *to improve the health of the hotel industry*, PVT's capital financial investments for the next several years will remain focused on delivering the best Event Center possible, filled with room night producing events.

Event Center Auxiliary Revenues – Sponsorship/Naming Rights

Anticipating the completion of the Event Center, PVT has hired a national company, The Superlative Group, to assist in securing sponsors and naming rights opportunities. These components are an important integral part to the self-sustaining model for @the Grounds. We recognize that space rental and additional revenue streams alone cannot make an enterprise of this scale competitive and self-sufficient. It is only through sponsorship and other auxiliary revenues that we ensure ongoing quality site maintenance while providing a pricing structure that allows for community usage. The earlier these promotional partners can be identified the better for all. It allows more exposure for the partner while defining ways to fully incorporate brands and better implementation for daily operations.

Filling the Event Center with Sports Tourism

PVT and @the Grounds will work closely together to fill the Event Center with the most impactful events for our community. In supporting this strategy, PVT will take the lead on sports tourism events and the faith market while @the Grounds will lead the efforts focused on government and association meeting markets along with other types of events like industry trade shows, fundraisers and community events. Groundwork to uncover impactful events for the new Event Center is well underway! Emphasis on booking within the shoulder months of November through February continue to be a focus even though the highly anticipated event center will increase occupancies year-round.

Diversifying our market mix will allow us to strategically select business that will best accomplish the goal of generating incremental hotel room nights. We are actively pursuing the five sport-types depicted in the Hunden Feasibility Study as having the greatest impact:

- Basketball
- Volleyball
- Gymnastics
- Wrestling
- Cheer

Basketball:

Basketball organizations are very prevalent in the West so deciding which will have the greatest impact is priority. While we have strong existing relationships with AAU and Extreme Hoops, research and qualifying efforts have uncovered additional opportunities worthy of consideration and development:

- West Coast Take Over (WCTO)
- Best of the West (BOTW)
- National Middle School Basketball Association (NMSBA)

Westcoast Takeover is a local organization hosting annual tournaments for young athletes ages 8-18. Our first experience with WCTO will take place this December at Hardwood Palace. By 2020, WCTO events will be primed and ready for the new Event Center. Each tournament is expected to generate between 300-700 room nights and is currently being considered for hosting at the Event Center during the months of March – April – May – September – December; *actual weekend to be determined.*

Best of the West is a basketball and volleyball tournament hosted by Regency Baptist Academy at Hardwood Palace. BOTW takes place mid-week in early November attracting teams from California, Oregon and Washington. Fostering a relationship opens a new niche for PVT; Independent Christian Schools. The potential for creating new events and developing existing events is foreseeable.

The National Middle School Basketball Association State Championship takes place annually during the designated college recruiting timeframe in March. This tournament has a strong following capable of generating over 1,000 room nights. This particular event can only be awarded through a bid process.

Volleyball:

Similar to basketball, volleyball tournaments flourish in winter and spring while attracting travel teams from all over California and beyond.

At this time, the following volleyball organizations have been identified as potential partners to host large scale tournaments:

- Synergy Force/Junior Volleyball Association (JVA)
- USA Volleyball (USAV)/Northern California Volleyball Association (NCVA)

Synergy Force Volleyball is a local premier Junior Club that PVT has successfully cemented a relationship with. Synergy's reputation and affiliation to JVA will be the catalyst to creating and securing at least one signature JVA tournament annually.

JVA is the only national association that is 100% focused on junior volleyball and the needs of junior clubs. Hosting a JVA tournament will attract out of town teams to generate an estimated 1,000-3,000 room nights per major event.

At this time, the following weekends are being held on a tentative basis pending the confirmation of a venue opening date:

- January 18-20, 2020 - MLK weekend (may need to shift to 2021)
- March 7-8, 2020 (may need to shift to 2021)

USA Volleyball (USAV) is a non-profit organization which is recognized as the national governing body of volleyball in the United States.

NCVA operates under USAV in a regional capacity to host events in northern California. NCVA hosts one- and two-day events that don't necessarily generate many room nights, however, this is a good contact to have when we need to fill an open weekend. At this time, the following date is being considered:

- May 2-3, 2020 – Western Qualifier
- NCVA league tournaments can be booked short term, ideal for last minute filler business

Gymnastics:

PVT and Byers Gymnastics Roseville, a local gymnastics club, have developed a reciprocal relationship which has led to the successful hosting of smaller meets including Xcel competitions and invitationals.

Networking opportunities with USA Gymnastics (USAG) representatives at industry conferences like National Association of Sports Commissions (NASC) and US Sports Congress have allowed USAG to build an invaluable confidence of who we are and what we do.

As a result, the addition of the Event Center is opening opportunities to host large scale USAG national championships. National competitions attract gymnasts from across the U.S. generating an estimated 500+ room nights. A bid has been submitted to host the 2020 - USAG Level 9 Championship, May 8-10 at the Event Center.

Wrestling:

PVT has the potential of becoming the main hub for "all things wrestling"!

With the local partnership of Sacramento Area Wrestling Association (SAWA), PVT has already taken steps to successfully create an all-female high school and college tournament called the Women's West Coast Tournament of Champions (WWCTOC).

The development and progression of the WWCTOC will transition perfectly into the Event Center in December 2020 allowing for more wrestling mats and spectators. Room night production is also estimated to grow exponentially as efforts to increase participation through grass roots marketing and promotions at premier wrestling tournaments continue. While the WWCTOC helps cement PVT's reputation as a premier wrestling destination, other wrestling organizations are being sought-after:

- USA Wrestling (USAW) – National Governing Body for wrestling
- CIF – California Interscholastic Federation, sanctioned by USAW
- Tyrant Wrestling – For-Profit Organization sanctioned by USAW /no current presence in the West

Relationships already exist with all three organizations listed above as a result of local one-on-one meetings, networking opportunities and appointments at industry conferences and events. Each organization operates differently in terms of awarding events.

In order to secure a USAW championship tournament, PVT will collaborate with California USAW and SAWA to submit bids. At this time, the following tournaments are being considered:

- March 2020- USAW Girls Folkstyle Nationals & U23 Championship (Approx. 1,500 room nights)
- June 2020 - USAW Cadet Duals (Approx. 1,500 room nights)
- June 2020 — USA Wrestling (Approx. 1,200 room nights)

CIF Masters and Boy's Championship are hosted annually in late February – early March. Both events attract wrestlers from all over California. Continuing a rapport and discussions with the CIF Commissioner is strategic to moving these events from Bakersfield and Stockton.

- February/March 2020 (2021) – CIF Masters (Approx. 400-500 room nights)

Tyrant Wrestling has a large following in the Pennsylvania/Tennessee area. PVT is eager to be the catalyst to bring Tyrant Wrestling to the West. More conversation will be required to determine the viability of such a venture. The benefit to PVT would be hotel stays and having the influence to select a date where hotel occupancies need a boost. Dialogs will continue until all parties are ready to move forward.

Cheer:

Cheer is a sport that has evaded us since day one due to a lack of suitable venues in Placer Valley. Cheer events require a performance area of 54' wide X 42' deep, warm up space, changing area, 25'minimum ceiling height, and seating for 1,500-4,000 spectators. Venue size is dependent on the competition type which can range from 50,000 – 100,000+ sq. ft.

One-on-one appointments at industry conferences have led to interests from renowned cheer organizations such as Varsity Spirit and JAMZ. In fact, both organizations have proposed competition dates pending the opening of the Event Center:

- January 2020 -JAMZ Adrenaline (postponed to 2021)
- February 2020- NorCal Open Championship hosted by Varsity Spirit/National Cheer Association & National Dance Association (might be postponed until 2021)
- November 2020 – JAMZ Capitol City Battle

Opportunities to host cheer camps and clinics during busy summer months will also be explored and qualified. These events tend to attract more local teams; there won't be a high demand for hotel rooms when occupancies are already at their peak. Rather, facility rental fees will be the primary motivation for booking these events in addition to exposure.

Faith Market for Event Center

Faith events have thus far been a great contributor of room nights for Placer Valley hotels. With our largest local church only able to accommodate fewer than 3,000 attendees, some conferences such as NCN Youth Conference and Sweet Life have since outgrown and relocated to venues outside our footprint.

NCN Youth Conference takes place in November and Sweet Life is hosted in March. Both have generated as much as 300 room nights for Placer Valley hotels.

While continuing relationships with the organizers of lost conferences will certainly aide in their return pending space and date availability, the opportunities to seek additional events are vast and already being explored.

Plans to attend Connect Faith in November 2018 are currently underway. The goal is to uncover and qualify new faith–based events that can be hosted at existing venues and the new Event Center.

Minimizing Loss and Maintain Room Nights

Early projections for 2019 demonstrate a loss of 3,000 room nights highlighting the gap of not having a USA Swimming National Championship hosted by California Capital Aquatics (CCA) because of location rotational requirements. PVT is researching events to see what can be shifted to the market as well as working with @the Grounds to maximize events with room night potential.

Attendance at industry conferences has proven to be quite effective as indicated below; not only to secure future Event Center bookings, but to also fill the loss by capturing business that will actualize in late 2018 and 2019. PVT will continue to work with and find "champions" of various event types to ensure consistency of annual and major events. Examples of events uncovered at industry conferences that will help to minimize the gap left by USA Swimming are as follows:

Football:

Emphasis to replace Football University (FBU) Western Regional Championship following its relocation to Washington has been a priority. Two sports conferences later and a number of calls in-between has confirmed the annual 2018 World Youth Football Team Championship - Bay Area Regional, to be hosted at Rocklin and Whitney High Schools November 30- December 2. In this first year, 200+ room nights are estimated to be generated with an expectation to grow year over year.

Let's make a deal…

Conference and meeting bookings have been restricted by the lack of venues in the area. Existing venues include small hotel meeting rooms, city facilities, colleges, venues of worship and golf country clubs. The addition of a large flexible event center situated next-door to existing venues will aid in the growth of this deficient market segment.

So how can PVT help cultivate a market segment that's practically non-existent? **Incent!**

Here are a few incentive considerations to support our effort to attract conference and meeting business to Placer Valley:

- Increase existing PVT room night incentive during need periods

Incentives and concessions for bookings specifically hosted @the Grounds:

- Discount facility rental fees
- Waive Parking Fee
- Offer complimentary or discounted coffee/break service
- Offer complimentary or discounted AV equipment
- Offer complimentary VIP social
- Provide transportation to and from hotels**

**The solution to overcome the challenge of not having hotel accommodations attached to or within close walking distance of the new Event Center is to provide shuttle service. The discussion of shuttling guests to and from hotels needs further discussion but here is a brief overview of the steps:

- Define and categorize hotel pods
- Identify and secure transportation company
- Negotiate transportation pricing
- Assess the value of transportation in order to secure bookings, i.e.:
    - Waive transportation costs
    - Collect transportation costs
    - Reduce transportation costs
    - Share transportation costs

Lacrosse:

Similar to football tournaments, lacrosse tournaments can also generate substantial room nights over a single weekend. Adrenaline Lacrosse manages premier lacrosse events throughout the U.S. but has overlooked Placer Valley for years. Fostering a relationship with various Adrenaline representatives one conference at a time combined with consistent follow-up has finally resulted in an annual booking. Nor Cal Prospect Day and Western Kick-off will be hosted October 19-21, 2018 at Cherry Island and Foskett Regional Park.

Santa Hustle:

With festive music, outrageous holiday decorations, and thousands of runners dressed like Santa, this is a "can't miss" event for the entire family! After meeting the organizers while attending NASC, it was decided internally to pursue the event. Event owners were invited to Placer Valley to partake in a site tour of possible hosting sites. Downtown Roseville/Vernon Square was identified and we are in the process of securing Santa Hustle for December 2019. Approximately 200+ hotel room nights are estimated in the first year.

Website

With the launch of the new website at the end of 2018 came an expansion of tools available to both PVT staff and hoteliers. The integration of the new platform that hosts placertourism.com and manages the

hotel portal will take some time to fully implement. PVT staff will work side by side with hoteliers to make sure training, requests for proposals and room night reporting is transitioned smoothly to the new platform. Additionally, PVT staff will continue to work with each hotel, management group, flag, etc. to determine best practices for their property and how to best utilize the system.

COUNCIL COMMUNICATION

CC #: 9847
File #: 0109-02

Title:	Street Closure Request - Wizard Fun Run 5K - May 5, 2019
Contact:	Kristi LaRoche 916-774-5962 klaroche@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 6.11.

RECOMMENDATION TO COUNCIL

Recommend Council adopt a resolution authorizing the City Manager or his designee to approve street closures on Sunday, May 5, 2019 for the Inaugural Wizard Fun Run 5K between 5:00 a.m. - 11:00 a.m. Exhibit A: List of streets to be closed & times Exhibit B: 5K route map

BACKGROUND

The Parks, Recreation & Libraries Department will be hosting the Inaugural Wizard Fun Run 5K on Sunday, May 5, 2019. The fun run begins at 9:00 a.m. and will start and finish at the Vernon Street Town Square. The event will feature a "fun zone" at the Vernon Street Town Square which will include vendors, activities, photo opportunities and wizard items on display.
Proceeds from this event will benefit the City of Roseville's At Risk Youth Programs.
Parks, Recreation & Libraries staff have collaborated closely with Public Works, Police and Fire Department representatives to ensure this route will achieve the goal of providing a safe, friendly and exceptional experience for all participants and spectators.
City staff will be sending out informational letters to all the residents and businesses that may be impacted by closing streets and creating detours for this event. Although staff is requesting streets to be closed until 11:00 a.m., staff will monitor the flow of the event and open up streets earlier when possible.
Business and property owners will continue to be notified of street closures in the downtown Roseville area through the monthly Traffic Alert e-newsletter. Staff has also submitted a Downtown Street Closure Notification letter to designated representatives of the Downtown Roseville Merchants, the Downtown Roseville Partnership and the Roseville Community Development Corporation for feedback.
In addition, street closure information will be posted on the City of Roseville website.

FISCAL IMPACT

Funding for this event is included in the approved Parks, Recreation & Libraries FY2018-19 budget. Expenses are budgeted at $22,525.00.

ECONOMIC DEVELOPMENT / JOBS CREATED

Exposure could potentially have a positive impact to the business in the downtown area and supports the Council goal of having a vibrant downtown.

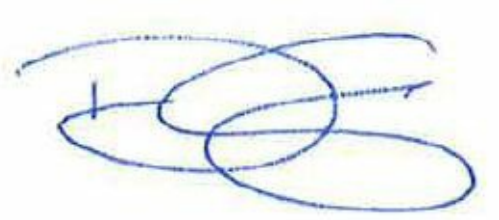
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment (CEQA Guidelines §15061(b)(3)). Because the request for approval of the Temporary Street Closure Agreement does not include the potential for a significant environmental effect, it is not subject to CEQA and no further action is required.

Respectfully Submitted,

Kristi LaRoche, Recreation Superintendent

Dion Louthan, Parks, Recreation & Libraries Director



_____

Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-76

Exhibit A- street closures

Exhibit B: 5K route map

RESOLUTION NO. 19-76

RESOLUTION OF THE COUNCIL OF THE CITY OF ROSEVILLE
APPROVING THE CLOSING OF CERTAIN STREETS
FOR WIZARD FUN RUN 5K

WHEREAS, City staff is requesting the closure of certain streets for Wizard Fun Run 5K; and

WHEREAS, the Council desires to formally approve said request, with certain conditions; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that the request to hold Wizard Fun Run 5K ("the event") on Sunday, May 5, 2019, is hereby approved subject to the following terms and conditions:

1. The following streets may be closed for traffic between 5:00 a.m. and 11:00 a.m.:

   a. Vernon Street between 6th Street & Taylor Road;
   b. Atlantic Street between Yosemite Street & Vernon Street;
   c. Vernon Street between Taylor Road & Folsom Road;
   d. Folsom Road between Yosemite Road & Maciel Avenue;
   e. 6th Street between Vernon Street & Mayfair Drive;
   f. 5th Street between Vernon Street & D Street;
   g. E Street between Vernon Street& 6th Street;
   h. Taylor Street between Atlantic Street & Vernon Street;
   i. S. Grant Street between Atlantic Street & Oak Street;
   j. Atlantic Street between Taylor Street & Yosemite Street;
   k. Linda Drive between Lincoln Street & Folsom Road;
   l. E. Washington Boulevard between Atlantic Street & Vernon Street;
   m. Lincoln Street between Atlantic Street & Oak Street;
   n. Jefferson Street between Atlantic Street & Vernon Street.

2. Adequate barriers and warning signs, as requested by the City Manager, shall be placed at all street entrances and alleys leading into the closed area. No markings of any kind will be permitted on the street.

3. All debris, booths, exhibits, or other materials resulting from the event shall be completely removed and the streets shall be reopened to traffic by 11:00 a.m. on the date of the event.

4. The City of Roseville shall notify in writing all businesses located on the streets to be closed of the event and the planned street closures not later than five (5) days in advance of the event.

PASSED AND ADOPTED by the Council of the City of Roseville this ___ day of _____, 20__, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

Exhibit A

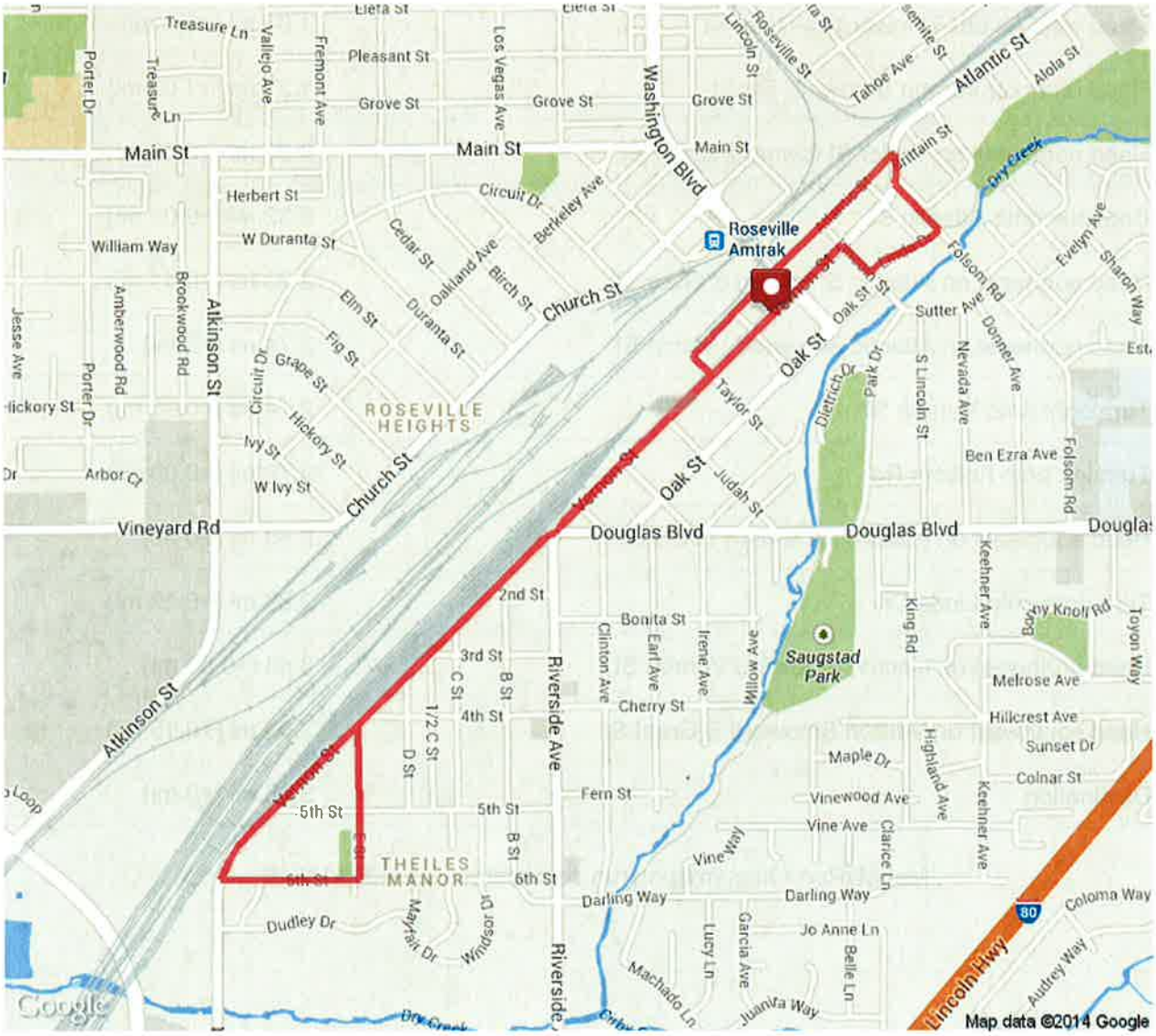
Street Closures for the Wizard Fun Run on May 5, 2019. Event time 9am-11:00 am.

The times listed are approximates. We will make every attempt to re-open streets as soon as possible and when all is safe for participants.

Streets		Closed	Re-opened
Vernon St	between 6th St. & Taylor Rd.	5:00am	10:30am
Atlantic St	between Yosemite St & Vernon St.	8:00am	11:00am
Vernon St	between Taylor Rd. & Folsom Rd.	5:00am	11:00am
Folsom Rd	between Yosemite Rd. & Maciel Ave.	8:00am	11:00am
6th Street	between Vernon & Mayfair Dr.	8:30am	10:30am
5th Street	between Vernon & D St.	8:30am	10:30am
E Street	between Vernon & 6th St.	8:30am	10:30am
Taylor St.	between Atlantic & Vernon	5:00am	10:30am
S. Grant St.	between Atlantic & Oak	5:00am	11:00am
Atlantic St	between Taylor St & Yosemite	5:00am	11:00am
Linda Dr	between Lincoln & Folsom Rd	5:00am	11:00am
E. Washington	between Atlantic & Vernon	5:00am	11:00am
Lincoln St	between Atlantic & Oak	5:00am	11:00am
Jefferson St.	between Atlantic & Vernon	5:00am	11:00am

mapmyrun

5K_2014
Distance: 3.05 mi
Elevation: 31.98 ft) (Max: 168.64 ft)



Copyright (c) 2014 MapMyFitness Inc.

Head southwest on Vernon St toward S Grant St	0 mi (+0.84 mi)
Head south on E St toward 5th St	0.84 mi (+0.22 mi)
Turn right onto 6th St Destination will be on the right	1.06 mi (+0 mi)
Head west on 6th St toward La Rosa Ct	1.07 mi (+0.2 mi)
Head north on Vernon St toward 5th St	1.27 mi (+1.02 mi)
Head northwest on Taylor St toward Atlantic St	2.29 mi (+0.03 mi)
Continue onto Atlantic St	2.32 mi (+0.01 mi)
Head northeast on Atlantic St toward S Grant St	2.33 mi (+0.41 mi)
Head northeast on Atlantic St toward Vernon St	2.74 mi (+0 mi)
Turn right onto Vernon St	2.74 mi (+0.05 mi)
Turn left onto Folsom Rd	2.79 mi (+0.09 mi)
Head southeast on Folsom Rd toward Linda Dr	2.88 mi (+0 mi)
Turn right onto Linda Dr	2.88 mi (+0.12 mi)
Head northwest on Lincoln St toward Vernon St	3 mi (+0.06 mi)
Head southwest on Vernon St toward S Grant St	3.05 mi (+0.15 mi)
Destination	3.05 mi (+0 mi)

MapMyRun • http://mapmyrun.com/routes/view/422418640

COUNCIL COMMUNICATION

CC #: 9846
File #: 0109-02

Title:	Street Closure Request - Woof, Wine & Dine Event - May 17, 2019
Contact:	Jeff Nereson 916-774-5974 jnereson@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 6.12.

RECOMMENDATION TO COUNCIL

Recommend Council adopt a resolution approving an Agreement for Special Event and Temporary Street Closure with the Placer County Society for the Prevention of Cruelty to Animals (SPCA) on Friday May 17, 2019.
Staff requests City Council approval for the closure of South Grant Street, between Vernon and Oak Streets between 4:00 p.m.– 6:00 p.m. and 9:30 p.m.–11:00 p.m. on Friday, May 17, 2019 for the Placer SPCA Woof, Wine & Dine event. The street closure will ensure the event is a safe, traffic-free environment for vendors and bands to set up and take down their equipment. South Grant Street will be open during the hours of the event from 6:00 p.m. – 9:30 p.m.

BACKGROUND

The Placer County SPCA will be hosting their annual Woof, Wine and Dine event in the Vernon Street Town Square. This event will feature food sampling, wine and beer tasting, and live music. Special areas are being designated for dogs to drink, as well as a place for waste disposal. Security guards will be present to monitor the event.
This will mark the fifth year this event has been held at the Vernon Street Town Square. The Parks, Recreation & Libraries Director, Dion Louthan, has given permission to allow dogs in the park on leashes under strict monitoring by their owners and event coordinators.

FISCAL IMPACT

There will be no fiscal impact to the City budget for this event. All costs associated with this event for City services will be reimbursed by Placer SPCA.

ECONOMIC DEVELOPMENT / JOBS CREATED

Exposure could potentially have a positive impact to the business in the downtown area, and supports the Council goal of having a vibrant downtown.

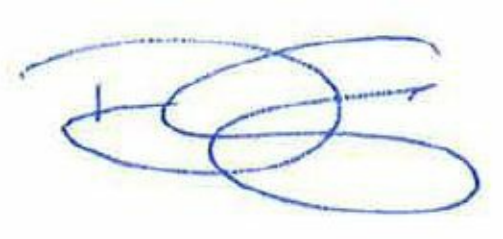
ENVIRONMENTAL REVIEW

The proposed Street Closure Agreement outlines applicant and City responsibilities for proposed temporary street closures required to safely accommodate the event. The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment (CEQA Guidelines §15061(b)(3). Because the request for approval of the Temporary Street Closure Agreement does not include the potential for a significant environmental effect, it is not subject to CEQA and no further action is required.

Respectfully Submitted,

Jeff Nereson, Recreation Superintendent

Dion Louthan, Park, Recreation & Libraries Director



_____

Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-75

Street Closure Agreement

RESOLUTION NO. 19-75

APPROVING AN AGREEMENT BY AND BETWEEN THE CITY OF ROSEVILLE AND THE PLACER COUNTY SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE

WHEREAS, an Agreement for Special Event and Temporary Street Closure regarding Woof, Wine & Dine, between the City of Roseville and The Placer County Society for the Prevention of Cruelty to Animals, has been reviewed by the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said agreement is hereby approved and that the City Manager is authorized to execute it on behalf of the City of Roseville.

PASSED AND ADOPTED by the Council of the City of Roseville this ___ day of _____, 20__, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

AGREEMENT FOR SPECIAL EVENT AND

TEMPORARY STREET CLOSURE

Event: Woof, Wine & Dine

THIS AGREEMENT is made and entered into this ___ day of _____, 20__, by and between the City of Roseville, a municipal corporation ("CITY"), and The Placer County Society for the Prevention of Cruelty to Animals, a California non-profit corporation ("PROMOTER"), and

W I T N E S S E T H:

WHEREAS, PROMOTER has requested the closure of certain public streets for Woof, Wine & Dine ("Event") to be held on Friday, May 17, 2019; and

WHEREAS, CITY approves said request subject to the following terms and conditions.

NOW, THEREFORE, the parties agree as follows:

1. PROMOTER shall comply with all applicable provisions of the Roseville Municipal Code.

2. The following streets may be closed to traffic between 4:00 p.m. to 6:00 p.m. and 9:30 p.m. to 11:00 p.m. on Friday, May 17, 2019.

a. S. Grant Street, between Vernon and Oak Streets.

3. Adequate barriers and warning signs, as requested by the Public Works Director/City Engineer, shall be placed by City personnel at all street entrances and alleys

leading into the closed area. No markings of any kind will be permitted on the street, street lights, or electrical poles.

4. All debris, booths, exhibits, or other materials resulting from the Event shall be completely removed and all streets and alleyways shall be reopened to traffic by 11:00 p.m. on the date of the Event.

5. PROMOTER shall notify in writing all businesses, located on the streets to be closed, of the Event and planned street closure not later than five (5) days in advance of the Event.

6. To the fullest extent allowed by law, PROMOTER shall defend, indemnify, and save and hold harmless CITY, its officers, agents, employees and volunteers from any claims, suits or actions of every name, kind and description brought forth, or on account of, injuries to or death of any person (including but not limited to workers and the public), or damage to property, resulting from, arising out of or in connection with the Event or the attendant street and/or garage closures, except those matters arising from CITY's sole negligence or willful misconduct. The parties intend that this provision shall be broadly construed.

PROMOTER's responsibility for such defense and indemnity obligations shall survive the termination or completion of this Agreement for the full period of time allowed by law. The defense and indemnity obligations of this Agreement are undertaken in addition to, and shall not in any way be limited by, the insurance obligations contained in this Agreement.

7. The PROMOTER shall obtain insurance covering the Event in accordance with the attached insurance requirements, which are incorporated herein by this reference.

8. CITY reserves the right to cancel this Agreement if PROMOTER has knowingly made a false statement of material fact or has knowingly omitted to state a material fact to CITY.

9. PROMOTER shall reimburse CITY for all staff costs incurred relating to the Event including, but not limited to, street closure costs.

10. PROMOTER shall obtain security services for the Event as required by the Roseville Police Department. In the event PROMOTER desires to retain Roseville Police Officers (instead of a private security provider) for provision of security for the Event, PROMOTER shall, prior to the Event, enter into a Supplemental Law Enforcement Services Agreement with CITY.

11. Either party may terminate this Agreement by giving the other party ten (10) days advance written notice.

IN WITNESS WHEREOF, the City of Roseville, a municipal corporation, has authorized the execution of this Agreement in duplicate by its City Manager and attested to by its City Clerk under the authority of Resolution No. _____, adopted by the Council of the City of Roseville on the ___ day of _____, 20__, and PROMOTER has caused this Agreement to be executed.

CITY OF ROSEVILLE, a municipal corporation

BY: _____
DOMINICK CASEY
City Manager

THE PLACER COUNTY SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS, a California non-profit corporation

BY: Sheila Cadro
its: President

[SIGNATURES CONTINUED ON FOLLOWING PAGE]

and

ATTEST:

BY: _____
its: _____

BY: _____
SONIA OROZCO
City Clerk

APPROVED AS TO FORM:

BY: _____
ROBERT R. SCHMITT
City Attorney

APPROVED AS TO SUBSTANCE:

BY: _____
DION LOUTHAN
Parks, Recreation & Libraries Director

COUNCIL COMMUNICATION

CC #: 9840
File #: 0109-02

Title:	Street Closure Request - John Adams Academy Revolution Fun Run - March 23, 2019
Contact:	Jeff Nereson 916-774-5974 jnereson@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 6.13.

RECOMMENDATION TO COUNCIL

Recommend Council adopt a resolution approving an Agreement for Special Event and Temporary Street Closure with John Adams Academies, Inc. for the Revolution Fun Run on Saturday March 23, 2019.

BACKGROUND

Staff from John Adams Academy have submitted a special event permit application to host their 4th annual Revolution Run on Saturday March 23, 2019. This year's event is running the same course as it did in 2018, starting at John Adams Academy, running north on the number two lane on Harding Boulevard and continuing on to the Miners Ravine bike trail.
City staff require the applicant to drop off a flier to all businesses within the complex that this event may impact. Although staff is requesting the lane closure until 12:00 p.m., Public Works staff will monitor the flow of the event and will reopen the lane earlier, if possible.

Street closure information will be posted on the City of Roseville website.

FISCAL IMPACT

There will be no fiscal impact to the City budget for this event. All costs associated with this event for City services will be reimbursed by John Adams Academy.

ECONOMIC DEVELOPMENT / JOBS CREATED

Not applicable.

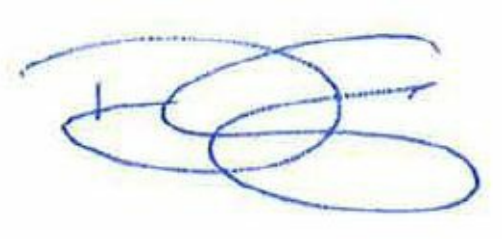
ENVIRONMENTAL REVIEW

The proposed Street Closure Agreement outlines applicant and City responsibilities for proposed temporary street closures required to safely accommodate the event. The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment (CEQA Guidelines §15061(b)(3)). Because the request for approval of the Temporary Street Closure Agreement does not include the potential for a significant environmental effect, it is not subject to CEQA and no further action is required.

Respectfully Submitted,

Jeff Nereson, Recreation Superintendent

Dion Louthan, Parks, Recreation & Libraries Director



_____

Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-71

Revolution Run-Street Closure Agreement

RESOLUTION NO. 19 -71

APPROVING AN AGREEMENT BETWEEN THE CITY OF ROSEVILLE AND JOHN ADAMS ACADEMIES, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE

WHEREAS, an Agreement for Special Event and Temporary Street Closure regarding the Revolution Run, between the City of Roseville and John Adams Academies, Inc., has been reviewed by the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said agreement is hereby approved and that the City Manager is authorized to execute it on behalf of the City of Roseville.

PASSED AND ADOPTED by the Council of the City of Roseville this ___ day of _____, 20__, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

AGREEMENT FOR SPECIAL EVENT AND

TEMPORARY STREET CLOSURE

Event: Revolution Run

THIS AGREEMENT is made and entered into this 1st day of February, 2019 by and between the City of Roseville, a municipal corporation ("CITY"), and John Adams Academies, Inc., a California corporation ("PROMOTER"); and

W I T N E S S E T H:

WHEREAS, PROMOTER has requested the closure of certain public streets for the Revolution Run ("Event") to be held on Saturday, March 23, 2019; and

WHEREAS, CITY approves said request subject to the following terms and conditions.

NOW, THEREFORE, the parties agree as follows:

1. PROMOTER shall comply with all applicable provisions of the Roseville Municipal Code.

2. The following streets may be closed to traffic between 7:30 a.m.; and 12:00 p.m. on Saturday, March 23, 2019:

a. Northbound lane number two of Harding Boulevard, between Lead Hill Boulevard and Wills Road.

3. Adequate barriers and warning signs, as requested by the Public Works Director/City Engineer, shall be placed by City personnel at all street entrances and alleys

leading into the closed area. No markings of any kind will be permitted on the street, street lights, or electrical poles.

4. All debris, booths, exhibits, or other materials resulting from the Event shall be completely removed and all streets and alleyways shall be reopened to traffic by 12:00 p.m. on the date of the Event.

5. PROMOTER shall notify in writing all businesses, located on the streets to be closed, of the Event and planned street closure not later than five (5) days in advance of the Event.

6. To the fullest extent allowed by law, PROMOTER shall defend, indemnify, and save and hold harmless CITY, its officers, agents, employees and volunteers from any claims, suits or actions of every name, kind and description brought forth, or on account of, injuries to or death of any person (including but not limited to workers and the public), or damage to property, resulting from, arising out of or in connection with the Event or the attendant street and/or garage closures, except those matters arising from CITY's sole negligence or willful misconduct. The parties intend that this provision shall be broadly construed.

PROMOTER's responsibility for such defense and indemnity obligations shall survive the termination or completion of this Agreement for the full period of time allowed by law. The defense and indemnity obligations of this Agreement are undertaken in addition to, and shall not in any way be limited by, the insurance obligations contained in this Agreement.

7. The PROMOTER shall obtain insurance covering the Event in accordance with the attached insurance requirements, which are incorporated herein by this reference.

8. CITY reserves the right to cancel this Agreement if PROMOTER has knowingly made a false statement of material fact or has knowingly omitted to state a material fact to CITY.

9. No alcoholic beverages shall be sold on City streets or property.

10. PROMOTER shall reimburse CITY for all staff costs incurred relating to the Event including, but not limited to, street closure costs.

11. Either party may terminate this Agreement by giving the other party ten (10) days advance written notice.

IN WITNESS WHEREOF, the City of Roseville, a municipal corporation, has authorized the execution of this Agreement in duplicate by its City Manager and attested to by its City Clerk under the authority of Resolution No. _____, adopted by the Council of the City of Roseville on the ___ day of _____, 20__, and PROMOTER has caused this Agreement to be executed.

CITY OF ROSEVILLE, a
municipal corporation

BY: _____
DOMINICK CASEY
City Manager

ATTEST:

BY: _____
SONIA OROZCO
City Clerk

JOHN ADAMS ACADEMIES, INC.,
a California corporation

BY: _____
its: President

and

BY: _____
its: Executive Director

[SIGNATURES CONTINUED ON FOLLOWING PAGE]

APPROVED AS TO FORM:

BY: _____
ROBERT R. SCHMITT
City Attorney

APPROVED AS TO SUBSTANCE:

BY: _____
DION LOUTHAN
Parks, Recreation & Libraries Director

COUNCIL COMMUNICATION

CC #: 9835
File #: 0704-01

Title: F-97 Pocket Park - Master Plan and Park Development Agreement Approval
Contact: Tara Gee 916-774-5253 tgee@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 6.14.

RECOMMENDATION TO COUNCIL

Approve the master plan and adopt a resolution to approve the Park Development Agreement between the City of Roseville and Signature Homes/ATC Reality One, LLC for the construction of the F-97 pocket park.

BACKGROUND

A master plan was presented to the Parks & Recreation Commission at the February 4, 2019 meeting. The master plan proposes a design that offers a central open turf area as a focal point of the park. Flanking the center area is a children's play and swing area, covered seating/picnicking and a half court for basketball with benches. A perimeter walkway is included. The Parks & Recreation Commission approved the master plan.
Consistent with the approved 2004 Development Agreement for West Roseville/Fiddyment Ranch, pocket parks within the West Roseville Specific Plan are to be constructed by the Developer concurrent with the construction of the adjacent villages. F-97 is the pocket park located within Fiddyment Ranch Phase 2 Villages 11A.1 and 12, as shown on Exhibit A. The entitlements for these villages have been approved and construction is underway.
The Park Development Agreement outlines the design and construction process for the pocket park which, when complete, will be deeded over to the City for operations.
It is anticipated that construction of the park will begin in late 2019.

FISCAL IMPACT

The construction of the pocket parks within the West Roseville Specific Plan area is the sole responsibility of the Developer. No park fee credits are applied to the project. Maintenance of the pocket parks are included in the West Roseville Community Facilities District for Services. There is no General Fund impact with this request.

ECONOMIC DEVELOPMENT / JOBS CREATED

Not Applicable

ENVIRONMENTAL REVIEW

Development of WRSP Pocket Park F-97 was originally evaluated in the West Roseville Specific Plan and EIR (January 2004) (SCH # 2002082057) and then later in the Fiddyment Ranch Specific Plan Amendment (SPA) Subsequent Environmental Impact Report (April 2014) (SCH#2010082075). Construction of Pocket Park F-97 is found to be within the scope of the project covered by the Fiddyment Ranch SPA Subsequent final EIR. This EIR provides project level analysis for the Fiddyment Ranch portion of the WRSP community infrastructure and facilities, including parks. Because the Pocket Park F-97 project is consistent with the Fiddyment Ranch SPA Subsequent final EIR, no new effects would be expected to occur and all applicable mitigation measures from the applicable prior EIR's will be implemented during the design and construction of the proposed project. As such, no additional environmental documentation is required.

Respectfully Submitted,

Tara L. Gee, Park Planning & Development Superintendent

Dion Louthan, Parks, Recreation & Libraries Director

_____

Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-69

Park Development Agreement

RESOLUTION NO. 19-69

APPROVING A PARK DEVELOPMENT AGREEMENT FOR F97 POCKET PARK SITE AND PARK IMPROVEMENTS, BY AND BETWEEN THE CITY OF ROSEVILLE AND ATC REALTY ONE, LLC, LLC, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE

WHEREAS, a Park Development Agreement for F97 Pocket Park Site and Park Improvements, by and between the City of Roseville and ATC Realty One, LLC, has been reviewed by the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said agreement is hereby approved and that the City Manager is authorized to execute it on behalf of the City of Roseville; and

PASSED AND ADOPTED by the Council of the City of Roseville this ___ day of _____, 20__, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

PARK DEVELOPMENT AGREEMENT FOR
F97 POCKET PARK SITE AND
PARK IMPROVEMENTS

THIS AGREEMENT is made and entered into this _____ day of _____, 20__ by and between the City of Roseville, a municipal corporation ("CITY") and ATC REALTY ONE, LLC, a Delaware limited liability company, ("LANDOWNER"), and

W I T N E S S E T H:

WHEREAS, LANDOWNER is the owner and developer of subdivision known as Fiddyment Ranch Phase 2 Villages 11A1 and 12 ("Subdivision") located in the West Roseville Specific Plan; and

WHEREAS, the Subdivision has been approved for single family residential development pursuant to the Development Agreement by and between the CITY OF ROSEVILLE and LANDOWNER's predecessor-in-interest, Roseville Fiddyment Land Venture, approved and adopted pursuant to Ordinance No. 4048, as amended, ("Development Agreement"); and

WHEREAS, LANDOWNER desires to develop one hundred forty-four (144) lots as single family residential units on the Subdivision; and

WHEREAS, the Development Agreement provides that the owner of the Subdivision shall construct park improvements on Lot F-97 ("Park Improvements") on a "turn-key" basis; and

WHEREAS, LANDOWNER and CITY desire to develop the Park Improvements on a turn-key basis provided that the costs of the Park Improvements actually incurred are financed solely by the LANDOWNER; and

NOW, THEREFORE, CITY and LANDOWNER agree as follows:

1. Master Plan. LANDOWNER shall cause the preparation of a master plan upon execution of this Park Development Agreement. The master plan shall meet established criteria set forth by the Parks, Recreation & Libraries Department ("Department") specific to pocket park development and as outlined in CITY's Parks Construction Standards, Design Standards, and Construction Standards. The master plan shall be approved by the Parks & Recreation Commission and City Council, including environmental review, within three (3) months from the date of this Agreement. The approved master plan shall be utilized for all marketing and sales promotions as disclosure to potential home buyers.

2. Schedule. Upon approval of the master plan, LANDOWNER shall provide the Department with a schedule for completion of the project within fifteen (15) days. The schedule shall include key milestones such as 75% of construction documents, 99% completion of construction documents, date when the project will be bid, start date for construction and completion date of construction. The completion date shall include the ninety (90) calendar day establishment period and shall be complete at such time as 75% of the homes in the subdivision are occupied ("75% absorption"), consistent with CITY standards.

3. Construction Documents. LANDOWNER shall cause the preparation of construction plans and specifications for the Park Improvements (collectively the "Construction Documents"). The Construction Documents shall be consistent with the master plan as approved by the City Council, and with City Park Construction Standards, latest edition. The Construction

Documents shall be subject to review and approval by the Department and other applicable City departments prior to bidding the project and at LANDOWNER's sole expense.

4. Bid Documents. LANDOWNER shall prepare the bid documents for the Park Improvements. The Department shall provide a list of pre-qualified contractors and bid documents prior to the issuance of a notice to bid by LANDOWNER. Bids shall be lump sum with an itemized unit summary to be used for additions and deletions only. The Department shall be notified of and approve LANDOWNER's selection of the contractor prior to the award of contract. In the event LANDOWNER concludes that the bids are unacceptably high and not to budget, LANDOWNER must notify Department of required modifications to the Park Improvements or the need to solicit additional bids. LANDOWNER shall provide the Department an opportunity to review and comment on any proposal by LANDOWNER to modify the Park Improvements and shall give such comments fair consideration.

Effective March 1, 2015, no contractor or subcontractor may be listed on a bid proposal for the Park Improvements unless registered with the Department of Industrial Relations pursuant to Labor Code section 1725.5. Effective April 1, 2015, no contractor or subcontractor may work on the Park Improvements unless registered with the Department of Industrial Relations pursuant to Labor Code section 1725.5. LANDOWNER shall be responsible for ensuring that these contractor registration requirements are adhered to since this project is subject to compliance monitoring and enforcement by the Department of Industrial Relations.

Furthermore, as required by SB 854, LANDOWNER shall notify the Department of Industrial Relations of the project within five (5) days of the award of a contract to a contractor for the Park Improvements.

5. Prevailing Wages. LANDOWNER shall comply with all applicable prevailing wage laws for services performed under this Agreement. Additionally, LANDOWNER shall require its subcontractors, if any, to comply with all applicable prevailing wage laws for services performed under this Agreement. In accordance with Section 1775 of the California Labor Code the LANDOWNER shall forfeit as a penalty to the CITY fifty dollars ($50.00), and/or such other penalty amounts required by stature, for each calendar day or portion thereof, for each worker paid less than the prevailing wage rates for such work or craft in which such worker is employed for any work done under this Agreement by the LANDOWNER or by any subcontractor under the LANDOWNER in violation of the provisions of the California Labor Code and in particular, Labor Code sections 1770 to 1780, inclusive. In addition to said penalty and pursuant to said Section 1775, the difference between such stipulated prevailing wage rates and the amount paid to each worker for each calendar day or portion thereof for which each worker was paid less than the stipulated prevailing wage shall be paid to each worker by LANDOWNER. Moreover, CITY shall the right to withhold payment in such amounts as directed by the Department of Industrial Relation or Labor Commissioner.

Prevailing wage rates may be obtained from the State Department of Industrial Relations and/or the follow website: http://dir.ca.gov/DLSR/PWD/Northern.html.

6. Commencement of Improvements. LANDOWNER shall commence construction of the Park Improvements in accordance with the approved Construction Documents within sixty (60) calendar days after CITY's approval of the Construction Documents unless this timeframe falls between October 15 and April 15, in which case construction shall commence on April 16, weather pending.

The Department as well as other applicable City departments shall routinely participate in on-site observation and inspection during construction. LANDOWNER shall diligently proceed with such construction and use its best efforts to complete the construction within one hundred (100) days of the date of commencement of such Park Improvements.

In the event that LANDOWNER fails to complete construction of the Park Improvements by the time 75% absorption occurs, CITY shall withhold any further Certificates of Occupancy until construction is complete. Notice of satisfaction of LANDOWNER's construction obligations shall be evidenced by a written acceptance of the Park Improvements by CITY.

7. Change Orders. LANDOWNER shall submit a written request for approval of any change orders to the CITY at least fifteen (15) days prior to proceeding with any change order. LANDOWNER shall not issue any change orders on such construction contract without first obtaining CITY's written consent. Any change in design in the Park Improvements must have CITY's pre-approval.

8. Other Costs. CITY and LANDOWNER acknowledge that various costs are incurred during park development beyond construction document preparation and improvement construction. Such costs include but are not limited to consultant construction assistance (environmental, inspection, engineering), storm water pollution prevention measures, utility bills (electric, water), City inspections, permits and fees, design/drafting fees, fencing, maintenance and miscellaneous costs such as photocopying and printing. LANDOWNER is solely responsible to pay for such other costs without reimbursement or credit from CITY.

9. Payments. LANDOWNER shall be responsible for all payments associated with the Park Improvements. This includes but is not limited to contractor's work, electric and water

bills, storm water pollution prevention measures, consultant construction assistance, CITY inspections, permits, and fees.

10. Warranty. LANDOWNER shall provide CITY a warranty for the Park Improvements for a period of one year from the date of above acceptance by CITY. Any warranty repairs performed shall be the responsibility of LANDOWNER and shall not be subject to reimbursement.

11. Cost of Park Improvements. The cost of constructing the Park Improvements in accordance with the Construction Document is the sole responsibility of the LANDOWNER.

12. Obligations Arising from Agreement. Neither the General Fund, nor any other fund or monies of CITY, including the Neighborhood Park Fee Fund or similar park improvements funds or accounts, shall be utilized for payment of any obligations arising from this Agreement. Neither the Neighborhood Park Fund credit nor the taxing power of CITY is pledged for the payment of any obligations arising from this Agreement. LANDOWNER's obligations arising from this Agreement are not a debt of CITY, or a legal or equitable pledge, charge, lien or encumbrance upon any of its property, or upon any of its income, receipts or revenues.

13. Maintenance Obligations. Upon completion of the Park Improvements and written acceptance by CITY, LANDOWNER shall deed the Park Improvements to CITY. LANDOWNER shall pay CITY the cost to maintain the Park Improvements for a period of one year, if absorption is less than 75%. In no event shall CITY be responsible for the costs of maintaining the Park Improvements prior to completion of one (1) year starting on the date of project acceptance.

14. Attorney's Fees and Venue. In any action to enforce the provisions of this Agreement, the prevailing party shall be entitled to its reasonable attorney's fees. Any action arising out of this Agreement shall be brought in Placer County, California regardless of where else venue may lie.

15. Modification. This Agreement and each provision contained herein may be waived, amended, supplemented or eliminated only by mutual written agreement of the parties.

16. Severability. In case any one or more of the provisions contained in this Agreement is for any reason held invalid or unenforceable, such holding shall not affect the remaining provisions or the validity and enforceability of the Agreement as a whole.

17. Integrated Agreement. This is an integrated agreement and contains all of the terms, considerations, understanding and promises of the parties. It shall be read as a whole.

IN WITNESS WHEREOF, the CITY OF ROSEVILLE, a municipal corporation, has caused this Agreement to be executed in duplicate by its City Manager and attested to by its City Clerk under the authority of Resolution No. _____, adopted by the Council of the City of Roseville on the ____ day of _____, 20__, and LANDOWNER has caused this Agreement to be executed.

CITY OF ROSEVILLE, a
municipal corporation

BY: _____
DOMINICK CASEY
City Manager

ATC REALTY ONE, LLC, a
Delaware limited liability company

BY: _____
its: SVP DAVID L. ASH

ATTEST:

and

BY:_____
its_____

BY:_____
SONIA OROZCO
City Clerk

APPROVED AS TO FORM:

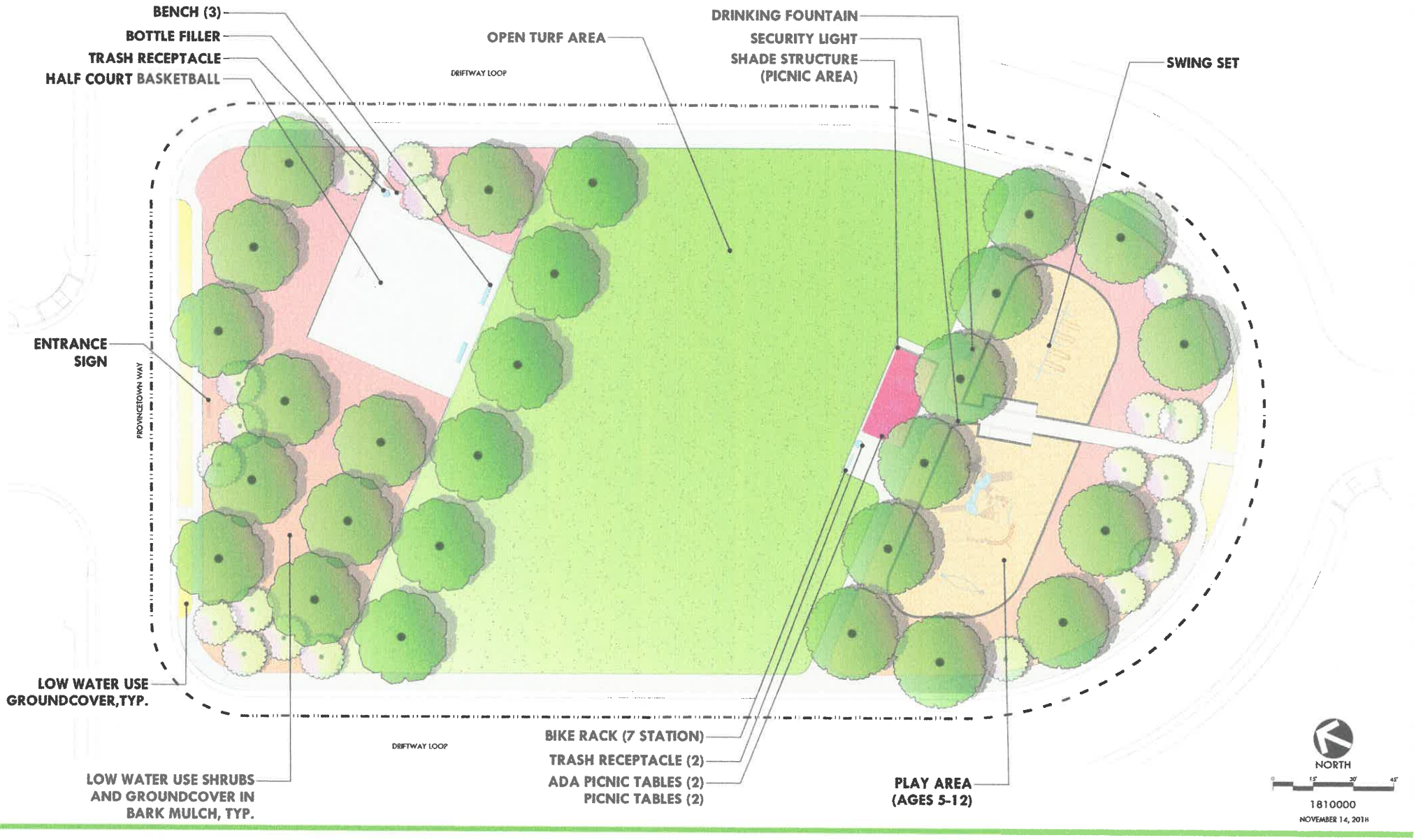
BY:_____
ROBERT R. SCHMITT
City Attorney

APPROVED AS TO SUBSTANCE:

BY:_____
DION LOUTHAN
Director of Parks, Recreation & Libraries

EXHIBIT "A"

APPROVED PARK MASTER PLAN



1810000

NOVEMBER 14, 2018

CITY OF ROSEVILLE CALIFORNIA

FIDDYMENT PARK 97
MASTER PLAN CONCEPT DESIGN
ROSEVILLE, CA

VERDE DESIGN

LANDSCAPE ARCHITECTURE
CIVIL ENGINEERING
SPORT PLANNING & DESIGN

2455 The Alameda
Santa Clara, CA 95050
tel: 408.986.7200
fax: 408.985.7260

1843 Iron Point Rd #140
Folsom, CA 95630
tel: 916.415.5564
fax: 408.985.7260

www.verdedesigninc.com

EXHIBIT "B"

COMPLETE PROJECT COST ESTIMATE –
_____ PARK LOT NO. _____ IMPROVEMENTS

Fiddyment F-97 Pocket Park
Preliminary Statement of Probable Construction Costs
Master Plan Concept Design
VERDE DESIGN PROJECT NO. 1810000-1853

11/14/2018
Verde Design Inc.
Completed by JC
Reviewed by CS

Item	*Quantity*	*Unit*	*Unit Cost*	*Base Estimate*
Site Preparation and Demolition				**$20,220.00**
Construction Fencing	1,090	lf	$5.00	$5,450.00
Survey Staking	1	ls	$4,000.00	$4,000.00
Stabilized Construction Entry	1	ls	$2,000.00	$2,000.00
Filter Roll Barrier	1,090	lf	$3.00	$3,270.00
Concrete Washout	1	ea.	$1,000.00	$1,000.00
SWPPP Management / Maintenance	1	ls	$4,500.00	$4,500.00
Utility Infrastructure				**$21,000.00**
Domestic Water Connection (Tap to existing 1" meter. Install gate valve, backflow and pressure regulator)	1	ea.	$8,500.00	$8,500.00
Irrigation Water Connection (Tap to existing 2" meter. Install recycled water filter)	1	ls	$5,000.00	$5,000.00
Sanitary Sewer Connection (Tap to existing 4" sewer stub and install cleanout)	1	ea.	$7,500.00	$7,500.00
Electrical				**$8,000.00**
Security Light Pole and Connection to Irrigation Controller	1	ea.	$8,000.00	$8,000.00
Grading				**$84,316.00**
Rough/Fine Grading	76,651	sf	$1.10	$84,316.10
Drainage				**$42,158.00**
Park and Playground System	76,651	sf.	$0.55	$42,158.05
Hardscape Paving				**$138,822.00**
Concrete Paving - Pedestrian Pathways	12,042	sf	$11.00	$132,462.00
6" Wide Mowband	212	lf	$30.00	$6,360.00
Furnishings				**$87,842.00**
Trash and Recycling Receptacles	2	ea.	$2,399.60	$4,799.20
City Standard Bench	2	ea.	$1,622.60	$3,245.20
City Standard Picnic Tables	2	ea.	$2,556.40	$5,112.80
City Standard Accessible Picnic Tables	2	ea.	$2,672.60	$5,345.20
Picnic Shelter	1	ea.	$40,311.10	$40,311.10
Drinking Fountain	1	ea.	$8,762.88	$8,762.88
Bottle Filler	1	ea.	$4,478.60	$4,478.60
City Standard Park Sign	1	ea.	$6,944.43	$6,944.43
City Standard Recycled Water Use Signage	3	ea.	$750.00	$2,250.00
Bike Rack	1	ea.	$1,275.12	$1,275.12
Basketball Goal	1	ea.	$5,317.01	$5,317.01
Irrigation				**$109,839.00**
Irrigation Controller	1	ea.	$10,000.00	$10,000.00
Irrigation System	45,220	ea.	$2.00	$90,439.00
Tree Bubblers (2 Per tree)	47	ea.	$200.00	$9,400.00
Planting				**$86,865.00**
Soil Preparation	57,323	sf	$0.15	$8,598.45
Hydroseeded Turf	33,116	sf	$0.20	$6,623.20
Trees, 24" Box	47	ea.	$300.00	$14,100.00
Shrubs and Groundcover	12,104	sf	$3.50	$42,362.25

Bark Mulch (3" Depth)	224	cy	$50.00	$11,206.94
90 Day Landscape Maintenance	33,116	sf	$0.12	$3,973.92
Play Area (Youth and Tot Lot)				**$123,570.00**
Hardscape Paving				
Standard 8" x 24" Concrete Curb - Play Area	458	lf	$55.00	$25,190.00
Play Structures				
Play Equipment	1	ea.	$43,815.00	$43,815.00
Tax 7.25%				$3,176.59
Freight at 8%				$3,505.20
Installation, approx. 30%				$13,144.50
Contractor Mark-up, at 15%				$6,572.25
Play Area Surfacing				
Concrete Ramps	2	ea.	$4,500.00	$9,000.00
Fibar Wood Chip Resilient Surfacing	5,476	sf	$3.50	$19,166.00
Subtotal for Site Improvements				**$722,632.00**
Mobilization, General Conditions - 8%				$57,811.00
Basis for Plancheck Fees				**$780,443.00**
Design Contingency 10%				$72,263.00
Construction Contingency 10%				$72,263.00
Bidding Contingency 5%				$36,132.00
Total Estimated Project Construction Costs:				**$961,101.00**

Notes:

1) Design Contingency is for further development of design and compensates for unknown elements. We will eliminate as we move to Bid Documents.
2) Assumes project is bid competitively utilizing public bidding requirements and prevailing wage rates. Concrete prices reflect developer's quotes on streetscape concrete adjacent to site. May be higher at time of bid.
3) Construction Contingency is provided to cover for site conditions and additional work not anticipated for upgrades. Owner has covered this contingency out of another account and is not part of this budget.
4) In Providing opinions of probable construction cost, the Client understands that the Landscape Architect has no control over costs or the price of labor equipment or materials, or over the Contractor's method of pricing, and that the opinions of probable construction costs provided herein are to be made on the basis of the Landscape Architect's qualifications and experience. The Landscape Architect makes no warranty, expressed or implied, as to the accuracy of such opinions as compared to bid or actual costs.
5) Construction costs are based on current market prices.
6) Current raw material costs are in fluctuation due to global trade variables and may affect unit price at time of bidding.

COUNCIL COMMUNICATION

CC #: 9856
File #: 0900-04-02

Title:	Roseville Road Improvement Project - Professional Services Agreement Amendment
Contact:	Stefanie A. Kemen 916-746-1300 skemen@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 6.15.

RECOMMENDATION TO COUNCIL

Staff recommends the City Council adopt a resolution approving the first amendment to professional services agreement between the City of Roseville and Interwest Consulting Group, Inc. for property acquisition services.

BACKGROUND

The Roseville Road Improvement Project required extensive property acquisition work originally performed by Interwest Consulting Group, Inc. per a professional services agreement approved at the City Council's March 19, 2014 meeting. In September 2015, all property acquisitions required to construct the project were believed to be completed and in escrow, and the budget for the original scope of work expended.

The project was constructed and the Notice of Completion was approved at the October 4, 2017 City Council Meeting.

However, the escrow for two of the transactions remain open due to unresolved title issues for one of the property owners who is deceased. Interwest Consulting Group, Inc, and staff have identified the additional title and escrow tasks that need to be completed so that the two outstanding escrows can close.

Interwest Consulting Group, Inc. requires an additional $32,500.00 to complete the additional title and escrow tasks, as outlined in Exhibit A of the attached first amendment. This amendment brings the total not to exceed fee of the contract to $168,300.00.

FISCAL IMPACT

This project was funded with Federal Highway Safety Improvement Program (HSIP) grant funds and Traffic Mitigation funds. There are sufficient funds in the Council approved project budget to

fund this amendment. No General Fund resources are allocated for this project.

ECONOMIC DEVELOPMENT / JOBS CREATED

Federal guidelines suggest that there is one job created for every $92,000 in direct government spending. Based on that figure, this amendment will create 0.35 jobs.

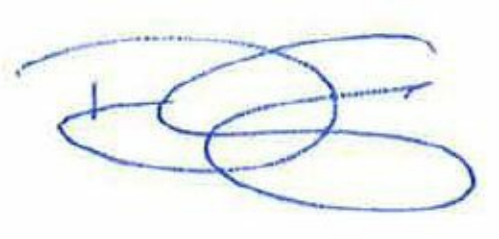
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment (CEQU Guidelines §15061(b)(3)). An amendment to a professional services agreement for property acquisition services does not include the potential for a significant environmental effect, and therefore is not subject to CEQA.

Respectfully Submitted,

Stefanie Kemen, Senior Civil Engineer

Jason Shykowski, Acting Public Works Director



_____

Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-83

1st Amendment to PSA with Interwest

RESOLUTION NO. 19-83

APPROVING A FIRST AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND INTERWEST CONSULTING GROUP, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE

WHEREAS, a first amendment to professional services agreement for real estate acquisition services for the Roseville Road Re-Alignment project, by and between the City of Roseville and Interwest Consulting Group, Inc., has been reviewed by the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said first amendment is hereby approved and that the City Manager is authorized to execute it on behalf of the City of Roseville.

PASSED AND ADOPTED by the Council of the City of Roseville this ___ day of _____, 2019, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

FIRST AMENDMENT TO

PROFESSIONAL SERVICES AGREEMENT

Project: Roseville Road Re-Alignment

THIS FIRST AMENDMENT TO AGREEMENT is made and entered into this ___ day of _____, 20__, by and between the City of Roseville, a municipal corporation ("CITY"), and Interwest Consulting Group, Inc., a Colorado corporation ("CONSULTANT"); and

W I T N E S S E T H:

WHEREAS, CITY and CONSULTANT previously entered into a Professional Services Agreement dated March 19, 2014, ("Agreement") regarding real estate acquisition services for the Roseville Road Re-Alignment project ("Project"); and

WHEREAS, CITY desires to amend the Agreement to include additional services as described in CONSULTANT's letter/proposal dated January 29, 2019, which is attached hereto as Exhibit "A" and incorporated herein by reference; and

WHEREAS, CONSULTANT is willing and able to provide such additional services.

NOW, THEREFORE, the parties agree as follows:

1. CONSULTANT shall provide additional services as described in Exhibit "A" of this First Amendment to Agreement.

2. Paragraph 2 of the Agreement is amended by adding an additional paragraph to read as follows:

"CITY shall pay thirty-two thousand, five hundred dollars ($32,500.00), in consideration of the additional services as set forth in Exhibit "A" to the first Amendment to Agreement. This brings the total not to exceed contract amount to one hundred sixty-eight thousand, three hundred dollars ($168,300.00)."

3. All other provisions of the Agreement shall remain unchanged and in full force and effect.

IN WITNESS WHEREOF, the City of Roseville, a municipal corporation, has authorized the execution of this First Amendment to Agreement in duplicate by its City Manager and attested to by its City Clerk under the authority of Resolution No. _____, adopted by the Council of the City of Roseville on the ___ day of _____, 20__, and CONSULTANT has caused this First Amendment to Agreement to be executed.

CITY OF ROSEVILLE, a municipal corporation

BY: _____
DOMINICK CASEY
City Manager

ATTEST:

BY: _____
SONIA OROZCO
City Clerk

INTERWEST CONSULTING GROUP, INC., a Colorado corporation

BY: _____

its: Chief Operations Officer

and

BY: _____

its: _____

[SIGNATURES CONTINUED ON FOLLOWING PAGE]

OFFICER'S CERTIFICATE

I, Terry J. Rodrigue, hereby certify that:

1. I am a duly elected, qualified and acting President and Corporate Secretary of Interwest Consulting Group, Inc., a duly organized and existing Colorado corporation; and

2. Interwest Consulting Group, Inc. policy sets forth the delegation of authority to the company's officers and employees to create financial, contractual, and other obligations on behalf of Interwest in the course of performing their employment. This policy permits delegation of signature authority to authorized Contract Representatives. Michael Kashiwagi, Ron Beehler, James G. Ross, and Debra Thorson are such authorized Contract Representatives as long as they are employed by Interwest, and therefore by this delegation each has signature authority to sign proposals and bind Interwest Consulting Group, Inc. in contractual commitments.

IN WITNESS WHEREOF, I have executed this Officer's Certificate and affixed the corporate seal of Interwest Consulting Group, Inc. this 2nd day of January, 2019.

Interwest Consulting Group, Inc.

Corporate Seal

Terry J. Rodrigue
President and Corporate Secretary

State of Colorado)
) ss.
County of Boulder)

The undersigned, a Notary Public, does hereby certify that on this 2nd day of January, 2019, personally appeared before me, Terry J. Rodrigue, who being first duly sworn an oath, declared that he is the President and Corporate Secretary of Interwest Consulting Group, Inc. and that he signed the foregoing document in his capacity as President and Corporate Secretary of the corporation, and that the statements contained herein are true.

IN WITNESS WHEREOF, I have hereunto set my hand and seal the date set forth above.

Dorothy I. Worley
Notary Public

DOROTHY I. WORLEY
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20054029536
MY COMMISSION EXPIRES JULY 27, 2021

APPROVED AS TO FORM:

BY: _____
ROBERT R. SCHMITT
City Attorney

APPROVED AS TO SUBSTANCE:

BY: _____
JASON SHYKOWSKI
Acting Public Works Director

EXHIBIT "A"

January 29, 2019

INTERWEST CONSULTING GROUP

Stefanie Kemen, PE
City of Roseville Public Works – Engineering
311 Vernon Street
Roseville, California 95678

Re: Roseville Road Improvements Project - Contract Amendment No. 1 Request

Dear Stefanie:

As you are aware, the acquisitions needed to construct the Roseville Road Improvements Project (Project) were completed in September 2015 (see Acquisition Summary on Page 2). Escrow for the Moody (Escrow No. FSSE-0101400383–PA) and Nikkel (Escrow No. 10-5010336-PA) transactions have remained open due to unresolved title issues for one of the property owners, Louis Mendez (deceased).

As per discussions with Mike Christensen, Deputy City Attorney, the City intends to proceed with recording four Deeds to transfer fee interests for the parcels owned by Nikkel et al (excluding the Mendez interest), as summarized in the Acquisition Summary table (see Page 2). There are eight conveyance Deeds which involve easement interests that cannot be recorded until Angie Mendez' (Louis' widow) interest is resolved.

A contract amendment is needed for the additional title and escrow tasks required. This contract amendment request includes real estate staff support to assist with the following tasks required to complete Contract Task #6 | Title & Escrow Closing Services. Please note that the tasks, as outlined below, assume the original interest holders for the two transactions remain the same and have not changed ownership.

- **Task A | Document Preparation** - Coordinate with Fidelity National Title (Fidelity) to prepare revised escrow documents, escrow instructions, and four Grant Deeds (with revised Legal/Plat to be provided by City) for the Nikkel Escrow. Coordinate the review of all documents with City's contract attorney prior to signing and recording.
- **Task B | Contact with Property Owners** – Contact owners to explain approach, revised documents, coordinate obtaining signatures, and notarizing documents needed on four Grant Deeds and four Easement Deeds. If requested, meet with owners to facilitate the document signing process.
- **Task C | Title & Escrow Coordination (Partial Fee Interests)** – Coordinate with Fidelity to record documents and close portion of Nikkel et al escrow for partial fee interests (excluding Mendez interest).
- **City Attorney's Office Support (If needed)** – Provide City Attorney's office with support, if needed, to resolve the outstanding title issues.
- **Task D | Final Escrow Coordination/Close Out (Easement/Mendez Interests)** – Discuss resolution of Mendez interests with City's contract attorney and coordinate to prepare four Easement Deeds (with revised Legal/Plat to be provided by City) to transfer the easement interests and close Moody and Nikkel escrows. Coordinate with Fidelity to close remaining interests for both Moody and Nikkel escrows, record eight Easement Deeds, obtain copies of final documents, and prepare acquisition files for close out.

The additional services described above result in a total not-to-exceed contract amendment of $32,500.

The table below summarizes the real property interests that were acquired from the Moody and Nikkel owners and the additional actions required for each conveyance.

Acquisition Summary

Deed/Conveyance	***Action***
(A) **Moody et al Escrow**: 1) Drainage & Slope Easement	Hold – Pending Mendez Quit Claim Action
(B) **Nikkel et al Escrow**:	
(1) Deed (Fee/Drainage & Slope Easement)	(1) City to provide new Legals/Plats; (2) Prepare Grant Deed; and (3) Prepare Drainage/Slope Easement Deed.
(2) Deed (Fee/Drainage & Slope/Culvert Drainage Easement)	(1) City to provide new Legals/Plats; (2) Prepare Grant Deed; and (3) Prepare Drainage/Slope and Culvert Drainage Easement Deed.
(3) Deed (Fee/Drainage & Slope Easement)	(1) City to provide new Legals/Plats; (2) Prepare Grant Deed; and (3) Prepare Drainage/Slope Easement Deed.
(4) Deed (Fee/Drainage & Slope Easement)	(1) City to provide new Legals/Plats; (2) Prepare Grant Deed; and (3) Prepare Drainage/Slope Easement Deed.
(5) Culvert Drainage Easement	Hold – Pending Mendez Quit Claim Action
(6) Easement Deed (Drainage & Slope/Culvert Drainage)	Hold – Pending Mendez Quit Claim Action
(7) Drainage & Slope Easement	Hold – Pending Mendez Quit Claim Action

Please review enclosed Contract Amendment No. 1 for a breakdown of the estimated costs to complete the remaining tasks. Please contact me at (916) 203-6740 if you have any questions.

Sincerely,

Julie A Cline

Julie Cline
Director of Real Estate Services

Enclosures

9300 WEST STOCKTON BOULEVARD | SUITE 105 • ELK GROVE, CALIFORNIA 95758
TEL. 916.273.4686 • FAX. 916.273.4686 • WWW.INTERWESTGRP.COM

INTERWEST CONSULTING GROUP

INTERWEST CONSULTING GROUP

City of Roseville - Roseville Road Improvements Project (Additional Title/Escrow Coordination Tasks)

Cost Estimate for Real Estate Services

January 31, 2019 (Revised)

Task No.	Task	Staff	Qty.	Flat Rate/Hours	Hourly Rate	Cost
-	**Project Oversight**	Cline	-	10 Hrs	$ 150.00	$ 1,500.00
A	**Document Preparation** Coordinate revised escrow documents with Fidelity Title Prepare Grant Deeds (4) and coordinate review/approval Prepare additional documents, if necessary	Wong	-	20 Hrs	$ 110.00	$ 2,200.00
B	**Contact with Property Owners/Obtain Signatures** Coordinate with owners and Fidelity Title / Meeting with owners: (1) Grant Deeds (4) (2) Easement Deeds (4)	Wong Bailly	- -	35 Hrs 40 Hrs	$ 110.00 $ 85.00	$ 3,850.00 $ 3,400.00
C	**Title & Escrow Coordination** Coordination with owners/representatives and title to resolve protracted title/escrow issues Coordinate recording documents/closing with Fidelity (Partial Fee Interests)	Wong	1	$ 13,580.00 10 Hrs	- $ 110.00	$ 13,580.00 $ 1,100.00
If Necessary	**City Attorney's Office Support** Provide support to resolve outstanding title issues	Wong	1	$ 2,500.00	$ -	$ 2,500.00
D	**Final Escrow Coordination/Close Out (Easement/Mendez Interests)** Prepare Easement Deeds (4) and coordinate review/approval Prepare additional documents, if necessary Coordinate recording documents/closing with Fidelity	Wong		32 Hrs	$ 110.00	$ 3,520.00
-	**Administrative Support** General support, file close-out	Admin	-	10 Hrs	$ 85.00	$ 850.00
					TOTAL COST NOT-TO-EXCEED:	**$ 32,500.00**

*Notes: (1) Task B includes additional contact with property owners to coordinate signing new: a) Grant Deeds (4); and b) Easement Deeds (4). Will consolidate and minimize meetings with owners as much as possible; (2) City will provide new legals and plats for eight Deeds; (3) Tasks, as outlined above, assume the original interest holders for the two transactions remain the same and have not changed ownership.

Original Contract Amount:	$ 135,800.00
Amendment No. 1:	$ 32,500.00
Revised Contract Amount:	**$ 168,300.00**

COUNCIL COMMUNICATION

CC #: 9859
File #: 0800-03

Title:	International Swaps and Derivatives Association Master Agreement with Gas & Power Annexes
Contact:	Petra Wallace 916-774-5510 pwallace@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 6.16.

RECOMMENDATION TO COUNCIL

Staff recommends that the City Council adopt a resolution authorizing the City Manager to execute the International Swaps and Derivatives Association, Inc. ("ISDA") Master Agreement with Gas and Power Annexes with NextEra Energy Marketing, LLC ("NextEra").

BACKGROUND

Council approved updated Electric Utility Risk Management Policies in February 2016. As part of those policies, Roseville Electric is required to limit the cost exposure of providing electricity over a three-year period by purchasing specific amounts of fixed price energy as either electricity or natural gas.

Roseville Electric has historically used financial swaps to hedge natural gas and electricity market price risk. ISDA agreements provide an industry standard contractual framework for executing financial transactions for electricity and natural gas, and provide significant credit and other protections to the City. The NextEra ISDA agreement includes a Gas Annex and a Power Annex, facilitating physical gas and physical electricity contracts, and consolidates credit support for those transactions under the terms of the ISDA agreement. Roseville Electric has ISDA agreements in place with a number of counterparties. NextEra is a new counterparty and is expected to offer competitive prices in physical and financial gas and electricity.

FISCAL IMPACT

There is no fiscal impact associated with the execution of the ISDA agreement with Gas Annex and Power Annex as it is only an enabling agreement. There are no transactions currently pending under the proposed ISDA agreement. Transactions facilitated by the attached agreement will conform to the Roseville Energy Risk Management Policies.

ECONOMIC DEVELOPMENT / JOBS CREATED

Not applicable.

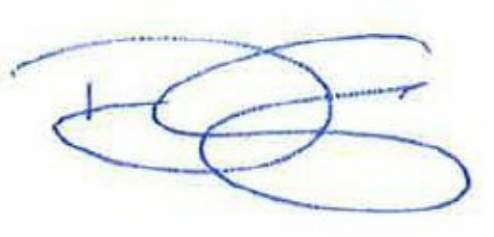
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical changes in the environment (CEQA Guidelines §15061(B)(3)). Approval of an International Swaps and Derivatives Association Master Agreement does not include the potential for a significant environmental effect, and therefore is not subject to CEQA.

Respectfully Submitted,

Petra Wallace, Electric Risk and Compliance Supervisor

Michelle Bertolino, Electric Utility Director



_____

Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-86

Partially executed ISDA

RESOLUTION NO. 19-86

APPROVING AN INTERNATIONAL SWAP DEALERS ASSOCIATION MASTER AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND NEXTERA ENERGY MARKETING, LLC AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE

WHEREAS, an International Swap Dealers Association Master Agreement, by and between the City of Roseville and NextEra Energy Marketing, LLC, has been reviewed by the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said agreements are hereby approved and that the City Manager is authorized to execute it on behalf of the City of Roseville.

PASSED AND ADOPTED by the Council of the City of Roseville this ___ day of _____, 20__, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

(Multicurrency—Cross Border)

ISDA®

International Swap Dealers Association, Inc.

MASTER AGREEMENT

dated as of January 29, 2019

City of Roseville, CA and NextEra Energy Marketing, LLC have entered and/or anticipate entering into one or more transactions (each a "Transaction") that are or will be governed by this Master Agreement, which includes the schedule (the "Schedule"), and the documents and other confirming evidence (each a "Confirmation") exchanged between the parties confirming those Transactions.

Accordingly, the parties agree as follows:—

1. Interpretation

(a) ***Definitions.*** The terms defined in Section 14 and in the Schedule will have the meanings therein specified for the purpose of this Master Agreement.

(b) ***Inconsistency.*** In the event of any inconsistency between the provisions of the Schedule and the other provisions of this Master Agreement, the Schedule will prevail. In the event of any inconsistency between the provisions of any Confirmation and this Master Agreement (including the Schedule), such Confirmation will prevail for the purpose of the relevant Transaction.

(c) ***Single Agreement.*** All Transactions are entered into in reliance on the fact that this Master Agreement and all Confirmations form a single agreement between the parties (collectively referred to as this "Agreement"), and the parties would not otherwise enter into any Transactions.

2. Obligations

(a) ***General Conditions.***

(i) Each party will make each payment or delivery specified in each Confirmation to be made by it, subject to the other provisions of this Agreement.

(ii) Payments under this Agreement will be made on the due date for value on that date in the place of the account specified in the relevant Confirmation or otherwise pursuant to this Agreement, in freely transferable funds and in the manner customary for payments in the required currency. Where settlement is by delivery (that is, other than by payment), such delivery will be made for receipt on the due date in the manner customary for the relevant obligation unless otherwise specified in the relevant Confirmation or elsewhere in this Agreement.

(iii) Each obligation of each party under Section 2(a)(i) is subject to (1) the condition precedent that no Event of Default or Potential Event of Default with respect to the other party has occurred and is continuing, (2) the condition precedent that no Early Termination Date in respect of the relevant Transaction has occurred or been effectively designated and (3) each other applicable condition precedent specified in this Agreement.

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(b) ***Change of Account.*** Either party may change its account for receiving a payment or delivery by giving notice to the other party at least five Local Business Days prior to the scheduled date for the payment or delivery to which such change applies unless such other party gives timely notice of a reasonable objection to such change.

(c) ***Netting.*** If on any date amounts would otherwise be payable:—

(i) in the same currency; and

(ii) in respect of the same Transaction,

by each party to the other, then, on such date, each party's obligation to make payment of any such amount will be automatically satisfied and discharged and, if the aggregate amount that would otherwise have been payable by one party exceeds the aggregate amount that would otherwise have been payable by the other party, replaced by an obligation upon the party by whom the larger aggregate amount would have been payable to pay to the other party the excess of the larger aggregate amount over the smaller aggregate amount.

The parties may elect in respect of two or more Transactions that a net amount will be determined in respect of all amounts payable on the same date in the same currency in respect of such Transactions, regardless of whether such amounts are payable in respect of the same Transaction. The election may be made in the Schedule or a Confirmation by specifying that subparagraph (ii) above will not apply to the Transactions identified as being subject to the election, together with the starting date (in which case subparagraph (ii) above will not, or will cease to, apply to such Transactions from such date). This election may be made separately for different groups of Transactions and will apply separately to each pairing of Offices through which the parties make and receive payments or deliveries.

(d) ***Deduction or Withholding for Tax.***

(i) ***Gross-Up.*** All payments under this Agreement will be made without any deduction or withholding for or on account of any Tax unless such deduction or withholding is required by any applicable law, as modified by the practice of any relevant governmental revenue authority, then in effect. If a party is so required to deduct or withhold, then that party ("X") will:—

(1) promptly notify the other party ("Y") of such requirement;

(2) pay to the relevant authorities the full amount required to be deducted or withheld (including the full amount required to be deducted or withheld from any additional amount paid by X to Y under this Section 2(d)) promptly upon the earlier of determining that such deduction or withholding is required or receiving notice that such amount has been assessed against Y;

(3) promptly forward to Y an official receipt (or a certified copy), or other documentation reasonably acceptable to Y, evidencing such payment to such authorities; and

(4) if such Tax is an Indemnifiable Tax, pay to Y, in addition to the payment to which Y is otherwise entitled under this Agreement, such additional amount as is necessary to ensure that the net amount actually received by Y (free and clear of Indemnifiable Taxes, whether assessed against X or Y) will equal the full amount Y would have received had no such deduction or withholding been required. However, X will not be required to pay any additional amount to Y to the extent that it would not be required to be paid but for:—

(A) the failure by Y to comply with or perform any agreement contained in Section 4(a)(i), 4(a)(iii) or 4(d); or

(B) the failure of a representation made by Y pursuant to Section 3(f) to be accurate and true unless such failure would not have occurred but for (I) any action taken by a taxing authority, or brought in a court of competent jurisdiction, on or after the date on which a Transaction is entered into (regardless of whether such action is taken or brought with respect to a party to this Agreement) or (II) a Change in Tax Law.

(ii) ***Liability.*** If:—

(1) X is required by any applicable law, as modified by the practice of any relevant governmental revenue authority, to make any deduction or withholding in respect of which X would not be required to pay an additional amount to Y under Section 2(d)(i)(4);

(2) X does not so deduct or withhold; and

(3) a liability resulting from such Tax is assessed directly against X,

then, except to the extent Y has satisfied or then satisfies the liability resulting from such Tax, Y will promptly pay to X the amount of such liability (including any related liability for interest, but including any related liability for penalties only if Y has failed to comply with or perform any agreement contained in Section 4(a)(i), 4(a)(iii) or 4(d)).

(e) ***Default Interest; Other Amounts.*** Prior to the occurrence or effective designation of an Early Termination Date in respect of the relevant Transaction, a party that defaults in the performance of any payment obligation will, to the extent permitted by law and subject to Section 6(c), be required to pay interest (before as well as after judgment) on the overdue amount to the other party on demand in the same currency as such overdue amount, for the period from (and including) the original due date for payment to (but excluding) the date of actual payment, at the Default Rate. Such interest will be calculated on the basis of daily compounding and the actual number of days elapsed. If, prior to the occurrence or effective designation of an Early Termination Date in respect of the relevant Transaction, a party defaults in the performance of any obligation required to be settled by delivery, it will compensate the other party on demand if and to the extent provided for in the relevant Confirmation or elsewhere in this Agreement.

3. Representations

Each party represents to the other party (which representations will be deemed to be repeated by each party on each date on which a Transaction is entered into and, in the case of the representations in Section 3(f), at all times until the termination of this Agreement) that:—

(a) ***Basic Representations.***

(i) ***Status.*** It is duly organized and validly existing under the laws of the jurisdiction of its organization or incorporation and, if relevant under such laws, in good standing;

(ii) ***Powers.*** It has the power to execute this Agreement and any other documentation relating to this Agreement to which it is a party, to deliver this Agreement and any other documentation relating to this Agreement that it is required by this Agreement to deliver and to perform its obligations under this Agreement and any obligations it has under any Credit Support Document to which it is a party and has taken all necessary action to authorize such execution, delivery and performance;

(iii) ***No Violation or Conflict.*** Such execution, delivery and performance do not violate or conflict with any law applicable to it, any provision of its constitutional documents, any order or judgment of any court or other agency of government applicable to it or any of its assets or any contractual restriction binding on or affecting it or any of its assets;

(iv) ***Consents.*** All governmental and other consents that are required to have been obtained by it with respect to this Agreement or any Credit Support Document to which it is a party have been obtained and are in full force and effect and all conditions of any such consents have been complied with; and

(v) ***Obligations Binding.*** Its obligations under this Agreement and any Credit Support Document to which it is a party constitute its legal, valid and binding obligations, enforceable in accordance with their respective terms (subject to applicable bankruptcy, reorganization, insolvency, moratorium or similar laws affecting creditors' rights generally and subject, as to enforceability, to equitable principles of general application (regardless of whether enforcement is sought in a proceeding in equity or at law)).

(b) ***Absence of Certain Events.*** No Event of Default or Potential Event of Default or, to its knowledge, Termination Event with respect to it has occurred and is continuing and no such event or circumstance would occur as a result of its entering into or performing its obligations under this Agreement or any Credit Support Document to which it is a party.

(c) ***Absence of Litigation.*** There is not pending or, to its knowledge, threatened against it or any of its Affiliates any action, suit or proceeding at law or in equity or before any court, tribunal, governmental body, agency or official or any arbitrator that is likely to affect the legality, validity or enforceability against it of this Agreement or any Credit Support Document to which it is a party or its ability to perform its obligations under this Agreement or such Credit Support Document.

(d) ***Accuracy of Specified Information.*** All applicable information that is furnished in writing by or on behalf of it to the other party and is identified for the purpose of this Section 3(d) in the Schedule is, as of the date of the information, true, accurate and complete in every material respect.

(e) ***Payer Tax Representation.*** Each representation specified in the Schedule as being made by it for the purpose of this Section 3(e) is accurate and true.

(f) ***Payee Tax Representations.*** Each representation specified in the Schedule as being made by it for the purpose of this Section 3(f) is accurate and true.

4. Agreements

Each party agrees with the other that, so long as either party has or may have any obligation under this Agreement or under any Credit Support Document to which it is a party:—

(a) ***Furnish Specified Information.*** It will deliver to the other party or, in certain cases under subparagraph (iii) below, to such government or taxing authority as the other party reasonably directs:—

(i) any forms, documents or certificates relating to taxation specified in the Schedule or any Confirmation;

(ii) any other documents specified in the Schedule or any Confirmation; and

(iii) upon reasonable demand by such other party, any form or document that may be required or reasonably requested in writing in order to allow such other party or its Credit Support Provider to make a payment under this Agreement or any applicable Credit Support Document without any deduction or withholding for or on account of any Tax or with such deduction or withholding at a reduced rate (so long as the completion, execution or submission of such form or document would not materially prejudice the legal or commercial position of the party in receipt of such demand), with any such form or document to be accurate and completed in a manner reasonably satisfactory to such other party and to be executed and to be delivered with any reasonably required certification,

in each case by the date specified in the Schedule or such Confirmation or, if none is specified, as soon as reasonably practicable.

(b) ***Maintain Authorizations.*** It will use all reasonable efforts to maintain in full force and effect all consents of any governmental or other authority that are required to be obtained by it with respect to this Agreement or any Credit Support Document to which it is a party and will use all reasonable efforts to obtain any that may become necessary in the future.

(c) ***Comply with Laws.*** It will comply in all material respects with all applicable laws and orders to which it may be subject if failure so to comply would materially impair its ability to perform its obligations under this Agreement or any Credit Support Document to which it is a party.

(d) ***Tax Agreement.*** It will give notice of any failure of a representation made by it under Section 3(f) to be accurate and true promptly upon learning of such failure.

(e) ***Payment of Stamp Tax.*** Subject to Section 11, it will pay any Stamp Tax levied or imposed upon it or in respect of its execution or performance of this Agreement by a jurisdiction in which it is incorporated,

organized, managed and controlled, or considered to have its seat, or in which a branch or office through which it is acting for the purpose of this Agreement is located ("Stamp Tax Jurisdiction") and will indemnify the other party against any Stamp Tax levied or imposed upon the other party or in respect of the other party's execution or performance of this Agreement by any such Stamp Tax Jurisdiction which is not also a Stamp Tax Jurisdiction with respect to the other party.

5. Events of Default and Termination Events

(a) ***Events of Default.*** The occurrence at any time with respect to a party or, if applicable, any Credit Support Provider of such party or any Specified Entity of such party of any of the following events constitutes an event of default (an "Event of Default") with respect to such party:—

(i) ***Failure to Pay or Deliver.*** Failure by the party to make, when due, any payment under this Agreement or delivery under Section 2(a)(i) or 2(e) required to be made by it if such failure is not remedied on or before the third Local Business Day after notice of such failure is given to the party;

(ii) ***Breach of Agreement.*** Failure by the party to comply with or perform any agreement or obligation (other than an obligation to make any payment under this Agreement or delivery under Section 2(a)(i) or 2(e) or to give notice of a Termination Event or any agreement or obligation under Section 4(a)(i), 4(a)(iii) or 4(d)) to be complied with or performed by the party in accordance with this Agreement if such failure is not remedied on or before the thirtieth day after notice of such failure is given to the party;

(iii) ***Credit Support Default.***

(1) Failure by the party or any Credit Support Provider of such party to comply with or perform any agreement or obligation to be complied with or performed by it in accordance with any Credit Support Document if such failure is continuing after any applicable grace period has elapsed;

(2) the expiration or termination of such Credit Support Document or the failing or ceasing of such Credit Support Document to be in full force and effect for the purpose of this Agreement (in either case other than in accordance with its terms) prior to the satisfaction of all obligations of such party under each Transaction to which such Credit Support Document relates without the written consent of the other party; or

(3) the party or such Credit Support Provider disaffirms, disclaims, repudiates or rejects, in whole or in part, or challenges the validity of, such Credit Support Document;

(iv) ***Misrepresentation.*** A representation (other than a representation under Section 3(e) or (f)) made or repeated or deemed to have been made or repeated by the party or any Credit Support Provider of such party in this Agreement or any Credit Support Document proves to have been incorrect or misleading in any material respect when made or repeated or deemed to have been made or repeated;

(v) ***Default under Specified Transaction.*** The party, any Credit Support Provider of such party or any applicable Specified Entity of such party (1) defaults under a Specified Transaction and, after giving effect to any applicable notice requirement or grace period, there occurs a liquidation of, an acceleration of obligations under, or an early termination of, that Specified Transaction, (2) defaults, after giving effect to any applicable notice requirement or grace period, in making any payment or delivery due on the last payment, delivery or exchange date of, or any payment on early termination of, a Specified Transaction (or such default continues for at least three Local Business Days if there is no applicable notice requirement or grace period) or (3) disaffirms, disclaims, repudiates or rejects, in whole or in part, a Specified Transaction (or such action is taken by any person or entity appointed or empowered to operate it or act on its behalf);

(vi) ***Cross Default.*** If "Cross Default" is specified in the Schedule as applying to the party, the occurrence or existence of (1) a default, event of default or other similar condition or event (however

described) in respect of such party, any Credit Support Provider of such party or any applicable Specified Entity of such party under one or more agreements or instruments relating to Specified Indebtedness of any of them (individually or collectively) in an aggregate amount of not less than the applicable Threshold Amount (as specified in the Schedule) which has resulted in such Specified Indebtedness becoming, or becoming capable at such time of being declared, due and payable under such agreements or instruments, before it would otherwise have been due and payable or (2) a default by such party, such Credit Support Provider or such Specified Entity (individually or collectively) in making one or more payments on the due date thereof in an aggregate amount of not less than the applicable Threshold Amount under such agreements or instruments (after giving effect to any applicable notice requirement or grace period);

(vii) ***Bankruptcy.*** The party, any Credit Support Provider of such party or any applicable Specified Entity of such party:—

(1) is dissolved (other than pursuant to a consolidation, amalgamation or merger); (2) becomes insolvent or is unable to pay its debts or fails or admits in writing its inability generally to pay its debts as they become due; (3) makes a general assignment, arrangement or composition with or for the benefit of its creditors; (4) institutes or has instituted against it a proceeding seeking a judgment of insolvency or bankruptcy or any other relief under any bankruptcy or insolvency law or other similar law affecting creditors' rights, or a petition is presented for its winding-up or liquidation, and, in the case of any such proceeding or petition instituted or presented against it, such proceeding or petition (A) results in a judgment of insolvency or bankruptcy or the entry of an order for relief or the making of an order for its winding-up or liquidation or (B) is not dismissed, discharged, stayed or restrained in each case within 30 days of the institution or presentation thereof; (5) has a resolution passed for its winding-up, official management or liquidation (other than pursuant to a consolidation, amalgamation or merger); (6) seeks or becomes subject to the appointment of an administrator, provisional liquidator, conservator, receiver, trustee, custodian or other similar official for it or for all or substantially all its assets; (7) has a secured party take possession of all or substantially all its assets or has a distress, execution, attachment, sequestration or other legal process levied, enforced or sued on or against all or substantially all its assets and such secured party maintains possession, or any such process is not dismissed, discharged, stayed or restrained, in each case within 30 days thereafter; (8) causes or is subject to any event with respect to it which, under the applicable laws of any jurisdiction, has an analogous effect to any of the events specified in clauses (1) to (7) (inclusive); or (9) takes any action in furtherance of, or indicating its consent to, approval of, or acquiescence in, any of the foregoing acts; or

(viii) ***Merger Without Assumption.*** The party or any Credit Support Provider of such party consolidates or amalgamates with, or merges with or into, or transfers all or substantially all its assets to, another entity and, at the time of such consolidation, amalgamation, merger or transfer:—

(1) the resulting, surviving or transferee entity fails to assume all the obligations of such party or such Credit Support Provider under this Agreement or any Credit Support Document to which it or its predecessor was a party by operation of law or pursuant to an agreement reasonably satisfactory to the other party to this Agreement; or

(2) the benefits of any Credit Support Document fail to extend (without the consent of the other party) to the performance by such resulting, surviving or transferee entity of its obligations under this Agreement.

(b) Termination Events. The occurrence at any time with respect to a party or, if applicable, any Credit Support Provider of such party or any Specified Entity of such party of any event specified below constitutes an Illegality if the event is specified in (i) below, a Tax Event if the event is specified in (ii) below or a Tax Event Upon Merger if the event is specified in (iii) below, and, if specified to be applicable, a Credit Event

Upon Merger if the event is specified pursuant to (iv) below or an Additional Termination Event if the event is specified pursuant to (v) below:—

(i) ***Illegality.*** Due to the adoption of, or any change in, any applicable law after the date on which a Transaction is entered into, or due to the promulgation of, or any change in, the interpretation by any court, tribunal or regulatory authority with competent jurisdiction of any applicable law after such date, it becomes unlawful (other than as a result of a breach by the party of Section 4(b)) for such party (which will be the Affected Party):—

(1) to perform any absolute or contingent obligation to make a payment or delivery or to receive a payment or delivery in respect of such Transaction or to comply with any other material provision of this Agreement relating to such Transaction; or

(2) to perform, or for any Credit Support Provider of such party to perform, any contingent or other obligation which the party (or such Credit Support Provider) has under any Credit Support Document relating to such Transaction;

(ii) ***Tax Event.*** Due to (x) any action taken by a taxing authority, or brought in a court of competent jurisdiction, on or after the date on which a Transaction is entered into (regardless of whether such action is taken or brought with respect to a party to this Agreement) or (y) a Change in Tax Law, the party (which will be the Affected Party) will, or there is a substantial likelihood that it will, on the next succeeding Scheduled Payment Date (1) be required to pay to the other party an additional amount in respect of an Indemnifiable Tax under Section 2(d)(i)(4) (except in respect of interest under Section 2(e), 6(d)(ii) or 6(e)) or (2) receive a payment from which an amount is required to be deducted or withheld for or on account of a Tax (except in respect of interest under Section 2(e), 6(d)(ii) or 6(e)) and no additional amount is required to be paid in respect of such Tax under Section 2(d)(i)(4) (other than by reason of Section 2(d)(i)(4)(A) or (B));

(iii) ***Tax Event Upon Merger.*** The party (the "Burdened Party") on the next succeeding Scheduled Payment Date will either (1) be required to pay an additional amount in respect of an Indemnifiable Tax under Section 2(d)(i)(4) (except in respect of interest under Section 2(e), 6(d)(ii) or 6(e)) or (2) receive a payment from which an amount has been deducted or withheld for or on account of any Indemnifiable Tax in respect of which the other party is not required to pay an additional amount (other than by reason of Section 2(d)(i)(4)(A) or (B)), in either case as a result of a party consolidating or amalgamating with, or merging with or into, or transferring all or substantially all its assets to, another entity (which will be the Affected Party) where such action does not constitute an event described in Section 5(a)(viii);

(iv) ***Credit Event Upon Merger.*** If "Credit Event Upon Merger" is specified in the Schedule as applying to the party, such party ("X"), any Credit Support Provider of X or any applicable Specified Entity of X consolidates or amalgamates with, or merges with or into, or transfers all or substantially all its assets to, another entity and such action does not constitute an event described in Section 5(a)(viii) but the creditworthiness of the resulting, surviving or transferee entity is materially weaker than that of X, such Credit Support Provider or such Specified Entity, as the case may be, immediately prior to such action (and, in such event, X or its successor or transferee, as appropriate, will be the Affected Party); or

(v) ***Additional Termination Event.*** If any "Additional Termination Event" is specified in the Schedule or any Confirmation as applying, the occurrence of such event (and, in such event, the Affected Party or Affected Parties shall be as specified for such Additional Termination Event in the Schedule or such Confirmation).

(c) ***Event of Default and Illegality.*** If an event or circumstance which would otherwise constitute or give rise to an Event of Default also constitutes an Illegality, it will be treated as an Illegality and will not constitute an Event of Default.

6. Early Termination

(a) ***Right to Terminate Following Event of Default.*** If at any time an Event of Default with respect to a party (the "Defaulting Party") has occurred and is then continuing, the other party (the "Non-defaulting Party") may, by not more than 20 days notice to the Defaulting Party specifying the relevant Event of Default, designate a day not earlier than the day such notice is effective as an Early Termination Date in respect of all outstanding Transactions. If, however, "Automatic Early Termination" is specified in the Schedule as applying to a party, then an Early Termination Date in respect of all outstanding Transactions will occur immediately upon the occurrence with respect to such party of an Event of Default specified in Section 5(a)(vii)(l), (3), (5), (6) or, to the extent analogous thereto, (8), and as of the time immediately preceding the institution of the relevant proceeding or the presentation of the relevant petition upon the occurrence with respect to such party of an Event of Default specified in Section 5(a)(vii)(4) or, to the extent analogous thereto, (8).

(b) ***Right to Terminate Following Termination Event.***

(i) ***Notice.*** If a Termination Event occurs, an Affected Party will, promptly upon becoming aware of it, notify the other party, specifying the nature of that Termination Event and each Affected Transaction and will also give such other information about that Termination Event as the other party may reasonably require.

(ii) ***Transfer to Avoid Termination Event.*** If either an Illegality under Section 5(b)(i)(l) or a Tax Event occurs and there is only one Affected Party, or if a Tax Event Upon Merger occurs and the Burdened Party is the Affected Party, the Affected Party will, as a condition to its right to designate an Early Termination Date under Section 6(b)(iv), use all reasonable efforts (which will not require such party to incur a loss, excluding immaterial, incidental expenses) to transfer within 20 days after it gives notice under Section 6(b)(i) all its rights and obligations under this Agreement in respect of the Affected Transactions to another of its Offices or Affiliates so that such Termination Event ceases to exist.

If the Affected Party is not able to make such a transfer it will give notice to the other party to that effect within such 20 day period, whereupon the other party may effect such a transfer within 30 days after the notice is given under Section 6(b)(i).

Any such transfer by a party under this Section 6(b)(ii) will be subject to and conditional upon the prior written consent of the other party, which consent will not be withheld if such other party's policies in effect at such time would permit it to enter into transactions with the transferee on the terms proposed.

(iii) ***Two Affected Parties.*** If an Illegality under Section 5(b)(i)(1) or a Tax Event occurs and there are two Affected Parties, each party will use all reasonable efforts to reach agreement within 30 days after notice thereof is given under Section 6(b)(i) on action to avoid that Termination Event.

(iv) ***Right to Terminate.*** If:—

(1) a transfer under Section 6(b)(ii) or an agreement under Section 6(b)(iii), as the case may be, has not been effected with respect to all Affected Transactions within 30 days after an Affected Party gives notice under Section 6(b)(i); or

(2) an Illegality under Section 5(b)(i)(2), a Credit Event Upon Merger or an Additional Termination Event occurs, or a Tax Event Upon Merger occurs and the Burdened Party is not the Affected Party,

either party in the case of an Illegality, the Burdened Party in the case of a Tax Event Upon Merger, any Affected Party in the case of a Tax Event or an Additional Termination Event if there is more than one Affected Party, or the party which is not the Affected Party in the case of a Credit Event Upon Merger or an Additional Termination Event if there is only one Affected Party may, by not more than 20 days notice to the other party and provided that the relevant Termination Event is then

continuing, designate a day not earlier than the day such notice is effective as an Early Termination Date in respect of all Affected Transactions.

(c) ***Effect of Designation.***

(i) If notice designating an Early Termination Date is given under Section 6(a) or (b), the Early Termination Date will occur on the date so designated, whether or not the relevant Event of Default or Termination Event is then continuing.

(ii) Upon the occurrence or effective designation of an Early Termination Date, no further payments or deliveries under Section 2(a)(i) or 2(e) in respect of the Terminated Transactions will be required to be made, but without prejudice to the other provisions of this Agreement. The amount, if any, payable in respect of an Early Termination Date shall be determined pursuant to Section 6(e).

(d) ***Calculations.***

(i) ***Statement.*** On or as soon as reasonably practicable following the occurrence of an Early Termination Date, each party will make the calculations on its part, if any, contemplated by Section 6(e) and will provide to the other party a statement (1) showing, in reasonable detail, such calculations (including all relevant quotations and specifying any amount payable under Section 6(e)) and (2) giving details of the relevant account to which any amount payable to it is to be paid. In the absence of written confirmation from the source of a quotation obtained in determining a Market Quotation, the records of the party obtaining such quotation will be conclusive evidence of the existence and accuracy of such quotation.

(ii) ***Payment Date.*** An amount calculated as being due in respect of any Early Termination Date under Section 6(e) will be payable on the day that notice of the amount payable is effective (in the case of an Early Termination Date which is designated or occurs as a result of an Event of Default) and on the day which is two Local Business Days after the day on which notice of the amount payable is effective (in the case of an Early Termination Date which is designated as a result of a Termination Event). Such amount will be paid together with (to the extent permitted under applicable law) interest thereon (before as well as after judgment) in the Termination Currency, from (and including) the relevant Early Termination Date to (but excluding) the date such amount is paid, at the Applicable Rate. Such interest will be calculated on the basis of daily compounding and the actual number of days elapsed.

(e) ***Payments on Early Termination.*** If an Early Termination Date occurs, the following provisions shall apply based on the parties' election in the Schedule of a payment measure, either "Market Quotation" or "Loss", and a payment method, either the "First Method" or the "Second Method". If the parties fail to designate a payment measure or payment method in the Schedule, it will be deemed that "Market Quotation" or the "Second Method", as the case may be, shall apply. The amount, if any, payable in respect of an Early Termination Date and determined pursuant to this Section will be subject to any Set-off.

(i) ***Events of Default.*** If the Early Termination Date results from an Event of Default:—

(1) *First Method and Market Quotation.* If the First Method and Market Quotation apply, the Defaulting Party will pay to the Non-defaulting Party the excess, if a positive number, of (A) the sum of the Settlement Amount (determined by the Non-defaulting Party) in respect of the Terminated Transactions and the Termination Currency Equivalent of the Unpaid Amounts owing to the Non-defaulting Party over (B) the Termination Currency Equivalent of the Unpaid Amounts owing to the Defaulting Party.

(2) *First Method and Loss.* If the First Method and Loss apply, the Defaulting Party will pay to the Non-defaulting Party, if a positive number, the Non-defaulting Party's Loss in respect of this Agreement.

(3) *Second Method and Market Quotation.* If the Second Method and Market Quotation apply, an amount will be payable equal to (A) the sum of the Settlement Amount (determined by the

Non-defaulting Party) in respect of the Terminated Transactions and the Termination Currency Equivalent of the Unpaid Amounts owing to the Non-defaulting Party less (B) the Termination Currency Equivalent of the Unpaid Amounts owing to the Defaulting Party. If that amount is a positive number, the Defaulting Party will pay it to the Non-defaulting Party; if it is a negative number, the Non-defaulting Party will pay the absolute value of that amount to the Defaulting Party.

(4) *Second Method and Loss.* If the Second Method and Loss apply, an amount will be payable equal to the Non-defaulting Party's Loss in respect of this Agreement. If that amount is a positive number, the Defaulting Party will pay it to the Non-defaulting Party; if it is a negative number, the Non-defaulting Party will pay the absolute value of that amount to the Defaulting Party.

(ii) ***Termination Events.*** If the Early Termination Date results from a Termination Event:—

(1) *One Affected Party.* If there is one Affected Party, the amount payable will be determined in accordance with Section 6(e)(i)(3), if Market Quotation applies, or Section 6(e)(i)(4), if Loss applies, except that, in either case, references to the Defaulting Party and to the Non-defaulting Party will be deemed to be references to the Affected Party and the party which is not the Affected Party, respectively, and, if Loss applies and fewer than all the Transactions are being terminated, Loss shall be calculated in respect of all Terminated Transactions.

(2) *Two Affected Parties.* If there are two Affected Parties:—

(A) if Market Quotation applies, each party will determine a Settlement Amount in respect of the Terminated Transactions, and an amount will be payable equal to (I) the sum of (a) one-half of the difference between the Settlement Amount of the party with the higher Settlement Amount ("X") and the Settlement Amount of the party with the lower Settlement Amount ("Y") and (b) the Termination Currency Equivalent of the Unpaid Amounts owing to X less (II) the Termination Currency Equivalent of the Unpaid Amounts owing to Y; and

(B) if Loss applies, each party will determine its Loss in respect of this Agreement (or, if fewer than all the Transactions are being terminated, in respect of all Terminated Transactions) and an amount will be payable equal to one-half of the difference between the Loss of the party with the higher Loss ("X") and the Loss of the party with the lower Loss ("Y").

If the amount payable is a positive number, Y will pay it to X; if it is a negative number, X will pay the absolute value of that amount to Y.

(iii) ***Adjustment for Bankruptcy.*** In circumstances where an Early Termination Date occurs because "Automatic Early Termination" applies in respect of a party, the amount determined under this Section 6(e) will be subject to such adjustments as are appropriate and permitted by law to reflect any payments or deliveries made by one party to the other under this Agreement (and retained by such other party) during the period from the relevant Early Termination Date to the date for payment determined under Section 6(d)(ii).

(iv) ***Pre-Estimate.*** The parties agree that if Market Quotation applies an amount recoverable under this Section 6(e) is a reasonable pre-estimate of loss and not a penalty. Such amount is payable for the loss of bargain and the loss of protection against future risks and except as otherwise provided in this Agreement neither party will be entitled to recover any additional damages as a consequence of such losses.

7. Transfer

Subject to Section 6(b)(ii), neither this Agreement nor any interest or obligation in or under this Agreement may be transferred (whether by way of security or otherwise) by either party without the prior written consent of the other party, except that: —

(a) a party may make such a transfer of this Agreement pursuant to a consolidation or amalgamation with, or merger with or into, or transfer of all or substantially all its assets to, another entity (but without prejudice to any other right or remedy under this Agreement); and

(b) a party may make such a transfer of all or any part of its interest in any amount payable to it from a Defaulting Party under Section 6(e).

Any purported transfer that is not in compliance with this Section will be void.

8. Contractual Currency

(a) ***Payment in the Contractual Currency.*** Each payment under this Agreement will be made in the relevant currency specified in this Agreement for that payment (the "Contractual Currency"). To the extent permitted by applicable law, any obligation to make payments under this Agreement in the Contractual Currency will not be discharged or satisfied by any tender in any currency other than the Contractual Currency, except to the extent such tender results in the actual receipt by the party to which payment is owed, acting in a reasonable manner and in good faith in converting the currency so tendered into the Contractual Currency, of the full amount in the Contractual Currency of all amounts payable in respect of this Agreement. If for any reason the amount in the Contractual Currency so received falls short of the amount in the Contractual Currency payable in respect of this Agreement, the party required to make the payment will, to the extent permitted by applicable law, immediately pay such additional amount in the Contractual Currency as may be necessary to compensate for the shortfall. If for any reason the amount in the Contractual Currency so received exceeds the amount in the Contractual Currency payable in respect of this Agreement, the party receiving the payment will refund promptly the amount of such excess.

(b) ***Judgments.*** To the extent permitted by applicable law, if any judgment or order expressed in a currency other than the Contractual Currency is rendered (i) for the payment of any amount owing in respect of this Agreement, (ii) for the payment of any amount relating to any early termination in respect of this Agreement or (iii) in respect of a judgment or order of another court for the payment of any amount described in (i) or (ii) above, the party seeking recovery, after recovery in full of the aggregate amount to which such party is entitled pursuant to the judgment or order, will be entitled to receive immediately from the other party the amount of any shortfall of the Contractual Currency received by such party as a consequence of sums paid in such other currency and will refund promptly to the other party any excess of the Contractual Currency received by such party as a consequence of sums paid in such other currency if such shortfall or such excess arises or results from any variation between the rate of exchange at which the Contractual Currency is converted into the currency of the judgment or order for the purposes of such judgment or order and the rate of exchange at which such party is able, acting in a reasonable manner and in good faith in converting the currency received into the Contractual Currency, to purchase the Contractual Currency with the amount of the currency of the judgment or order actually received by such party. The term "rate of exchange" includes, without limitation, any premiums and costs of exchange payable in connection with the purchase of or conversion into the Contractual Currency.

(c) ***Separate Indemnities.*** To the extent permitted by applicable law, these indemnities constitute separate and independent obligations from the other obligations in this Agreement, will be enforceable as separate and independent causes of action, will apply notwithstanding any indulgence granted by the party to which any payment is owed and will not be affected by judgment being obtained or claim or proof being made for any other sums payable in respect of this Agreement.

(d) ***Evidence of Loss.*** For the purpose of this Section 8, it will be sufficient for a party to demonstrate that it would have suffered a loss had an actual exchange or purchase been made.

9. Miscellaneous

(a) ***Entire Agreement***. This Agreement constitutes the entire agreement and understanding of the parties with respect to its subject matter and supersedes all oral communication and prior writings with respect thereto.

(b) ***Amendments***. No amendment, modification or waiver in respect of this Agreement will be effective unless in writing (including a writing evidenced by a facsimile transmission) and executed by each of the parties or confirmed by an exchange of telexes or electronic messages on an electronic messaging system.

(c) ***Survival of Obligations.*** Without prejudice to Sections 2(a)(iii) and 6(c)(ii), the obligations of the parties under this Agreement will survive the termination of any Transaction.

(d) ***Remedies Cumulative.*** Except as provided in this Agreement, the rights, powers, remedies and privileges provided in this Agreement are cumulative and not exclusive of any rights, powers, remedies and privileges provided by law.

(e) ***Counterparts and Confirmations***.

(i) This Agreement (and each amendment, modification and waiver in respect of it) may be executed and delivered in counterparts (including by facsimile transmission), each of which will be deemed an original.

(ii) The parties intend that they are legally bound by the terms of each Transaction from the moment they agree to those terms (whether orally or otherwise). A Confirmation shall be entered into as soon as practicable and may be executed and delivered in counterparts (including by facsimile transmission) or be created by an exchange of telexes or by an exchange of electronic messages on an electronic messaging system, which in each case will be sufficient for all purposes to evidence a binding supplement to this Agreement. The parties will specify therein or through another effective means that any such counterpart, telex or electronic message constitutes a Confirmation.

(f) ***No Waiver of Rights***. A failure or delay in exercising any right, power or privilege in respect of this Agreement will not be presumed to operate as a waiver, and a single or partial exercise of any right, power or privilege will not be presumed to preclude any subsequent or further exercise, of that right, power or privilege or the exercise of any other right, power or privilege.

(g) ***Headings***. The headings used in this Agreement are for convenience of reference only and are not to affect the construction of or to be taken into consideration in interpreting this Agreement.

10. Offices; Multibranch Parties

(a) If Section 10(a) is specified in the Schedule as applying, each party that enters into a Transaction through an Office other than its head or home office represents to the other party that, notwithstanding the place of booking office or jurisdiction of incorporation or organization of such party, the obligations of such party are the same as if it had entered into the Transaction through its head or home office. This representation will be deemed to be repeated by such party on each date on which a Transaction is entered into.

(b) Neither party may change the Office through which it makes and receives payments or deliveries for the purpose of a Transaction without the prior written consent of the other party.

(c) If a party is specified as a Multibranch Party in the Schedule, such Multibranch Party may make and receive payments or deliveries under any Transaction through any Office listed in the Schedule, and the Office through which it makes and receives payments or deliveries with respect to a Transaction will be specified in the relevant Confirmation.

11. Expenses

A Defaulting Party will, on demand, indemnify and hold harmless the other party for and against all reasonable out-of-pocket expenses, including legal fees and Stamp Tax, incurred by such other party by reason of the enforcement and protection of its rights under this Agreement or any Credit Support Document

to which the Defaulting Party is a party or by reason of the early termination of any Transaction, including, but not limited to, costs of collection.

12. Notices

(a) ***Effectiveness.*** Any notice or other communication in respect of this Agreement may be given in any manner set forth below (except that a notice or other communication under Section 5 or 6 may not be given by facsimile transmission or electronic messaging system) to the address or number or in accordance with the electronic messaging system details provided (see the Schedule) and will be deemed effective as indicated:—

(i) if in writing and delivered in person or by courier, on the date it is delivered;

(ii) if sent by telex, on the date the recipient's answerback is received;

(iii) if sent by facsimile transmission, on the date that transmission is received by a responsible employee of the recipient in legible form (it being agreed that the burden of proving receipt will be on the sender and will not be met by a transmission report generated by the sender's facsimile machine);

(iv) if sent by certified or registered mail (airmail, if overseas) or the equivalent (return receipt requested), on the date that mail is delivered or its delivery is attempted; or

(v) if sent by electronic messaging system, on the date that electronic message is received,

unless the date of that delivery (or attempted delivery) or that receipt, as applicable, is not a Local Business Day or that communication is delivered (or attempted) or received, as applicable, after the close of business on a Local Business Day, in which case that communication shall be deemed given and effective on the first following day that is a Local Business Day.

(b) ***Change of Addresses.*** Either party may by notice to the other change the address, telex or facsimile number or electronic messaging system details at which notices or other communications are to be given to it.

13. Governing Law and Jurisdiction

(a) ***Governing Law.*** This Agreement will be governed by and construed in accordance with the law specified in the Schedule.

(b) ***Jurisdiction.*** With respect to any suit, action or proceedings relating to this Agreement ("Proceedings"), each party irrevocably:—

(i) submits to the jurisdiction of the English courts, if this Agreement is expressed to be governed by English law, or to the non-exclusive jurisdiction of the courts of the State of New York and the United States District Court located in the Borough of Manhattan in New York City, if this Agreement is expressed to be governed by the laws of the State of New York; and

(ii) waives any objection which it may have at any time to the laying of venue of any Proceedings brought in any such court, waives any claim that such Proceedings have been brought in an inconvenient forum and further waives the right to object, with respect to such Proceedings, that such court does not have any jurisdiction over such party.

Nothing in this Agreement precludes either party from bringing Proceedings in any other jurisdiction (outside, if this Agreement is expressed to be governed by English law, the Contracting States, as defined in Section 1(3) of the Civil Jurisdiction and Judgments Act 1982 or any modification, extension or reenactment thereof for the time being in force) nor will the bringing of Proceedings in any one or more jurisdictions preclude the bringing of Proceedings in any other jurisdiction.

(c) ***Service of Process.*** Each party irrevocably appoints the Process Agent (if any) specified opposite its name in the Schedule to receive, for it and on its behalf, service of process in any Proceedings. If for any

reason any party's Process Agent is unable to act as such, such party will promptly notify the other party and within 30 days appoint a substitute process agent acceptable to the other party. The parties irrevocably consent to service of process given in the manner provided for notices in Section 12. Nothing in this Agreement will affect the right of either party to serve process in any other manner permitted by law.

(d) ***Waiver of Immunities.*** Each party irrevocably waives, to the fullest extent permitted by applicable law, with respect to itself and its revenues and assets (irrespective of their use or intended use), all immunity on the grounds of sovereignty or other similar grounds from (i) suit, (ii) jurisdiction of any court, (iii) relief by way of injunction, order for specific performance or for recovery of property, (iv) attachment of its assets (whether before or after judgment) and (v) execution or enforcement of any judgment to which it or its revenues or assets might otherwise be entitled in any Proceedings in the courts of any jurisdiction and irrevocably agrees, to the extent permitted by applicable law, that it will not claim any such immunity in any Proceedings.

14. Definitions

As used in this Agreement:—

"Additional Termination Event" has the meaning specified in Section 5(b).

"Affected Party" has the meaning specified in Section 5(b).

"Affected Transactions" means (a) with respect to any Termination Event consisting of an Illegality, Tax Event or Tax Event Upon Merger, all Transactions affected by the occurrence of such Termination Event and (b) with respect to any other Termination Event, all Transactions.

"Affiliate" means, subject to the Schedule, in relation to any person, any entity controlled, directly or indirectly, by the person, any entity that controls, directly or indirectly, the person or any entity directly or indirectly under common control with the person. For this purpose, "control" of any entity or person means ownership of a majority of the voting power of the entity or person.

"Applicable Rate" means:—

(a) in respect of obligations payable or deliverable (or which would have been but for Section 2(a)(iii)) by a Defaulting Party, the Default Rate;

(b) in respect of an obligation to pay an amount under Section 6(e) of either party from and after the date (determined in accordance with Section 6(d)(ii)) on which that amount is payable, the Default Rate;

(c) in respect of all other obligations payable or deliverable (or which would have been but for Section 2(a)(iii)) by a Non-defaulting Party, the Non-default Rate; and

(d) in all other cases, the Termination Rate.

"Burdened Party" has the meaning specified in Section 5(b).

"Change in Tax Law" means the enactment, promulgation, execution or ratification of, or any change in or amendment to, any law (or in the application or official interpretation of any law) that occurs on or after the date on which the relevant Transaction is entered into.

"consent" includes a consent, approval, action, authorization, exemption, notice, filing, registration or exchange control consent.

"Credit Event Upon Merger" has the meaning specified in Section 5(b).

"Credit Support Document" means any agreement or instrument that is specified as such in this Agreement.

"Credit Support Provider" has the meaning specified in the Schedule.

"Default Rate" means a rate per annum equal to the cost (without proof or evidence of any actual cost) to the relevant payee (as certified by it) if it were to fund or of funding the relevant amount plus 1% per annum.

"Defaulting Party" has the meaning specified in Section 6(a).

"Early Termination Date" means the date determined in accordance with Section 6(a) or 6(b)(iv).

"Event of Default" has the meaning specified in Section 5(a) and, if applicable, in the Schedule.

"Illegality" has the meaning specified in Section 5(b).

***"Indemnifiable* Tax"** means any Tax other than a Tax that would not be imposed in respect of a payment under this Agreement but for a present or former connection between the jurisdiction of the government or taxation authority imposing such Tax and the recipient of such payment or a person related to such recipient (including, without limitation, a connection arising from such recipient or related person being or having been a citizen or resident of such jurisdiction, or being or having been organized, present or engaged in a trade or business in such jurisdiction, or having or having had a permanent establishment or fixed place of business in such jurisdiction, but excluding a connection arising solely from such recipient or related person having executed, delivered, performed its obligations or received a payment under, or enforced, this Agreement or a Credit Support Document).

"law" includes any treaty, law, rule or regulation (as modified, in the case of tax matters, by the practice of any relevant governmental revenue authority) and ***"lawful"*** and ***"unlawful"*** will be construed accordingly.

"Local Business Day" means, subject to the Schedule, a day on which commercial banks are open for business (including dealings in foreign exchange and foreign currency deposits) (a) in relation to any obligation under Section 2(a)(i), in the place(s) specified in the relevant Confirmation or, if not so specified, as otherwise agreed by the parties in writing or determined pursuant to provisions contained, or incorporated by reference, in this Agreement, (b) in relation to any other payment, in the place where the relevant account is located and, if different, in the principal financial centre, if any, of the currency of such payment, (c) in relation to any notice or other communication, including notice contemplated under Section 5(a)(i), in the city specified in the address for notice provided by the recipient and, in the case of a notice contemplated by Section 2(b), in the place where the relevant new account is to be located and (d) in relation to Section 5(a)(v)(2), in the relevant locations for performance with respect to such Specified Transaction.

"Loss" means, with respect to this Agreement or one or more Terminated Transactions, as the case may be, and a party, the Termination Currency Equivalent of an amount that party reasonably determines in good faith to be its total losses and costs (or gain, in which case expressed as a negative number) in connection with this Agreement or that Terminated Transaction or group of Terminated Transactions, as the case may be, including any loss of bargain, cost of funding or, at the election of such party but without duplication, loss or cost incurred as a result of its terminating, liquidating, obtaining or reestablishing any hedge or related trading position (or any gain resulting from any of them). Loss includes losses and costs (or gains) in respect of any payment or delivery required to have been made (assuming satisfaction of each applicable condition precedent) on or before the relevant Early Termination Date and not made, except, so as to avoid duplication, if Section 6(e)(i)(1) or (3) or 6(e)(ii)(2)(A) applies. Loss does not include a party's legal fees and out-of-pocket expenses referred to under Section 11. A party will determine its Loss as of the relevant Early Termination Date, or, if that is not reasonably practicable, as of the earliest date thereafter as is reasonably practicable. A party may (but need not) determine its Loss by reference to quotations of relevant rates or prices from one or more leading dealers in the relevant markets.

"Market Quotation" means, with respect to one or more Terminated Transactions and a party making the determination, an amount determined on the basis of quotations from Reference Market-makers. Each quotation will be for an amount, if any, that would be paid to such party (expressed as a negative number) or by such party (expressed as a positive number) in consideration of an agreement between such party (taking into account any existing Credit Support Document with respect to the obligations of such party) and the quoting Reference Market-maker to enter into a transaction (the "Replacement Transaction") that would have the effect of preserving for such party the economic equivalent of any payment or delivery (whether the underlying obligation was absolute or contingent and assuming the satisfaction of each applicable condition precedent) by the parties under Section 2(a)(i) in respect of such Terminated Transaction or group of Terminated Transactions that would, but for the occurrence of the relevant Early Termination Date, have

been required after that date. For this purpose, Unpaid Amounts in respect of the Terminated Transaction or group of Terminated Transactions are to be excluded but, without limitation, any payment or delivery that would, but for the relevant Early Termination Date, have been required (assuming satisfaction of each applicable condition precedent) after that Early Termination Date is to be included. The Replacement Transaction would be subject to such documentation as such party and the Reference Market-maker may, in good faith, agree. The party making the determination (or its agent) will request each Reference Market maker to provide its quotation to the extent reasonably practicable as of the same day and time (without regard to different time zones) on or as soon as reasonably practicable after the relevant Early Termination Date. The day and time as of which those quotations are to be obtained will be selected in good faith by the party obliged to make a determination under Section 6(e), and, if each party is so obliged, after consultation with the other. If more than three quotations are provided, the Market Quotation will be the arithmetic mean of the quotations, without regard to the quotations having the highest and lowest values. If exactly three such quotations are provided, the Market Quotation will be the quotation remaining after disregarding the highest and lowest quotations. For this purpose, if more than one quotation has the same highest value or lowest value, then one of such quotations shall be disregarded. If fewer than three quotations are provided, it will be deemed that the Market Quotation in respect of such Terminated Transaction or group of Terminated Transactions cannot be determined.

"Non-default Rate" means a rate per annum equal to the cost (without proof or evidence of any actual cost) to the Non-defaulting Party (as certified by it) if it were to fund the relevant amount.

"Non-defaulting Party" has the meaning specified in Section 6(a).

"Office" means a branch or office of a party, which may be such party's head or home office.

"Potential Event of Default" means any event which, with the giving of notice or the lapse of time or both, would constitute an Event of Default.

"Reference Market-makers" means four leading dealers in the relevant market selected by the party determining a Market Quotation in good faith (a) from among dealers of the highest credit standing which satisfy all the criteria that such party applies generally at the time in deciding whether to offer or to make an extension of credit and (b) to the extent practicable, from among such dealers having an office in the same city.

"Relevant Jurisdiction" means, with respect to a party, the jurisdictions (a) in which the party is incorporated, organized, managed and controlled or considered to have its seat, (b) where an Office through which the party is acting for purposes of this Agreement is located, (c) in which the party executes this Agreement and (d) in relation to any payment, from or through which such payment is made.

"Scheduled Payment Date" means a date on which a payment or delivery is to be made under Section 2(a)(i) with respect to a Transaction.

"Set-off" means set-off, offset, combination of accounts, right of retention or withholding or similar right or requirement to which the payer of an amount under Section 6 is entitled or subject (whether arising under this Agreement, another contract, applicable law or otherwise) that is exercised by, or imposed on, such payer.

"Settlement Amount" means, with respect to a party and any Early Termination Date, the sum of:—

(a) the Termination Currency Equivalent of the Market Quotations (whether positive or negative) for each Terminated Transaction or group of Terminated Transactions for which a Market Quotation is determined; and

(b) such party's Loss (whether positive or negative and without reference to any Unpaid Amounts) for each Terminated Transaction or group of Terminated Transactions for which a Market Quotation cannot be determined or would not (in the reasonable belief of the party making the determination) produce a commercially reasonable result.

"Specified Entity" has the meaning specified in the Schedule.

"Specified Indebtedness" means, subject to the Schedule, any obligation (whether present or future, contingent or otherwise, as principal or surety or otherwise) in respect of borrowed money.

"Specified Transaction" means, subject to the Schedule, (a) any transaction (including an agreement with respect thereto) now existing or hereafter entered into between one party to this Agreement (or any Credit Support Provider of such party or any applicable Specified Entity of such party) and the other party to this Agreement (or any Credit Support Provider of such other party or any applicable Specified Entity of such other party) which is a rate swap transaction, basis swap, forward rate transaction, commodity swap, commodity option, equity or equity index swap, equity or equity index option, bond option, interest rate option, foreign exchange transaction, cap transaction, floor transaction, collar transaction, currency swap transaction, cross-currency rate swap transaction, currency option or any other similar transaction (including any option with respect to any of these transactions), (b) any combination of these transactions and (c) any other transaction identified as a Specified Transaction in this Agreement or the relevant confirmation.

"Stamp Tax" means any stamp, registration, documentation or similar tax.

"Tax" means any present or future tax, levy, impost, duty, charge, assessment or fee of any nature (including interest, penalties and additions thereto) that is imposed by any government or other taxing authority in respect of any payment under this Agreement other than a stamp, registration, documentation or similar tax.

"Tax Event" has the meaning specified in Section 5(b).

"Tax Event Upon Merger" has the meaning specified in Section 5(b).

"Terminated Transactions" means with respect to any Early Termination Date (a) if resulting from a Termination Event, all Affected Transactions and (b) if resulting from an Event of Default, all Transactions (in either case) in effect immediately before the effectiveness of the notice designating that Early Termination Date (or, if "Automatic Early Termination" applies, immediately before that Early Termination Date).

"Termination Currency" has the meaning specified in the Schedule.

"Termination Currency Equivalent" means, in respect of any amount denominated in the Termination Currency, such Termination Currency amount and, in respect of any amount denominated in a currency other than the Termination Currency (the "Other Currency"), the amount in the Termination Currency determined by the party making the relevant determination as being required to purchase such amount of such Other Currency as at the relevant Early Termination Date, or, if the relevant Market Quotation or Loss (as the case may be), is determined as of a later date, that later date, with the Termination Currency at the rate equal to the spot exchange rate of the foreign exchange agent (selected as provided below) for the purchase of such Other Currency with the Termination Currency at or about 11:00 a.m. (in the city in which such foreign exchange agent is located) on such date as would be customary for the determination of such a rate for the purchase of such Other Currency for value on the relevant Early Termination Date or that later date. The foreign exchange agent will, if only one party is obliged to make a determination under Section 6(e), be selected in good faith by that party and otherwise will be agreed by the parties.

"Termination Event" means an Illegality, a Tax Event or a Tax Event Upon Merger or, if specified to be applicable, a Credit Event Upon Merger or an Additional Termination Event.

"Termination Rate" means a rate per annum equal to the arithmetic mean of the cost (without proof or evidence of any actual cost) to each party (as certified by such party) if it were to fund or of funding such amounts.

"Unpaid Amounts" owing to any party means, with respect to an Early Termination Date, the aggregate of (a) in respect of all Terminated Transactions, the amounts that became payable (or that would have become payable but for Section 2(a)(iii)) to such party under Section 2(a)(i) on or prior to such Early Termination Date and which remain unpaid as at such Early Termination Date and (b) in respect of each Terminated Transaction, for each obligation under Section 2(a)(i) which was (or would have been but for Section 2(a) (iii)) required to be settled by delivery to such party on or prior to such Early Termination Date and which has not been so settled as at such Early Termination Date, an amount equal to the fair market

value of that which was (or would have been) required to be delivered as of the originally scheduled date for delivery, in each case together with (to the extent permitted under applicable law) interest, in the currency of such amounts, from (and including) the date such amounts or obligations were or would have been required to have been paid or performed to (but excluding) such Early Termination Date, at the Applicable Rate. Such amounts of interest will be calculated on the basis of daily compounding and the actual number of days elapsed. The fair market value of any obligation referred to in clause (b) above shall be reasonably determined by the party obliged to make the determination under Section 6(e) or, if each party is so obliged, it shall be the average of the Termination Currency Equivalents of the fair market values reasonably determined by both parties.

IN WITNESS WHEREOF the parties have executed this document on the respective dates specified below with effect from the date specified on the first page of this document.

City of Roseville	NextEra Energy Marketing, LLC
By:.....	By:.....
Name:	Name:
Title:	Title:
Date:	Date:

Craig Shapiro
Vice President and
Managing Director
Nextera Energy
Marketing, LLC
2-4-19

Legal Review Completed

CREDIT MS

ISDA
International Swap and Derivatives Association, Inc.

SCHEDULE
to the
MASTER AGREEMENT
(Multicurrency--Cross Border)

dated
January 29, 2019
between

CITY OF ROSEVILLE, a California municipality
("Party A")

and

NextEra Energy Marketing, LLC
a limited liability company organized under the laws of the State of Delaware
("Party B")

Part 1. Default and Termination Provisions.

(a) *"**Specified Entity**"* means in relation to Party A and Party B for the purpose of:

Section 5(a)(v) (Default under Specified Indebtedness), not applicable;
Section 5(a)(vi) (Cross Default), not applicable;
Section 5(a)(vii) (Bankruptcy), not applicable; and
Section 5(b)(iv) (Credit Event Upon Merger), not applicable.

(b) *"**Specified Transaction**"* will have the meaning set forth below:

"Specified Transaction" means (a) any transaction (including an agreement with respect to any such transaction) now existing or hereafter entered into between one party to this Agreement (or any Credit Support Provider of such party or any applicable Specified Entity of such party) and the other party to this Agreement (or any Credit Support Provider of such other party or any applicable Specified Entity of such other party) which is not a Transaction under this Agreement but (i) which is a rate swap transaction, swap option, basis swap, forward rate transaction, Commodity swap, Commodity option, equity or equity index swap, equity or equity index option, bond option, interest rate option, foreign exchange transaction, cap transaction, floor transaction, collar transaction, currency swap transaction, cross-currency rate swap transaction, currency option, credit protection transaction, credit swap, credit default swap, credit default option, total return swap, credit spread transaction, repurchase transaction, reverse purchase transaction, buy/sell-back transaction, securities lending transaction, weather index transaction or forward or spot purchase or sale or transfer of a security, Commodity or other financial instrument or interest (including any option with respect to any of these transactions) (ii) which is a type of transaction that is similar to any transaction referred to in clause (i) above that is currently, or in the future becomes, recurrently entered into in the financial markets (including terms and conditions incorporated by reference in such agreement) and which is a forward, swap, future, option or other derivative on one or more rates, currencies, Commodities, equity securities or other equity instruments, debt securities or other debt instruments, economic indices or measures of economic risk or value, or other benchmarks against which payments or deliveries are to be made, or (iii) which is a transaction involving the purchase or sale of energy products, (b) any combination of these transactions and (c) any other transaction identified as a Specified Transaction in this Agreement or the relevant confirmation.

"Commodity" shall mean any tangible or intangible commodity of any type or description (including, without limitation, electric power, electric power capacity, physical transmission of electric energy or transportation of gas, financial transmission rights, petroleum, natural gas, and byproducts thereof, as well as renewable energy credits, emission allowances, and any other similar types of products).

(c) ***Cross Default.*** The provisions of Section 5(a)(vi) will apply to both Party A and Party B as modified by adding, immediately prior to the semicolon at the end thereof, the following:

"provided, however, that it shall not constitute an Event of Default under either Section 5(a)(vi)(1) or (2) if (a) the event or condition referred to in Section 5(a)(vi)(1) or the failure to pay referred to in Section 5(a)(vi)(2) arises in the ordinary course of business by mistake, oversight, or transfer difficulties and (b) such event of default or failure to pay is remedied on or before the third Business Day after the occurrence or existence of such event of default or failure to pay."

In addition, Section 5(a)(vi) is hereby amended by the deletion of the words ", or becoming capable at such time of being declared," from clause (1) of such provision.

(d) ***"Specified Indebtedness"***, referred to in Section 5(a)(vi), will have the meaning specified in Section 14 of this Agreement.

(e) ***"Threshold Amount"***, referred to in Section 5(a)(vi) means:

(1) With respect to Party A: $20 MM; and
(2) With respect to Party B: $100 MM.

(f) The ***"Credit Event Upon Merger"*** provisions of Section 5(b)(iv) will apply to Party A and its Credit Support Provider and will apply to Party B and its Credit Support Provider; provided however, that the phrase "materially weaker" means (i) the unsecured, senior, long-term indebtedness of the resulting, surviving or transferee entity is rated less than, or equal to, BBB- by Standard & Poor's Rating Group or less than, or equal to, Baa3 by Moody's Investor Service, Inc.,

(g) ***Merger Without Assumption.*** Section 5(a)(viii) of this Agreement is hereby amended to read in its entirety as follows:

"(viii) ***Merger Without Assumption.*** The party or any Credit Support Provider of such party consolidates or amalgamates with, or merges with or into, or transfers all or substantially all its assets to, or reorganizes, incorporates, reincorporates, or reconstitutes into or as, another entity (or, without limiting the foregoing, if such party is a Government Entity, an entity such as an organization, board, commission, authority, agency or body succeeds to the principal functions of, or powers and duties granted to, such party or any Credit Support Provider of such party) and, at the time of such consolidation, amalgamation, merger, transfer, reorganization, incorporation, reincorporation, or reconstitution or succession:

(1) the resulting, reorganized, reincorporated, reconstituted, surviving, transferee or successor entity (the "Resulting Entity") fails to assume all the obligations of such party or such Credit Support Provider under this Agreement or any Credit Support Document to which it or its predecessor was a party by operation of law or pursuant to an agreement reasonably satisfactory to the other party to this Agreement; or

(2) the benefits of any Credit Support Document fail to extend (without the consent of the other party) to the performance by such Resulting Entity of its obligations under this Agreement."

(h) ***Bankruptcy.*** Section 5(a)(vii) is hereby amended as follows:

by deleting Clause (6) thereof and amending it to read in its entirety as follows:

"(6)(A) seeks or becomes subject to the appointment of an administrator, provisional liquidator, conservator, receiver, trustee, custodian or other similar official for it or for all or substantially all its assets or (B) in the case of a Government Entity, any Credit Support Provider of such Government Entity or any applicable Specified Entity of such Government Entity, (I) there shall be appointed or designated with respect to it, an entity such as an

organization, board, commission, authority, agency or body to monitor, review, oversee, recommend or declare a financial emergency or similar state of financial distress with respect to it or (II) there shall be declared or introduced or proposed for consideration by it or by any legislative or regulatory body with competent jurisdiction over it, the existence of a state of financial emergency or similar state of financial distress in respect of it;"

(i) The ***"Additional Termination Event"*** provision of Section 5(b) (v) will apply with respect to both parties and is defined as follows:

"If (i) it or its Credit Support Provider, if any, (1) fails to maintain a Credit Rating of at least Baa3 by Moody's; or (2) fails to maintain a Credit Rating of at least BBB- by S&P; or (3) ceases to be rated by either Moody's or S&P and (ii) such Party fails to provide such Eligible Credit Support acceptable to the other Party within two (2) Business Days of receipt of notice. For the purpose of the foregoing Termination Event, such downgraded party shall be the Affected Party. "Credit Rating" means, with respect to any entity on any date of determination, the respective rating then assigned to its unsecured senior long-term debt or deposit obligations (not supported by third party credit enhancement), by S&P, Moody's or such other rating agency or agencies as are specified; and if no rating is assigned to such entity's unsecured, senior long-term debt or deposit obligations by such rating agency, the general corporate credit rating or long-term issuer rating, as applicable, assigned by such rating agency to such entity. The standing guaranty of NextEra Energy Capital Holdings, Inc. in favor of Party B's Guarantor shall not be considered to constitute "third party credit enhancement" for purposes of this definition."

(j) The *"**Automatic Early Termination**"* provision of Section 6(a) will not apply to Party A and will not apply to Party B.

(k) ***"Additional Event of Default"*** shall apply with respect to both Party A and Party B and is defined as the following:

(1) ***"Adequate Assurance Default"*** Failure by Y to transfer Adequate Assurance pursuant to Part 1(i)(2) of this Agreement shall be an Event of Default under Section 5 of this Agreement.

(2) When a party ("X") has commercially reasonable grounds for insecurity regarding payment or performance by the other party ("Y") under this Agreement, X may demand from time to time Adequate Assurance from Y. Y shall transfer such Adequate Assurance by 5:00 p.m. on the third (3rd) Local Business Day following the date of receipt by Y of the demand by X. If the demand for Adequate Assurance is received by Y after 2:00 p.m. on a Local Business Day, receipt of such demand shall be deemed to have occurred on the next following Local Business Day.

(a) ***"Adequate Assurance"*** means cash or a Letter of Credit, for an amount and term reasonably acceptable to X.

(b) Adequate Assurance shall be deemed to be Posted Collateral and be subject to the provisions contained in the Credit Support Annex; however, such Adequate Assurance shall not be included in the calculation of Delivery Amount or Return Amount as defined in Paragraph 3.

(3) Once X has determined in a commercially reasonable manner that Y no longer presents an insecurity regarding payment or performance or if Y has no further obligations under this Agreement, X shall (at the request of Y in the event there are no further obligations) return such Adequate Assurance by 5:00 p.m. on the third (3rd) Local Business Day following such determination or request, as applicable.

(l) ***Early Termination Period.*** Notwithstanding anything to the contrary in Section 6(a), (b), or (c) the parties agree that, except with respect to Transactions (if any) that are subject to Automatic Early Termination, the Non-defaulting Party is not required to liquidate the Transactions on a single day, but rather may liquidate the Transactions over a commercially reasonable period of time (not to exceed 20 [twenty] days) (the "Early Termination Period"). The last day of the Early Termination Period shall be the Early Termination Date for purposes of Section 6; provided, however, that interest shall accrue on the Transactions liquidated during the Early Termination Period (i.e. from the date of liquidation) prior to the Early Termination Date at the Default Rate.

(m) ***Close-out Amount.***

(i) The terms of Section 6(d)(i) of the Agreement are amended in their entirety as follows:

"(d) Calculations; Payment Date.

(i) ***Statement.*** On or as soon as reasonably practicable following the occurrence of an Early Termination Date, each party will make the calculations on its part, if any, contemplated by Section 6(e) and will provide to the other party a statement (l) showing, in reasonable detail, such calculations (including any quotations, market data or information from internal sources used in making such calculations), (2) specifying (except where there are two Affected Parties) any Early Termination Amount payable and (3) giving details of the relevant account to which any amount payable to it is to be paid. In the absence of written confirmation from the source of a quotation or market data obtained in determining a Close-out Amount, the records of the party obtaining such quotation or market data will be conclusive evidence of the existence and accuracy of such quotation or market data."

(ii) The terms of Section 6(e) of the Agreement are amended in their entirety as follows:

"(e) ***Payments on Early Termination.*** If an Early Termination Date occurs, the amount, if any, payable in respect of that Early Termination Date (the "Early Termination Amount") will be determined pursuant to this Section 6(e) and will be subject to any Set-off.

(i) ***Events of Default.*** If the Early Termination Date results from an Event of Default, the Early Termination Amount will be an amount equal to (1) the sum of (A) the Termination Currency Equivalent of the Close-out Amount or Close-out Amounts (whether positive or negative) determined by the Nondefaulting Party for each Terminated Transaction or group of Terminated Transactions, as the case may be, and (B) the Termination Currency Equivalent of the Unpaid Amounts owing to the Non-defaulting Party less (2) the Termination Currency Equivalent of the Unpaid Amounts owing to the Defaulting Party. If the Early Termination Amount is a positive number, the Defaulting Party will pay it to the Non-defaulting Party; if it is a negative number, the Non-defaulting Party will pay the absolute value of the Early Termination Amount to the Defaulting Party.

(ii) ***Termination Events.*** If the Early Termination Date results from a Termination Event:

(1) One Affected Party. Subject to clause (3) below, if there is one Affected Party, the Early Termination Amount will be determined in accordance with Section 6(e)(i), except that references to the Defaulting Party and to the Non-defaulting Party will be deemed to be references to the Affected Party and to the Non-affected Party, respectively.

(2) Two Affected Parties. Subject to clause (3) below, if there are two Affected Parties, each party will determine an amount equal to the Termination Currency Equivalent of the sum of the Close-out Amount or Close-out Amounts (whether positive or negative) for each Terminated Transaction or group of Terminated Transactions, as the case may be, and the Early Termination Amount will be an amount equal to (A) the sum of (I) one-half of the difference between the higher amount so determined (by party "X") and the lower amount so determined (by party "Y") and (II) the Termination Currency Equivalent of the Unpaid Amounts owing to X less (B) the Termination Currency Equivalent of the Unpaid Amounts owing to Y. If the Early Termination Amount is a positive number, Y will pay it to X; if it is a negative number, X will pay the absolute value of the Early Termination Amount to Y.

(iii) ***Adjustment for Bankruptcy.*** In circumstances where an Early Termination Date occurs because "Automatic Early Termination" applies in respect of a party, the Early Termination Amount will be subject to such adjustments as are appropriate and permitted by applicable law to reflect any payments or deliveries made by one party to the other under this Agreement (and retained by such other party) during the period from the relevant Early Termination Date to the date for payment determined under Section 6(d)(ii).

(iv) ***Pre-Estimate.*** The parties agree that an amount recoverable under this Section 6(e) is a reasonable pre-estimate of loss and not a penalty. Such amount is payable for the loss of bargain and the loss of protection against future risks and except as otherwise provided in this Agreement neither party will be

entitled to recover any additional damages as a consequence of the termination of the Terminated Transactions."

(ii) The term "Termination Currency Equivalent" in Section 14 of the Agreement is hereby amended by replacing "Market Quotation or Loss (as the case may be)" with "Close-out Amount".

(iii) The following terms are added to Section 14 of the Agreement in the appropriate alphabetical position:

""Close-out Amount" means, with respect to each Terminated Transaction or each group of Terminated Transactions and a Determining Party, the amount of the losses or costs of the Determining Party that are or would be incurred under then prevailing circumstances (expressed as a positive number) or gains of the Determining Party that are or would be realized under then prevailing circumstances (expressed as a negative number) in replacing, or in providing for the Determining Party the economic equivalent of, (a) the material terms of that Terminated Transaction or group of Terminated Transactions, including the payments and deliveries by the parties under Section 2(a)(i) in respect of that Terminated Transaction or group of Terminated Transactions that would, but for the occurrence of the relevant Early Termination Date, have been required after that date (assuming satisfaction of the conditions precedent in Section 2(a)(iii)) and (b) the option rights of the parties in respect of that Terminated Transaction or group of Terminated Transactions.

Any Close-out Amount will be determined by the Determining Party (or its agent), which will act in good faith and use commercially reasonable procedures in order to produce a commercially reasonable result. The Determining Party may determine a Close-out Amount for any group of Terminated Transactions or any individual Terminated Transaction but, in the aggregate, for not less than all Terminated Transactions. Each Close-out Amount will be determined as of the Early Termination Date or, if that would not be commercially reasonable, as of the date or dates following the Early Termination Date as would be commercially reasonable.

Unpaid Amounts in respect of a Terminated Transaction or group of Terminated Transactions and legal fees and out-of-pocket expenses referred to in Section 11 are to be excluded in all determinations of Close-out Amounts.

In determining a Close-out Amount, the Determining Party may consider any relevant information, including, without limitation, one or more of the following types of information:

(i) quotations (either firm or indicative) for replacement transactions supplied by one or more third parties that may take into account the creditworthiness of the Determining Party at the time the quotation is provided and the terms of any relevant documentation, including credit support documentation, between the Determining Party and the third party providing the quotation;

(ii) information consisting of relevant market data in the relevant market supplied by one or more third parties including, without limitation, relevant rates, prices, yields, yield curves, volatilities, spreads, correlations or other relevant market data in the relevant market; or

(iii) information of the types described in clause (i) or (ii) above from internal sources (including any of the Determining Party's Affiliates) if that information is of the same type used by the Determining Party in the regular course of its business for the valuation of similar transactions.

The Determining Party will consider, taking into account the standards and procedures described in this definition, quotations pursuant to clause (i) above or relevant market data pursuant to clause (ii) above unless the Determining Party reasonably believes in good faith that such quotations or relevant market data are not readily available or would produce a result that would not satisfy those standards. When considering information described in clause (i), (ii) or (iii) above, the Determining Party may include costs of funding, to the extent costs of funding are not and would not be a component of the other information being utilised. Third parties supplying quotations pursuant to clause (i) above or market data pursuant to clause (ii) above may include, without limitation, dealers in the relevant markets, end-users of the relevant product, information vendors, brokers and other sources of market information.

Without duplication of amounts calculated based on information described in clause (i), (ii) or (iii) above, or other relevant information, and when it is commercially reasonable to do so, the Determining

Party may in addition consider in calculating a Close-out Amount any loss or cost incurred in connection with its terminating, liquidating or re-establishing any hedge related to a Terminated Transaction or group of Terminated Transactions (or any gain resulting from any of them).

Commercially reasonable procedures used in determining a Close-out Amount may include the following:

(1) application to relevant market data from third parties pursuant to clause (ii) above or information from internal sources pursuant to clause (iii) above of pricing or other valuation models that are, at the time of the determination of the Close-out Amount, used by the Determining Party in the regular course of its business in pricing or valuing transactions between the Determining Party and unrelated third parties that are similar to the Terminated Transaction or group of Terminated Transactions; and

(2) application of different valuation methods to Terminated Transactions or groups of Terminated Transactions depending on the type, complexity, size or number of the Terminated Transactions or group of Terminated Transactions.

"Determining Party" means the party determining a Close-out Amount.

"Early Termination Amount" has the meaning specified in Section 6(e).

"Non-affected Party" means, so long as there is only one Affected Party, the other party."

(iv) The following terms in Section 14 of the Agreement are deleted in their entirety: "Loss", "Market Quotation", "Reference Market-makers" and "Settlement Amount".

(n) ***Setoff.*** Section 6 is amended by adding a new Section 6(f) as follows:

"(f) Any amount (the "Early Termination Amount") payable to one party (the "Payee") by the other party (the "Payer") under Section 6(e), in circumstances where there is a Defaulting Party or one Affected Party in the case where a Termination Event under Section 5(b)(iv) has occurred, will, at the option of the party ("X") other than the Defaulting Party or the Affected Party (and without prior notice to the Defaulting Party or the Affected Party), be reduced by its set-off against any amount(s) (the "Other Agreement Amount") payable (whether at such time or in the future or upon the occurrence of a contingency) by the Payee to the Payer (irrespective of the currency, place of payment or booking office of the obligation) under any other agreement(s) between the Payee and the Payer or instrument(s) or undertaking(s) issued or executed by one party to, or in favor of, the other party (and the Other Agreement Amount will be discharged promptly and in all respects to the extent it is so set-off). X will give notice to the other party of any set-off affected under this Section 6(f).

For this purpose, either the Early Termination Amount or the Other Agreement Amount (or the relevant portion of such amounts) may be converted by X into the currency in which the other is denominated at the rate of exchange at which such party would be able, acting in a reasonable manner and in good faith, to purchase the relevant amount of such currency.

If an obligation is unascertained, X may in good faith estimate that obligation and set-off in respect of the estimate, subject to the relevant party accounting to the other when the obligation is ascertained.

Nothing in this Section 6(f) shall be effective to create a charge or other security interest. This Section 6(f) shall be without prejudice and in addition to any right of set-off, combination of accounts, lien or other right to which any party is at any time otherwise entitled (whether by operation of law, contract or otherwise)."

(o) "***Termination Currency***" means United States Dollars.

(p) ***Amendments.*** The parties agree to the following changes to this Agreement

(i) ***Credit Event Upon Merger.*** If "Credit Event Upon Merger" is specified in the Schedule as applying to the party, such party ("X"), any Credit Support Provider of X or any applicable Specified Entity of X consolidates or amalgamates with, or merges with or into, or transfers all or substantially all its assets to, another entity (or, without limiting the foregoing, if X is Party A, an entity such as an organization, board, commission, authority, agency or body succeeds to the principal functions of, or powers and duties granted to, X, any Credit Support Provider of X or any Specified Entity of X) and such action does not constitute an event described in Section 5(a)(viii) but the creditworthiness of the resulting, surviving, transferee or successor entity is materially weaker than that of X, such Credit Support Provider or such Specified Entity, as the case may be, immediately prior to such action (and, in such event, X or its successor or transferee, as appropriate, will be the Affected Party); or".

(ii) ***No Immunity.*** Each party represents that it is not entitled to claim immunity on the grounds of sovereignty or other similar grounds with respect to itself or its revenues or assets (irrespective of their use or intended use) from (i) suit, (ii) jurisdiction of any court, (iii) relief by way of injunction, order for specific performance or for recovery of property, (iv) attachment of its assets (whether before or after judgment) or (v) execution or enforcement of any judgment to which it or its revenues or assets might otherwise be made subject to any Proceedings (as defined in Section 13(b)) in the courts of any jurisdiction and no such immunity (whether or not claimed) may be attributed to such party or its revenues or assets."

(iii) ***Notice of Incipient Illegality***. If an Incipient Illegality occurs, Party A will, promptly upon becoming aware of it, notify Party B, specifying the nature of that Incipient Illegality and will also give such other information about that Incipient Illegality as the other party may reasonably require."

(iv) ***Incipient Illegality***" means (a) the enactment by any legislative body with competent jurisdiction over Party A of legislation which, if adopted as law, would render unlawful (i) the performance by Party A of any absolute or contingent obligation to make a payment or delivery or to receive a payment or delivery in respect of a Transaction or the compliance by Party A with any other material provision of this Agreement relating to such Transaction or (ii) the performance by Party A or a Credit Support Provider of Party A, if any, of any contingent or other obligation which Party A (or such Credit Support Provider) has under any Credit Support Document relating to such Transaction, (b) any assertion in any proceeding, forum or action by Party A, in respect of Party A or in respect of any entity located or organized under the laws of the state in which Party A is located to the effect that performance under this Agreement or similar agreements is unlawful or (c) the occurrence with respect to Party A or any Credit Support Provider of Party A of any event that constitutes an Illegality."

Part 2. Tax Representations.

(a) ***Payer Representations***. For the purpose of Section 3(e) of this Agreement, Party A and Party B each make the following representation:

It is not required by any applicable law, as modified by the practice of any relevant governmental revenue authority, of any Relevant Jurisdiction to make any deduction or withholding for or on account of any Tax from any payment (other than interest under Section 2(e), 6(d)(ii) or 6(e) of this Agreement) to be made by it to the other party under this Agreement. In making this representation, it may rely on (i) the accuracy of any representations made by the other party pursuant to Section 3(f) of this Agreement, (ii) the satisfaction of the agreement contained in Section 4(a)(i) or 4(a)(iii) of this Agreement and the accuracy and effectiveness of any document provided by the other party pursuant to Section 4(a)(i) or 4(a)(iii) of this Agreement and (iii) the satisfaction of the agreement of the other party contained in Section 4(d) of this Agreement, provided that it shall not be a breach of this representation where reliance is placed on clause (ii) and the other party does not deliver a form or document under Section 4(a)(iii) by reason of material prejudice to its legal or commercial position.

(b) ***Payee Representations.*** For the purpose of Section 3(f) of this Agreement, Party A and Party B make the representations specified below, if any:

Party A: Party A is a municipal corporation organized under the laws of the State of California and is a resident of the United States of America and its U.S. taxpayer identification number is 94-6000409.

Party B: Party B is a limited liability company organized under the laws of the State of Delaware and is a resident of the United States of America and its U.S. taxpayer identification number is 65-0851428. It is a disregarded entity for federal income tax purposes. The entity that is treated as the owner of NextEra Energy Marketing, LLC's assets for federal income tax purposes is a United States person within the meaning of Section 7701(a)(30) of the Internal Revenue Code of 1986, as amended.

Part 3. Agreement to Deliver Documents.

For the purpose of Sections 4(a)(i) and (ii) of this Agreement, each party agrees to deliver the following documents, as applicable:

Documents to be delivered are:

Party required to deliver document	**Form/Document/ Certificate**	**Date by which to be delivered**	**Covered by Section 3(d) Representation**
Party A and Party B	A secretary's certificate certifying that the party is authorized to execute and deliver this Agreement and any Confirmation hereunder and to perform its obligations under this Agreement.	On the signing of this Agreement.	Yes
Party A and Party B	The most recent copy of the Annual Report and audited, and publicly available, consolidated financial statements for such Party, and in the case of Party B the financial statements for NextEra Energy, Inc., which contain the financials for the Credit Support Provider, NextEra Energy Capital Holdings, certified by independent public accountants and prepared in accordance with generally accepted accounting principles.	As soon as practicable after request.	Yes
Party A and Party B	A duly executed copy of the Credit Support Annex referred to in Part 4 of this Schedule	At execution of this Master Agreement	Yes
Party A and Party B	A duly executed copy of the Guaranty, if any, to be provided by a Credit Support Provider, if one is designated.	At execution of this Master Agreement	Yes
Party A and Party B	Such other documents as the other Party may reasonably request.	Upon request.	No

Part 4. Miscellaneous.

(a) ***Additional Definitions.*** This Agreement and each Transaction are subject to the 2006 ISDA Definitions as modified and updated (the "2006 Definitions"), and the 2005 ISDA Commodity Derivatives Definitions as modified, supplemented, replaced or amended from time to time (the "2005 Definitions"), "", each as amended, supplemented, updated, and restated from time to time, each as published by the International Swaps and Derivatives Association, Inc. ("ISDA")(collectively, the "Definitions"), and will be governed in all respects by the Definitions. For purposes of the Agreement, all references in the Definitions to "Swap Transactions" shall be deemed references to "Transactions". The Definitions are incorporated by reference in, and made part of, this Agreement and each relevant Confirmation as if set forth in full in this Agreement and such Confirmation.

(b) ***Inconsistency***. Section 1 (b) (***"Inconsistency"***) is modified to provide that in the event of any inconsistency between the 2006 Definitions and the 2005 Definitions, the 2005 Definitions will govern. In the event of any inconsistency between the provisions of this Agreement and the Definitions, this Agreement will prevail. In the event of any inconsistency between the provisions of any Confirmation and this Agreement or the Definitions, such Confirmation will prevail for the purpose of the relevant Transaction.

(c) ***Single Agreement.*** The phrase "(evidencing Transactions heretofore or hereafter entered into between Party A and Party B)" is hereby added after the word "Confirmations" in Section 1(c).

(d) ***Obligations***. Section 2 shall be amended as follows:

(i) Section 2(a)(iii) of this Agreement is hereby amended to read in its entirety as follows: -

"(iii) Each obligation of each party under Section 2(a)(i) is subject to (1) the condition precedent that no Event of Default, Potential Event of Default or Incipient Illegality with respect to the other party has occurred and is continuing, (2) the condition precedent that no Early Termination Date in respect of the relevant Transaction has occurred or been effectively designated and (3) each other applicable condition precedent specified in this Agreement

(e) ***Change of Account.*** Section 2(b) of the Agreement is hereby amended by adding the following provision at the end thereof: "provided that, such new account shall be in the same legal and tax jurisdiction as the account prior to any such change."

(f) ***Netting of Payments.*** Sub-paragraph (ii) of Section 2(c) of this Agreement will not apply and therefore the netting specified in Section 2(c) of this Agreement will apply across all Transactions with effect from the effective date of this Agreement. For avoidance of doubt, the parties hereby acknowledge and agree that the provisions of Section 2(c) shall not apply to any transaction or agreement not covered by this Agreement. The Calculation Agent shall notify the parties of the amounts of such netted payments (which notice may be made by telephone). Notwithstanding the foregoing and the netting of payments pursuant hereto, each party will provide the other party with separate invoices and documentation covering each Transaction sufficient to permit the other party to comply with its internal accounting and record keeping procedures concerning individual Transactions.

(g) ***Calculation Agent.*** The Calculation Agent is Party B unless otherwise specified in a Confirmation in relation to the relevant Transaction; provided, however, if Party B is the Defaulting Party, the Calculation Agent shall be Party A (or any designated third party mutually agreed to by the parties) until such time as Party B is no longer a Defaulting Party. All calculations made by the Calculation Agent may be independently confirmed by the other Party at its sole discretion. In the event that the Parties' initial calculations are inconsistent and the amount owed disputed, the undisputed amount will be used to determine payment obligations and, if then due, paid by the relevant party. The parties shall endeavor to resolve any such dispute in good faith. If the parties are unable to resolve such dispute within a commercially reasonable time, the parties shall mutually select a dealer in the applicable commodity to act as Calculation Agent with respect to the issue in dispute.

(h) ***Representations***. The introductory clause of Section 3 is amended by replacing the words "Section 3 (f)" with the words "Sections 3(a), 3(f), and 3(h)."

(i) ***Additional Representations.*** Section 3 is amended by adding the following paragraphs 3 (g), (h), (i), (j), (k) and (l):

"(g) **Line of Business.** It has entered into this Agreement (including each Transaction evidenced hereby) in conjunction with its line of business (including financial intermediation services) or the financing of its business.

(h) **Eligible Contract Participant.** It is an "eligible contract participant" as defined in the U.S. Commodity Exchange Act, and with respect to Party A it constitutes a "Utility Special Entity" as that term is defined in 17 C.F.R. 1.3(ggg)(4)(i)(B)(2).

(i) **Standardization, Creditworthiness, and Transferability.** The economic terms of this Agreement, any Credit Support Document and each Transaction have been individually tailored and negotiated by each party. Each party has received and reviewed financial information concerning the other party and has had a reasonable opportunity to ask questions of and receive answers and information from the other party concerning such other party, this Agreement, such Credit Support Document, and such Transaction. The creditworthiness of the other party was a material consideration to each Party in entering into or determining the terms of this Agreement, such Credit Support Document and such Transaction. The transferability of this Agreement, such Credit Support Document, and such Transaction is restricted as provided herein and therein.

(j) **No Reliance.** In connection with the negotiation of, the entering into, and the confirming of the execution of this Agreement, any Credit Support Document to which it is a party, and each Transaction: (i) it is acting as principal (and not as agent or in any other capacity, fiduciary or otherwise); (ii) the other party is not acting as a fiduciary or financial or investment advisor for it: (iii) it is not relying upon any representations (whether written or oral) of the other party other than the representations expressly set forth in this Agreement and in such Credit Support Document; (iv) the other party has not given to it (directly or indirectly through any other person) any advice, counsel, assurance; guarantee, or representation whatsoever as to the expected or projected success, profitability, return, performance, result, effect, consequence, or benefit (either legal, regulatory, tax, financial, accounting, or otherwise) of this Agreement, such Credit Support Document, or such Transaction; (v) it has consulted with its own legal, regulatory, tax, business, investment, financial, and accounting advisors to the extent it has deemed necessary, and it has made its own investment, hedging, and trading decisions based upon its own judgment and upon any advice from such advisors as it has deemed necessary, and not upon any view expressed by the other party; (vi) all trading decisions have been the result of arm's length negotiations between the parties; and (vii) it is entering into this Agreement, such Credit Support Document, and such Transaction with a full understanding of all of the risks hereof and thereof (economic and otherwise)1 and it is capable of assuming and willing to assume (financially and otherwise) those risks.

(k) ***Commercial User.*** Solely with respect to Options, it is a producer, processor, or commercial user of, or a merchant handling, the commodity which is the subject of the Transaction, or the products or byproducts thereof, and it is entering into such Transaction solely for purposes related to its business as such.

(l) Without limiting the applicability of any other provision of the U.S. Bankruptcy Code as amended (the "Bankruptcy Code") (including without limitation Sections 362, 546, 556, and 560 thereof and the applicable definitions in Section 101 thereof), the parties acknowledge and agree that all Transactions entered into hereunder will constitute "forward contracts" or "swap agreements" as defined in Section 101 of the Bankruptcy Code, that the rights of the parties under Section 6 of this Agreement will constitute contractual rights to liquidate Transactions, that any margin or collateral provided under any margin, collateral, security, or similar agreement related hereto will constitute a "margin payment" as defined in Section 101 of the Bankruptcy Code, and that the parties are entitled to the rights under, and protections afforded by, Sections 362, 546, 556, and 560 of the Bankruptcy Code.

Each party further agrees that, for purposes of this Agreement, the other party is not a 'utility' as such term is used in 11 U.S.C. Section 366, and each party waives and agrees not to assert the applicability of the provisions of 11 U.S.C. Section 366 in any bankruptcy proceeding wherein such party is a debtor. In any such proceeding, each party further waives the right to assert that the other party is a provider of last resort to the extent such term relates to 11 U.S.C. Section 366 or another provision of 11 U.S.C. Section 101-1532."

(j) ***Section 3*** of this Agreement is hereby amended to add the following:

(i) **"Governmental Entity or Public Power System"** means a municipality, county, governmental board, public power authority, public utility district, joint action agency, or other similar political subdivision or public entity of the United States, one or more States or territories or any combination thereof.

(ii) **No Immunity Claim.** Governmental Entity or Public Power System warrants and covenants that with respect to its contractual obligations hereunder and performance thereof, it will not claim immunity on the grounds of sovereignty or similar grounds with respect to itself or its revenues or assets from (a) suit, (b) jurisdiction of court (including a court located outside the jurisdiction of its organization), (c) relief by way of injunction, order for specific performance or recovery of property, (d) attachment of assets, or (e) execution or enforcement of any judgment.

(iii) **Governmental Entity or Public Power System Security.** With respect to each Transaction, Governmental Entity or Public Power System shall either (i) have created and set aside a Special Fund or (ii) upon execution of this Agreement and prior to the commencement of each subsequent fiscal year of Governmental Entity or Public Power System during any Delivery Period, have obtained all necessary budgetary approvals and certifications for payment of all of its obligations under this Agreement for such fiscal year; any breach of this provision shall be deemed to have arisen during a fiscal period of Governmental Entity or Public Power System for which budgetary approval or certification of its obligations under this Agreement is in effect and, notwithstanding anything to the contrary in Article Four, an Early Termination Date shall automatically and without further notice occur hereunder as of such date wherein Governmental Entity or Public Power System shall be treated as the Defaulting Party. Governmental Entity or Public Power System shall have allocated to the Special Fund or its general funds a revenue base that is adequate to cover Public Power System's payment obligations hereunder throughout the entire Delivery Period.

(iv) ***Confidentiality.*** Each Party agrees that this Agreement and all other documents relating to this Agreement and any information provided to it or its Credit Support Provider, if any, in connection therewith will be used only for purposes related to its relationship with the other party and will be kept confidential, subject to the following exceptions:

(i) as to affiliates, directors, employees, regulators, counsel, auditors, agents or other advisors of a party to whom it is necessary to show the information for purposes related to its relationship with the other party, each of whom will be required to keep the information that is disclosed in confidence;

(ii) in any statement or testimony pursuant to a subpoena, summons or order by any court, government body, agency or regulatory authority, or otherwise required by law, order, regulation, ruling or in connection with applicable litigation, provided that the disclosing party notifies, to the extent permissible, the other party of such requirement prior to disclosure and that the disclosing party requests confidential treatment of such confidential information;

(iii) upon the request or demand of any regulatory authority;

(iv) as to potential or actual assignees, participants and/or other transfers of an interest in extensions of credit related to any contemplated transaction, but only in connection with assignments or transfers permitted under the terms of Section 7 of this Agreement (such entities will be subject to the same confidentiality provisions as those of the parties hereto);

(v) as to information about one of the parties that (a) is or becomes generally available to the public other than as a result of a disclosure by the other party or its representatives; (b) becomes available to the other party on a non-confidential basis from a source other than that party or one of its agents or (c) was known to the other party on a non-confidential basis or independently developed by the other party prior to its disclosure to the other party by that party or one of its agents;

(vi) to a rating agency in connection with such party's credit rating,

(vii) as required of Party A, as a governmental entity, information to be maintained as a matter of public record;

(viii) Notwithstanding any other provision of this agreement, upon receipt of a public records or information request pursuant to the California Public Records Act, or any similar act, Party A may, at its sole discretion, disclose confidential information, which does not fall within a statutory exemption (e.g., trade secret information) from disclosure.

A party may disclose any one or more of the commercial terms of a Transaction (other than the name of the other party unless otherwise agreed to in writing by the parties) to any industry price source for the purpose of aggregating and reporting such information in the form of a published energy price index.

(k) ***Absence of Litigation.*** Section 3(c) of this Agreement is hereby amended by: (i) adding in the second line thereof after the word "governmental" the words "or regulatory" and (ii) adding the words "in any material respect" immediately prior to the end of the section, and (iii) adding after the words "any of its Affiliates" the words "or its Credit Support Provider, if applicable."

(l) ***Accuracy of Specified Information.*** Section 3(d) of this Agreement is hereby amended by adding in the third line thereof after the word "respect" and before the period the words "or, in the case of audited or unaudited financial statements, a presentation of the financial condition of the relevant party in accordance with generally accepted accounting principles, consistently applied."

(m) ***Credit Event Upon Merger.*** If "Credit Event Upon Merger" is specified in the Schedule as applying to the party, such party ("X"), any Credit Support Provider of X or any applicable Specified Entity of X consolidates or amalgamates with, or merges with or into, or transfers all or substantially all its assets to, another entity *(or, without limiting the foregoing, if X is Party A, an entity such as an organization, board, commission, authority, agency or body succeeds to the principal functions of, or powers and duties granted to, X, any Credit Support Provider of X or any Specified Entity of X)* and such action does not constitute an event described in Section 5(a)(viii) but the creditworthiness of the resulting, surviving, transferee *or successor* entity is materially weaker than that of X, such Credit Support Provider or such Specified Entity, as the case may be, immediately prior to such action (and, in such event, X or its successor or transferee, as appropriate, will be the Affected Party); or".

(n) ***Transfer.*** The consent referred to in Section 7 shall not (after consideration of any tax or other consequences to a party of consenting to such assignment) be unreasonably withheld.

(o) **Procedures for Entering into Transactions.**

(i) On or promptly following the date on which the parties reach agreement on the terms of a Transaction, as contemplated by the first sentence of Section 9(e)(ii), each Party will send the other a Confirmation. The receiving Party will promptly thereafter confirm the accuracy of (in the manner required by Section 9(e)(ii)), or request the correction of, such Confirmation. If any dispute shall arise as to whether an error exists in a Confirmation, the parties shall in good faith make reasonable efforts to resolve the dispute. If a Party fails to accept or dispute the Confirmation in the manner set forth above within three Local Business Days after it was effectively sent, the Confirmation shall be deemed to correctly reflect the parties' agreement on the terms of the Transaction referred to therein, absent manifest error. The requirement of this Section and elsewhere in this Agreement that the parties exchange Confirmations shall for all purposes be deemed satisfied by a Confirmation sent and an acknowledgement deemed given as provided herein."

(ii) The parties hereby amend Section 9(e)(ii) by adding the phrase "or by an exchange of e-mails" immediately after the phrase "electronic messaging system" in the fifth line.

(p) ***Consent to Recording.*** The parties agree to amend Section 9 by adding a new Section 9(h) as follows:

"(h) **Consent to Recording.** The parties agree that each may electronically record all telephone conversations between them regarding any Transaction and the terms thereof, with or without the use of a warning tone, and that any such recordings may be submitted in evidence to any court or in any Proceeding for the purpose of establishing the formation or existence of any Transaction and the terms thereof. Each party hereby consents to such recording and agrees to obtain any necessary consent to, and provide notice of such recording to, its personnel."

(q) ***Offices.*** The provisions of Section 10(a) will apply to this Agreement.

(r) ***Multibranch Party.*** For the purpose of Section 10(c) of this Agreement:

Party A is not a Multibranch Party.

Party B is not a Multibranch Party.

(s) ***Addresses for Notices.*** For the purpose of Section 12(a) of this Agreement:

Address for general notices or communications to **Party A**:

Address: City of Roseville
2090 Hilltop Circle
Roseville, CA 95747
Attention: Utility Director
Telephone No.: 916-774-5602
Facsimile No: 916-774-5583

Address for general notices or communications to **Party B**:

Address: NextEra Energy Marketing, LLC
700 Universe Blvd
Juno Beach, FL 33408

Attention: General Counsel
Facsimile No: 561-625-7504
Phone No.: 561-304-5839

(t) ***Governing Law.*** In regard to Section 13(a), the Parties agree that this Agreement will be governed by and construed in accordance with New York law (without reference to choice of law doctrine).

(u) **Jurisdiction.** Section 13(b) of this Agreement is hereby deleted in its entirety and replaced with the following:

"(b) **Jurisdiction.**

(i) With respect to any suit, action or proceedings relating to this Agreement ('Proceedings'), each party irrevocably:

(a) submits, to the fullest extent permitted by applicable law, to the non-exclusive jurisdiction of each of the courts of the State of New York, the United States District Court located in the Borough of Manhattan in New York City, the courts of the state in which the Government Entity or the other party's principal executive offices are located and the United States District Court with jurisdiction over the location of the Government Entity or the other party's principal executive offices; and

(b) waives, to the fullest extent permitted by applicable law, (1) any objection which it may have at any time to the laying of venue of any Proceedings brought in any such court, (2) any claim that such Proceedings have been brought in an inconvenient forum and (3) the right to object, with respect so such Proceedings, that such court does not have any jurisdiction over such party.

(ii) Nothing in this Agreement precludes either party from bringing Proceedings in any other jurisdiction nor will the bringing of Proceedings in any one or more jurisdictions preclude the bringing of Proceedings in any other jurisdiction."

(v) ***Process Agent.*** For the purpose of Section 13(c) of this Agreement, neither Party A nor Party B appoints a process agent.

(w) ***Waiver of Jury Trial.*** Section 13 of this Agreement is hereby amended by adding the following new Section 13 (e):

"(e) EACH PARTY WAIVES, TO THE FULLEST EXTENT PERMITTED BY APPLICABLE LAW, ANY RIGHT IT MAY HAVE TO A TRIAL BY JURY IN RESPECT OF ANY SUIT, ACTION OR PROCEEDING RELATING TO THIS AGREEMENT OR ANY CREDIT SUPPORT DOCUMENT. EACH PARTY (I) CERTIFIES THAT NO REPRESENTATIVE, AGENT OR ATTORNEY OF THE OTHER PARTY OR ANY CREDIT SUPPORT PROVIDER HAS REPRESENTED, EXPRESSLY OR OTHERWISE, THAT SUCH OTHER PARTY WOULD NOT, IN THE EVENT OF SUCH A SUIT, ACTION OR PROCEEDING, SEEK TO ENFORCE THE FOREGOING WAIVER AND (II) ACKNOWLEDGES THAT IT AND THE OTHER PARTY HAVE BEEN INDUCED TO ENTER INTO THIS AGREEMENT AND PROVIDE FOR ANY CREDIT SUPPORT DOCUMENT, AS APPLICABLE, BY, AMONG OTHER THINGS, THE MUTUAL WAIVERS AND CERTIFICATIONS IN THIS SECTION."

(x) ***Limitation of liability***. Section 13 of this Agreement is hereby amended by adding the following new Section 13(f):

"(f) WITH RESPECT TO CLAIMS UNDER THIS AGREEMENT, NO PARTY SHALL BE REQUIRED TO PAY OR BE LIABLE FOR EXEMPLARY, PUNITIVE, INCIDENTAL, CONSEQUENTIAL, OR INDIRECT DAMAGES (WHETHER OR NOT ARISING FROM ITS NEGLIGENCE) TO ANY OTHER PARTY EXCEPT TO THE EXTENT THAT THE PAYMENTS REQUIRED TO BE MADE PURSUANT TO THIS AGREEMENT ARE DEEMED TO BE SUCH DAMAGES. IF AND TO THE EXTENT ANY PAYMENT REQUIRED TO BE MADE PURSUANT TO THIS AGREEMENT IS DEEMED TO CONSTITUTE LIQUIDATED DAMAGES, THE PARTIES ACKNOWLEDGE AND AGREE THAT SUCH DAMAGES ARE DIFFICULT OR IMPOSSIBLE TO DETERMINE AND THAT SUCH PAYMENT IS INTENDED TO BE A REASONABLE APPROXIMATION OF THE AMOUNT OF SUCH DAMAGES AND NOT A PENALTY."

(y) ***Affiliate.*** "Affiliate" will have the meaning specified in Section 14 of this Agreement.

(z) ***Credit Support Document.*** With reference to Section 14 (Definitions), "Credit Support Document" means any credit support annex, and schedule thereto, any confirmation and any other document, which by its terms, secures, guarantees or otherwise supports a party's obligations under this Agreement.

(aa) ***Credit Support Providers.*** With reference to Section 14 (Definitions), "Credit Support Provider" means not applicable in relation to Party A, and NextEra Energy Capital Holdings, Inc. in relation to Party B.

(bb) ***Default Rate.*** With reference to Section 14 (Definitions), "Default Rate" shall be simple interest equal to the U.S. Prime Rate as quoted in the Money Rates section of The Wall Street Journal plus 2% per annum.

(cc) ***Reference Market-makers.*** The definition of "**Reference Market-makers**" in Section 14 is hereby amended by deleting clause (b) thereof.

Part 5. Provisions for Commodity Derivative Transactions.

(a) The *"**Market Disruption Events**"* specified in Section 7.4(d)(i) of the 1993 Commodity Derivatives Definitions shall apply, except as otherwise specifically provided in the Confirmation.

(b) *"**Additional Market Disruption Events**"* shall apply if so specified in the Confirmation.

(c) The following *"**Disruption Fallbacks**"* specified in Section 7.5 (c) of the 1993 Commodity Derivatives Definitions shall apply, in the following order, except as otherwise specifically provided in the Confirmation:

(i) *"**Fallback Reference Price**"*;

(ii) *"**Negotiated Fallback**"*;

(iii) *"Postponement"*; provided that the "Maximum Days of Disruption" shall be three (3);

(iv) *"Average Daily Price Disruption"*; and

(v) *"Calculation Agent Determination"*.

(d) Index Transactions. If the Contract Price for a Power Transaction or Gas Transaction is determined by reference to a third-party information source, then Sections 7.4(d) and 7.5(d) of the Commodity Definitions, as modified above, shall be applicable to such Power Transaction or Gas Transaction with the following clarifications to the referenced definitions:

(i) "Floating Price", and "Relevant Price" shall mean, in respect of a Power Transaction or Gas Transaction, the Contract Price specified in a Power Transaction or Gas Transaction confirmation that is based upon a Price Source.

(ii) "Price Source" means, in respect of a Power Transaction or Gas Transaction, the publication (or such other origin of reference, including an Exchange) containing (or reporting) the Specified Price (or prices from which the specified price is calculated) specified in the relevant Power Transaction or Gas Transaction.

Part 6. Concluding Provisions.

(a) ***Accounts.*** If a Confirmation does not state the account to which, or the currency in which, payments are to be made, they shall be made in United States Dollars to the following accounts:

Party A

Payment to:	U.S. Bank
For the Account of:	City of Roseville
Account No/CHIPS UID:	153499281092
Fed. ABA No.:	121122676

Party B

Payment to: Bank of America, N.A.
For the Account of: NextEra Energy Marketing, LLC
Account No.: 3751227650
Fed. ABA No.: 0260-0959-3

(b) ***Termination Based on Notice.*** If no Transactions (or any present or future payment obligations, contingent or otherwise, thereunder) are outstanding under this Agreement, either party may terminate this Agreement upon written notice to the other party.

(c) ***Severability.*** In the event any one or more of the provisions contained in this Agreement should be held invalid, illegal, or unenforceable in any respect, the validity, legality, and enforceability of the remaining provisions contained herein shall not in any way be affected or impaired thereby. The parties shall endeavor, in good faith negotiations, to replace the invalid, illegal, or unenforceable provisions with valid provisions the economic effect of which comes as close as possible to that of the invalid, illegal, or unenforceable provisions. The parties failing resolution in good faith negotiations shall, upon notice, submit to mediation. If at the conclusion of mediation the issue remains unresolved, either party may, upon thirty days prior written notice, terminate this Agreement.

Part 7
Physically Settled Power Transactions

Incorporation of ISDA Power Annex. The North American Power Annex to the ISDA Master Agreement published by ISDA on August 7, 2003 and attached hereto as Appendix A, as amended, supplemented, replaced or modified from time to time (the "ISDA Power Annex") is incorporated by reference in this Agreement and in the relevant Confirmations with respect to "Transactions," as defined by the Commodity Definitions, in physically settled power, except as otherwise specifically provided in the relevant

Confirmation. All terms used in this Part 7 that are not otherwise defined shall have the meanings given to them in the Power Annex. For the purposes of this Agreement, all physically settled Power Transactions shall be deemed to be Specified Transactions.

(a) Other **Modifications to the ISDA Power Annex**. The following modifications to the ISDA Power Annex are applicable:

(i) References to Part 6. The Power Annex is amended by replacing all references to "Part 6" or "Part 6 of the Schedule" with references to the "Power Annex" or "Power Annex to the Schedule", as applicable.

(ii) FERC Standard of Review; Certain Covenants and Waivers. Clause (h)(iii)(D) of the Power Annex is amended and restated in its entirety to read as follows:

"(D) The Parties agree that in the event that any portion of clause (h)(iii) is determined to be invalid, illegal or unenforceable for any reason, the provisions of clause (h)(iii)(A) shall be unaffected and unimpaired thereby, and shall remain in full force and effect, to the fullest extent permitted by applicable law."

(iii) Events of Default. Clause (i)(ii)(B) of the Power Annex is amended to delete the words "Section 5(a)(ii)(1)" and replace them with the words "Section 5(a)(ii)".

(iv) Definitions. Clause (i)(iv) of the Power Annex is amended as follows:

(a) The definition of "**Replacement Price**" in clause (i)(iv) is amended to (i) add the phrase "for delivery" immediately before the phrase "at the Delivery Point" in the second line and (ii) delete the phrase "at Buyer's option" from the fifth line and replace it with the following: "absent a purchase".

(b) The definition of "**Sales Price**" in clause (i)(iv) is amended to (i) delete the phrase "at the Delivery Point" form the second line, and (ii) delete the phrase "at Seller's option" from the fifth line and replace it with the following: "absent a sale".

(c) The following new definition is added to clause (i)(iv) of the ISDA Power Annex:

"**Claims**" means all third party claims or actions, threatened or filed and, whether groundless, false, fraudulent or otherwise, that directly or indirectly relate to the subject matter of an indemnity, and the resulting losses, damages, expenses, attorneys' fees and court costs, whether incurred by settlement or otherwise, and whether such claims or actions are threatened or filed prior to or after the termination of this Agreement.

Transmission, Scheduling and Imbalance Charges. Clause (b)(ii) of the ISDA Power Annex is hereby amended by adding the following text to the end of the Section: "Product deliveries shall be scheduled in accordance with the then-current applicable tariffs, protocols, operating procedures and scheduling practices for the relevant region."

(v) **Other Documentation.** The following provision is added as:

"Upon request, each Party shall deliver to the other Party documentation reasonably requested to evidence the authority and power of such Party and/or its Guarantor, as the case may be, to enter into this Agreement or any guaranty, as the case may be, which may include, without limitation, certified resolutions and a certification of the signature and authority of the individual(s) executing this Agreement or such guaranty, as the case may be and to the extent applicable and requested certificates, documents or other evidence sufficient to confirm the sales tax exempt status of such Party for each jurisdiction in which the purchase, sale and/or delivery of any physical commodity takes place under this Agreement, such that the other party will bear no obligation in relation to such purchase, sale and/or delivery for charging, collecting or remitting sales, use or other excise taxes to any local, municipal, state or federal taxing authority or agency."

(vi) **Schedule P**. The following shall be added at the end of Schedule P:
"If the Parties agree to a service level/product defined by reference to a different agreement, tariff, set of rules or protocols (herein, "agreement") (e.g., the PJM Operating Agreement, the ERCOT Protocols, the WSPP Agreement, the MAPP Restated Agreement) for a particular Transaction, then, unless the Parties expressly state and agree that all the terms and conditions of such other agreement will apply, such reference to a service level/product shall be as defined by such other agreement, including if applicable, the regional reliability requirements and guidelines as well as the specific excuses for performance, Force Majeure, Uncontrollable Forces, or other such excuses applicable to such other agreement, to the extent inconsistent with the terms of this Agreement, but all other terms and conditions of this Agreement remain applicable; provided, however, that with respect to Transactions subject to the WSPP Agreement, the methodology for calculating the payments for failure to deliver or receive shall be in accordance with Section 21.3 of the WSPP Agreement; provided, further that the "Accelerated Payment of Damages" addressed in this Agreement shall continue to apply."

"CAISO Energy" means with respect to a Transaction, a Product under which the Seller shall sell and the Buyer shall purchase a quantity of energy equal to the hourly quantity without Ancillary Services (as defined in the Tariff) that is or will be scheduled as a schedule coordinator to schedule coordinator transaction pursuant to the applicable tariff and protocol provisions of the California Independent System Operator ("CAISO") (as amended from time to time, the "Tariff") for which the only excuse for failure to deliver or receive is an "Uncontrollable Force" (as defined in the Tariff).

"West Firm", or "WSPP Schedule C" or "Schedule C" or "WSPPC-Firm" or any similar description means with respect to a Transaction, a Product that is or will be scheduled as firm energy consistent with the most recent rules adopted by the WECC for which the only excuses for failure to deliver or receive are if an interruption is (i) due to an Uncontrollable Force as provided in Section 10 of the WSPP Agreement; or (ii) where applicable, to meet Seller's public utility or statutory obligations to its customers; provided, however, this clause (ii) shall not be used to allow interruptions for reasons other than reliability of service to native load. Notwithstanding any other provision in this Agreement, if Seller exercises its right to interrupt to meet its public utility or statutory obligations pursuant to clause (ii) above, Seller shall be responsible for payment of damages for failure to deliver firm energy as provided in [Part 7(c) of this Agreement][the ISDA Power Annex].

"WECC" means the Western Electricity Coordinating Council.

"WSPP Agreement" means the WSPP Agreement as amended from time to time.

(b) **Elective Provisions**. Clause (j) of the Power Annex is amended and restated in its entirety to read as follows:

"(j) Elective Provisions.

1. (a)(ii) ✓ Applicability of the Power Annex to Outstanding Power Transactions. If not checked, not applicable.

2. (a)(iii) ✓ Applicability of Outstanding Credit Support held by a party in connection with Outstanding Power Transactions. If not checked, not applicable.

3. (c)(i) and (c)(ii) ✓ Accelerated Payment Damages. If not checked, not applicable.

4. (d)(ii) Timeliness of Payment
   _ Option A
   ✓Option B
   If neither is checked, Option B shall be deemed to apply.

5. (h)(i) Wholesale Power Tariffs

   N/A Party A Electric Tariff. Tariff/Date/Docket
   ✓ Party B Electric Tariff. FERC Market-Based Rate Tariff, Volume No. 1, 2.0.0 Dated: January 9, 2017 Docket Number: ER17-838-000 Tariff/Date/Docket

6. (h)(ii) ✓ Applicability of Severability provision. If not checked, not applicable.

7. (h)(iii) ✓ Applicability of FERC Standard of Review and Certain Covenants and Waivers. If not checked, not applicable."

(c) **Notices for Power Transactions**. The following information is applicable to Power Transactions:

Name **City of Roseville** ("Party A")

All Notices:
City of Roseville
2090 Hilltop Circle
Roseville, CA 95747
Attn: Utility Director
Phone: (916) 774-5602
Facsimile: (916) 774-5583
Duns: 164824240
Federal Tax ID Number: 94-6000409

Confirmations:
ACES
Attn: Trading Control
Phone: (317) 344-7000
Facsimile: (317) 344-7099

Invoices:
City of Roseville
2090 Hilltop Circle
Roseville, CA 95747
Attn: Power Accounts Administrator
Phone: (916)774-5600
Facsimile: (916)774-5583

Scheduling:
Attn: ACES, Power Trading
Phone: (317) 344-7000
Facsimile: (317) 344-7001

Payments:
Attn: Power Accounts Administrator
Phone: (916)774-5600
Facsimile: (916)774-5583

Wire Transfer:
BNK: U.S. Bank
ABA: 121122676
ACCT: 153499281092
For Account of: City of Roseville

Name: **NextEra Energy Marketing, LLC**

All Notices:
NextEra Energy Marketing, LLC
700 Universe Blvd.
Juno Beach, FL 33408
Attn: Contracts/Legal Department
Phone: n/a
Facsimile: (561) 625-7504
Duns: NEM: 05-448-1341
Federal Tax ID Number: 65-0851428

Confirmations:
Attn: Confirmation Desk
Phone: (561) 691-2488
Facsimile: (561) 625-7517
Email: NextEra.Confirmations@NextEraEnergy.com

Invoices:
Attn: Manager, NEM Accounting
Phone: (561) 304-5820
Facsimile: (561) 625-7651

Scheduling:
Attn: Scheduling Desk
Phone: (561) 625-7100
Facsimile: (561) 625-7604

Payments:
Attn: Manager, NEM Accounting
Phone: (561) 304-5820
Facsimile: (561) 625-7663

Wire Transfer:
Pay: Bank of America, N.A.
For the Account of : NextEra Energy Marketing, LLC
Account No.: 3751227650
Fed. ABA No.: 0260-0959-3

Credit and Collections:
City of Roseville
2090 Hilltop Circle
Roseville, CA 95747
Attn: Utility Director
Phone: (916) 774-5602
Facsimile: (916) 774-5583

ACH Transfer:
Pay: Bank of America, N.A.
For the Account of: NextEra Energy Marketing, LLC
Account No.: 3751227650
Fed. ABA No.: 1110-0001-2

With additional Notices of an Event of Default or Potential Event of Default to:
City of Roseville
2090 Hilltop Circle
Roseville, CA 95747
Attn: Utility Director
Phone: (916) 774-5602
Facsimile: (916) 774-5583

Part 8
Physically Settled Gas Transactions

The **ISDA Gas Annex** attached hereto as Appendix B is hereby added and deemed to be part of, and incorporated into, the Master Agreement as a new Part 8 to the Master Agreement; provided, however, that the following elections set forth in "(l) Elective Provisions" below shall be applicable to such Part 7.

(l) Elective Provisions

1. **(a)(ii) – Outstanding Gas Transactions.** This Gas Annex shall apply to the following pre-existing Gas Transactions pursuant to clause (a)(ii):

√ Option A: All Gas Transactions outstanding between the parties as of the date this Gas Annex becomes effective.

___ Option B: The Gas Transactions listed in Schedule 1 to this Gas Annex.

___ Option C: None of the Gas Transactions between the parties that were executed prior to the date this Gas Annex becomes effective.

If none of the above options is selected, Option A shall apply.

2. **(a)(iii) – Outstanding Gas Credit Support**

√ Outstanding Gas Credit Support held by a party in connection with Outstanding Gas Transactions shall be deemed to have been delivered under and in connection with this Agreement pursuant to clause (a)(iii).

If not checked, not applicable.

3. **(b)(ii) – Performance Obligation** (remedy for breach of Firm obligation)

√ Option A: Cover Standard

___ Option B: Spot Price Standard

If neither option is selected, Option A shall apply.

4. (e) – Taxes

√ Option A: Buyer Pays At and After Delivery Point

___ Option B: Seller Pays Before and At Deliver Point

If neither option is selected, Option A shall apply.

5. (f)(ii) – Payment Date

√ Option A: the later of the 25th Day of Month following Month of delivery or 10 Days after receipt of the invoice by Buyer (provided that if the Payment Date is not a Local Business Day, payment is due on the next Local Business Day following that date).

____ Option B: the later of the ___ Day of Month following Month of delivery or 10 Days after receipt of the invoice by Buyer (provided that if the Payment Date is not a Local Business Day, payment is due on the next Local Business Day following that date).

____ Option C: Notwithstanding anything to the contrary in the Schedule, payments with respect to both Gas Transactions and Power Transactions (as defined separately in the Schedule) will be netted and payable on or before the later of the 20th Day of Month following Month of delivery or 10 Days after receipt of the invoice by Buyer (provided that if the Payment Date is not a Local Business Day, payment is due on the next Local Business Day following that date).

____ Option D: Notwithstanding anything to the contrary in the Schedule, payments with respect to both Gas Transactions and Power Transactions (as defined separately in the Schedule) will be netted and payable on or before the later of the 25th Day of Month following Month of delivery or 10 Days after receipt of the invoice by Buyer (provided that if the Payment Date is not a Local Business Day, payment is due on the next Local Business Day following that date).

If none of the above options is selected, Option A shall apply.

6. (k)(xxii) – Alternative to Spot Price Index. The parties have selected the following alternative index as the Spot Price Index: _____. If no index is specified, the Spot Price Index specified in clause (l)(xxi) applies.

(m) Notices for Gas Transactions

CITY OF ROSEVILLE
Invoices:

As set forth in Part 4 of the Schedule unless otherwise set forth below:

Attn: City of Roseville, Settlements
Phone: 916-774-5658
Facsimile: 916-880-5367

Nominations:

As set forth in Part 4 of the Schedule unless otherwise set forth below:

Attn: Gas Trading, ACES

Phone: 317-344-7000
Facsimile: 317-344-7001

NextEra Energy Marketing
Invoices:

As set forth in Part 4 of the Schedule unless otherwise set forth below:

Attn:
Phone:
Facsimile:

Nominations:

As set forth in Part 4 of the Schedule unless otherwise set forth below:

Attn: Scheduling

Phone: 561-625-7100
Facsimile:

Confirmations:	**Confirmations:**
As set forth in Part 4 of the Schedule unless otherwise set forth below:	As set forth in Part 4 of the Schedule unless otherwise set forth below:
Attn: Trading Control, ACES Phone: 317-344-7000 Facsimile: 317-344-7099	Attn: Phone: : Facsimile:
Option Exercise:	**Option Exercise:**
As set forth in Part 4 of the Schedule unless otherwise set forth below:	As set forth in Part 4 of the Schedule unless otherwise set forth below:
Attn: Gas Trading, ACES Phone: 317-344-7000 Facsimile: 317-344-7001	Attn: Phone: Facsimile:
■ **Wire Transfer - or - □ACH (check one box):**	□**Wire Transfer - or - □ACH (check one box):**
As set forth in Part 4 of the Schedule unless otherwise set forth below: Bank: U.S. Bank Account of: City of Roseville ABA: 121122676 Account: 153499281092 Other Details: _____	As set forth in Part 4 of the Schedule unless otherwise set forth below: Bank: ABA: Account: Other Details:

(n) Other Provisions/Modifications to this Gas Annex.

(i) Amendments to Clause (b): Performance Obligation

(a) Clause (iii) is deleted in its entirety.

(ii) Amendments to Clause (f): Billing, Payment and Audit

(a) Section (f) is amended by adding the following new subsection at the end thereof:

"(vi) **Mobile-Sierra Standard.**

(1) To the extent, if any, that a Gas Transaction does not qualify as a "first sale" as defined by the Natural Gas Act and §§ 2 and 601 of the Natural Gas Policy Act, each party irrevocably waives its rights, including its rights under §§ 4-5 of the Natural Gas Act, unilaterally to seek or support a change in the rate(s), charges, classifications, terms or conditions of this Gas Annex, any Gas Transaction hereunder or any other agreements entered into in connection with this Agreement (collectively, the "Covered Agreements"). By this provision, each party expressly waives its right to seek or support: (i) an order from the U.S. Federal Energy Regulatory Commission ("FERC") finding that the market-based rate(s), charges, classifications, terms or conditions agreed to by the parties under the Covered Agreements are unjust and unreasonable; or (ii) any refund with respect thereto. Each party agrees not to make or support such a filing or request, and that these covenants and waivers shall be binding notwithstanding any regulatory or market changes that may occur hereafter. Absent the agreement of all parties to the proposed change, the standard of review for changes to any section of the Covered Agreements proposed by a party (to the extent that any waiver as set forth in this Section (f)(vii) is unenforceable or ineffective as to such party), a non-party or FERC acting sua sponte, shall be the "public interest" standard of review set forth in United Gas

Pipe Line Co. v. Mobile Gas Service Corp., 350 U.S. 332 (1956) and Federal Power Commission v. Sierra Pacific Power Co., 350 U.S. 348 (1956) (the "Mobile-Sierra" doctrine).

(2) In addition, and notwithstanding the foregoing subsection (1), to the fullest extent permitted by applicable law, each party, for itself and its successors and assigns, hereby expressly and irrevocably waives any rights it can or may have, now or in the future, whether under Sections 4 and 5 of the Natural Gas Act or otherwise, to seek to obtain from FERC by any means, directly or indirectly (through complaint, investigation or otherwise), and each hereby covenants and agrees not at any time to seek to so obtain, an order from FERC changing any section of this Agreement specifying the rate, charge, classification, or other term or condition agreed to by the parties, it being the express intent of the parties that, to the fullest extent permitted by applicable law, neither party shall unilaterally seek to obtain from FERC any relief changing the rate, charge, classification, or other term or condition of this Agreement, notwithstanding any subsequent changes in applicable law or market conditions that may occur. In the event it were to be determined that applicable law precludes the parties from waiving their rights to seek changes from FERC to their gas sales contracts (including entering into covenants not to do so) then this subsection (b) shall not apply, provided that, consistent with the foregoing subsection (a), neither party shall seek any such changes except solely under the "public interest" application of the "just and reasonable" standard of review and otherwise as set forth in the foregoing section (1)."

(iii) Amendments to Clause (g): Title, Warranty and Indemnity

(a) Clause (g) of the Gas Annex is amended by adding the following new section (v) to the end thereof:

"(v) Importer of Record. The parties agree that the delivery of and the transfer of title to all Gas under this Agreement shall take place within the Customs Territory of the United States (as defined in general note 2 of the Harmonized Tariff Schedule of the United States 19 U.S.C. §1202, General Notes, page 3); provided, however, that in the event Seller took title to the Gas outside the Customs Territory of the United States, Seller represents and warrants that it is the importer of record for all Gas entered and delivered into the United States, and shall be responsible for entry and entry summary filings as well as the payment of duties, taxes and fees, if any, and all applicable record keeping requirements.

(iv) Amendments to Clause (h): Force Majeure

(a) Clause (h)(ii) of the Gas Annex is amended by inserting the following before the word "sabotage" on the seventh line: "terrorism,".

(b) Clause (vi) is deleted in its entirety.

(v) Amendments to Clause (j): Certain Amendments to this Agreement for Gas Transactions

(a) Clause (j) is amended by adding the following at the end thereof:

(iv) *Section 6(c)(i)*. Section 6(c)(i) of this Agreement is hereby amended by adding the following phrase at the end:

"(it being understood, that to the extent in the reasonable opinion of the Non-defaulting Party or the Non-Affected Party, as the case may be, any of the Terminated Transactions that are Gas Transactions may not be liquidated and terminated under applicable law on the Early Termination Date, then such Terminated Transactions shall be liquidated and terminated as soon as thereafter as is reasonably practicable)".

"Imaged Agreement. Any original executed Agreement, Confirmation or other related document may be photocopied and stored on computer tapes and disks (the "Imaged Agreement"). The Imaged Agreement, if introduced as evidence on paper, the Confirmation, if introduced as evidence in automated facsimile form, the Recording, if introduced as evidence in its original form and as transcribed onto paper, and all computer records of the foregoing, if introduced as evidence in printed format, in any judicial, arbitration, mediation or administrative proceedings, will be admissible as between the Parties to the same extent and under the same conditions as other business records originated and maintained in documentary form. Neither party shall object to the admissibility of the Recording, the

Confirmation or the Imaged Agreement (or photocopies of the transcription of the Recording, the Confirmation or the Imaged Agreement) on the basis that such were not originated or maintained in documentary form under either the hearsay rule, the best evidence rule or other rule of evidence."

Other Documentation. The following provision is added as:

"Upon request, each Party shall deliver to the other Party documentation reasonably requested to evidence the authority and power of such Party and/or its Guarantor, as the case may be, to enter into this Agreement or any guaranty, as the case may be, which may include, without limitation, certified resolutions and a certification of the signature and authority of the individual(s) executing this Agreement or such guaranty, as the case may be and to the extent applicable and requested certificates, documents or other evidence sufficient to confirm the sales tax exempt status of such Party for each jurisdiction in which the purchase, sale and/or delivery of any physical commodity takes place under this Agreement, such that the other party will bear no obligation in relation to such purchase, sale and/or delivery for charging, collecting or remitting sales, use or other excise taxes to any local, municipal, state or federal taxing authority or agency."

IN WITNESS WHEREOF the parties have executed this document as set forth below with effect from the date specified on the first page of this document.

Party A: CITY OF ROSEVILLE

By: _____

Name: _____

Title: City Manager

Party B: NEXTERA ENERGY MARKETING, LLC

By: _____

Name: Craig Shapiro

Title: Vice President and Managing Director
Nextera Energy Marketing, LLC

Legal Review Completed

CREDIT MS

EXHIBIT 1

GUARANTY

THIS GUARANTY (this "Guaranty"), dated as of _____ __, 20__ (the "Effective Date"), is made by NEXTERA ENERGY CAPITAL HOLDINGS, INC. ("Guarantor"), in favor of City of Roseville ("Counterparty").

RECITALS:

A. WHEREAS, Counterparty and Guarantor's indirect, wholly-owned subsidiary NEXTERA ENERGY MARKETING, LLC ("Obligor") have entered into, or concurrently herewith are entering into, that certain ISDA Master Agreement dated as of January 29, 2019 (the "Underlying Agreement"); and

B. WHEREAS, Counterparty and Obligor may from time to time enter into one or more transactions pursuant and subject to the terms of the Underlying Agreement (the "Transactions"), which Transactions would be evidenced by one or more confirmations entered into by Obligor and Counterparty in accordance with the Underlying Agreement (which documentation shall, together with the Underlying Agreement, collectively be referred to hereinafter as the "Agreement"); and

C. WHEREAS, Guarantor will directly or indirectly benefit from the Transactions to be entered into between Obligor and Counterparty pursuant to the Agreement.

NOW THEREFORE, in consideration of the foregoing premises and as an inducement for Counterparty's execution, delivery and performance of the Agreement, and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Guarantor hereby agrees for the benefit of Counterparty as follows:

1. GUARANTY. Subject to the terms and provisions hereof, Guarantor hereby absolutely and irrevocably guarantees the timely payment when due of all obligations owing by Obligor to Counterparty arising pursuant to the Agreement on or after the Effective Date (the "Obligations"). This Guaranty shall constitute a guarantee of payment and not of collection. The liability of Guarantor under this Guaranty shall be subject to the following limitations:

(a) Notwithstanding anything herein or in the Agreement to the contrary, the maximum aggregate obligation and liability of Guarantor under this Guaranty, and the maximum recovery from Guarantor under this Guaranty, shall in no event exceed _____ U.S. Dollars (U.S. $_____) (the "Maximum Recovery Amount").

(b) The obligation and liability of Guarantor under this Guaranty is specifically limited to payments expressly required to be made under the Agreement, as well as costs of collection and enforcement of this Guaranty (including attorney's fees) to the extent reasonably and actually incurred by the Counterparty (subject in all instances, to the limitations imposed by the Maximum Recovery Amount as specified in Section 1(a) above). In no event, however, shall Guarantor be liable for or obligated to pay any consequential, indirect, incidental, lost profit, special, exemplary, punitive, equitable or tort damages.

2. DEMANDS AND PAYMENT.

(a) If Obligor fails to pay any Obligation to Counterparty when such Obligation is due and owing under the Agreement (an "Overdue Obligation"), Counterparty may present a written demand to Guarantor calling for Guarantor's payment of such Overdue Obligation pursuant to this Guaranty (a "Payment Demand").

(b) Guarantor's obligation hereunder to pay any particular Overdue Obligation(s) to Counterparty is conditioned upon Guarantor's receipt of a Payment Demand from Counterparty satisfying the following requirements: (i) such Payment Demand must identify the specific Overdue Obligation(s) covered by such demand, the specific date(s) upon which such Overdue Obligation(s) became due and owing under the Agreement, and the specific provision(s) of the Agreement pursuant to which such Overdue Obligation(s) became due and owing; (ii) such Payment Demand must be delivered to Guarantor in accordance with Section 9 below; and (iii) the specific Overdue Obligation(s) addressed by such Payment Demand must remain due and unpaid at the time of such delivery to Guarantor.

(c) After issuing a Payment Demand in accordance with the requirements specified in Section 2(b) above, Counterparty shall not be required to issue any further notices or make any further demands with respect to the Overdue Obligation(s) specified in that Payment Demand, and Guarantor shall be required to make payment with respect to the Overdue Obligation(s) specified in that Payment Demand within five (5) Business Days after Guarantor receives such demand. As used herein, the term "Business Day" shall mean all weekdays (i.e., Monday through Friday) other than any weekdays during which commercial banks or financial institutions are authorized to be closed to the public in the State of Florida or the State of New York.

3. REPRESENTATIONS AND WARRANTIES. Guarantor represents and warrants that:

(a) it is a corporation duly organized and validly existing under the laws of the State of Florida and has the corporate power and authority to execute, deliver and carry out the terms and provisions of the Guaranty;

(b) no authorization, approval, consent or order of, or registration or filing with, any court or other governmental body having jurisdiction over Guarantor is required on the part of Guarantor for the execution and delivery of this Guaranty; and

(c) this Guaranty constitutes a valid and legally binding agreement of Guarantor, enforceable against Guarantor in accordance with the terms hereof, except as the enforceability thereof may be limited by the effect of any applicable bankruptcy, insolvency, reorganization, moratorium or similar laws affecting creditors' rights generally and by general principles of equity.

4. RESERVATION OF CERTAIN DEFENSES. Without limiting Guarantor's own defenses and rights hereunder, Guarantor reserves to itself all rights, setoffs, counterclaims and other defenses to which Obligor is or may be entitled arising from or out of the Agreement, except for defenses (if any) based upon the bankruptcy, insolvency, dissolution or liquidation of Obligor or any lack of power or authority of Obligor to enter into and/or perform the Agreement.

5. AMENDMENT OF GUARANTY. No term or provision of this Guaranty shall be amended, modified, altered, waived or supplemented except in a writing signed by Guarantor and Counterparty.

6. WAIVERS AND CONSENTS. Subject to and in accordance with the terms and provisions of this Guaranty:

(a) Except as required in Section 2 above, Guarantor hereby waives (i) notice of acceptance of this Guaranty; (ii) presentment and demand concerning the liabilities of Guarantor; and (iii) any right to require that any action or proceeding be brought against Obligor or any other person, or to require that Counterparty seek enforcement of any performance against Obligor or any other person, prior to any action against Guarantor under the terms hereof.

(b) No delay by Counterparty in the exercise of (or failure by Counterparty to exercise) any rights hereunder shall operate as a waiver of such rights, a waiver of any other rights or a release of Guarantor from its obligations hereunder (with the understanding, however, that the foregoing shall not be deemed to constitute a waiver by Guarantor of any rights or defenses which Guarantor may at any time have pursuant to or in connection with any applicable statutes of limitation).

(c) Without notice to or the consent of Guarantor, and without impairing or releasing Guarantor's obligations under this Guaranty, Counterparty may: (i) change the manner, place or terms for payment of all or any of the Obligations (including renewals, extensions or other alterations of the Obligations); (ii) release any person (other than Obligor or Guarantor) from liability for payment of all or any of the Obligations; or (iii) receive, substitute, surrender, exchange or release any collateral or other security for any or all of the Obligations.

7. REINSTATEMENT. Guarantor agrees that this Guaranty shall continue to be effective or shall be reinstated, as the case may be, if all or any part of any payment made hereunder is at any time avoided or rescinded or must otherwise be restored or repaid by Counterparty as a result of the bankruptcy or insolvency of Obligor, all as though such payments had not been made.

8. TERMINATION. Guarantor may terminate this Guaranty by providing a written termination notice to Counterparty specifying the date upon which such termination will take effect (provided that no such termination shall take effect prior to 5:00 p.m. (Eastern Prevailing Time) on the fifteenth (15th) Business Day after the termination notice has been delivered to Counterparty in accordance with Section 9 hereof). Upon the effectiveness of such termination, Guarantor shall have no further liability hereunder, except as may pertain pursuant to the last sentence of this paragraph. No such termination shall

affect Guarantor's liability with respect to any Obligations arising under any Transactions entered into prior to the time such termination is effective, which Obligations shall remain subject to this Guaranty.
Unless terminated earlier, this Guaranty and the Guarantor's obligations hereunder will terminate automatically and immediately at 11:59:59 p.m. Eastern Prevailing Time on [_____, 20__]; provided, however, that no such termination shall affect Guarantor's liability with respect to any Obligations arising under any Transactions entered into prior to the time the termination is effective, which Obligations shall remain subject to this Guaranty.

9. NOTICE. Any Payment Demand, notice, request, instruction, correspondence or other document to be given hereunder (herein collectively called "Notice") by Counterparty to Guarantor, or by Guarantor to Counterparty, as applicable, shall be in writing and may be delivered either by (i) U.S. certified mail with postage prepaid and return receipt requested, or (ii) recognized nationwide courier service with delivery receipt requested, in either case to be delivered to the following address (or to such other U.S. address as may be specified via Notice provided by Guarantor or Counterparty, as applicable, to the other in accordance with the requirements of this Section 9):

TO GUARANTOR: *	TO COUNTERPARTY:
NextEra Energy Capital Holdings, Inc. 700 Universe Blvd. Juno Beach, Florida 33408 Attn: Treasurer	City of Roseville 2090 Hilltop Circle Roseville, CA 95747 Attn: Settlements
[Tel: (561) 694-6204 -- for use in connection with courier deliveries]	*[Tel: (916) 774-5632 -- for use in connection with courier deliveries]*

* (NOTE: Copies of any Notices to Guarantor under this Guaranty shall also be sent via facsimile to ATTN: Contracts Group, Legal, Fax No. (561) 625-7504 and ATTN: Credit Department, Fax No. (561) 625-7642. However, such facsimile transmissions shall not be deemed effective for delivery purposes under this Guaranty.)

Any Notice given in accordance with this Section 9 will (i) if delivered during the recipient's normal business hours on any given Business Day, be deemed received by the designated recipient on such date, and (ii) if not delivered during the recipient's normal business hours on any given Business Day, be deemed received by the designated recipient at the start of the recipient's normal business hours on the next Business Day after such delivery.

10. MISCELLANEOUS.

(a) This Guaranty shall in all respects be governed by, and construed in accordance with, the law of the State of New York, without regard to principles of conflicts of laws thereunder (other than Sections 5-1401 and 5-1402 of the New York General Obligations Law).

(b) This Guaranty shall be binding upon Guarantor and its successors and permitted assigns and inure to the benefit of and be enforceable by Counterparty and its successors and permitted assigns. Guarantor may not assign this Guaranty in part or in whole without the prior written consent of Counterparty. Counterparty may not assign its rights or benefits under this Guaranty in part or in whole without the prior written consent of Guarantor.

(c) This Guaranty embodies the entire agreement and understanding between Guarantor and Counterparty and supersedes all prior agreements and understandings relating to the subject matter hereof.

(d) The headings in this Guaranty are for purposes of reference only, and shall not affect the meaning hereof. Words importing the singular number hereunder shall include the plural number and vice versa, and any pronouns used herein shall be deemed to cover all genders. The term "person" as used herein means any individual, corporation, partnership, joint venture, limited liability company, association, joint-stock company, trust, unincorporated association, or government (or any agency or political subdivision thereof).

(e) Wherever possible, any provision in this Guaranty which is prohibited or unenforceable in any jurisdiction shall, as to such jurisdiction, be ineffective only to the extent of such prohibition or unenforceability without invalidating the remaining provisions hereof, and any such prohibition or unenforceability in any one jurisdiction shall not invalidate or render unenforceable such provision in any other jurisdiction.

(f) Counterparty (by its acceptance of this Guaranty) and Guarantor each hereby irrevocably: (i) consents and submits to the exclusive jurisdiction of the United States District Court for the Southern District of New York, or if that court does not have subject matter jurisdiction, to the exclusive jurisdiction of the Supreme Court of the State of New York, New York County (without prejudice to the right of any party to remove to the United States District Court for the Southern District of New York) for the purposes of any suit, action or other proceeding arising out of this Guaranty or the subject matter hereof or any of the transactions contemplated hereby brought by Counterparty, Guarantor or their respective successors or assigns; and (ii) waives (to the fullest extent permitted by applicable law) and agrees not to assert any claim that it is not personally subject to the jurisdiction of the above-named courts, that the suit, action or proceeding is brought in an inconvenient forum, that the venue of the suit, action or proceeding is improper or that this Guaranty or the subject matter hereof may not be enforced in or by such court.

(g) COUNTERPARTY (BY ITS ACCEPTANCE OF THIS GUARANTY) AND GUARANTOR EACH HEREBY IRREVOCABLY, INTENTIONALLY AND VOLUNTARILY WAIVES THE RIGHT TO TRIAL BY JURY WITH RESPECT TO ANY LEGAL PROCEEDING BASED ON, OR ARISING OUT OF, UNDER OR IN CONNECTION WITH, THIS GUARANTY OR THE AGREEMENT, OR ANY COURSE OF CONDUCT, COURSE OF DEALING, STATEMENTS (WHETHER VERBAL OR WRITTEN) OR ACTIONS OF ANY PERSON RELATING HERETO OR THERETO. THIS PROVISION IS A MATERIAL INDUCEMENT TO GUARANTOR'S EXECUTION AND DELIVERY OF THIS GUARANTY.

(h) Delivery of an executed signature page of this Guaranty, and any subsequent amendment(s), by facsimile transmission or other electronic transmission (e.g. "pdf" or "tif") shall be effective as delivery of a manually executed signature page hereof.

IN WITNESS WHEREOF, the Guarantor has executed this Guaranty on _____ __, 20__, but it is effective as of the Effective Date

NEXTERA ENERGY CAPITAL HOLDINGS, INC.

By:_____
Name:_____
Title:_____

ISDA
International Swaps and Derivatives Association, Inc.

SCHEDULE
to the
CREDIT SUPPORT ANNEX

dated January 29, 2019
between

CITY OF ROSEVILLE
("Party A")
and
NEXTERA ENERGY MARKETING, LLC
("Party B")

Paragraph 13. Elections and Variables

(a) ***Security Interest for "Obligations".*** The term ***"Obligations"*** as used in this Annex includes the following additional obligations:

With respect to Party A: None

With respect to Party B: None

(b) ***Credit Support Obligations.***

(i) ***Delivery Amount, Return Amount and Credit Support Amount***:

(A) ***"Delivery Amount"*** has the meaning specified in Paragraph 3(a).

(B) ***"Return Amount"*** has the meaning specified in Paragraph 3(b).

(C) ***"Credit Support Amount"*** has the meaning specified in Paragraph 3.

(ii) ***Eligible Collateral.*** The following items will qualify as ***"Eligible Collateral"*** for the party specified:

		Party A	Party B	Valuation Percentage
(A)	Cash	[X]	[X]	100%
(B)	Other	[X]	[X]	See note below.

(iii) ***Other Eligible Support.*** The following item will qualify as ***"Other Eligible Support"*** for Party A and for Party B: a "Letter of Credit" (as defined in Paragraph 13 (j) (v) "Additional Definitions"). See Paragraph 13(j) for further provisions regarding letters of credit. The Valuation Percentage shall be 100% of the Value of the Other Eligible Support unless (i) a Letter of Credit Default shall apply with respect to such Letter of Credit, or (ii) twenty (20) or fewer Local Business Days remain prior to the expiration of such Letter of Credit, in either of which case the Valuation Percentage shall be zero (0).

(iv) The "***Independent Amount***" is zero with respect to both Party A and Party B.

Thresholds. *"Threshold"* means, with respect to Party A, the amount (the "Threshold Amount") set forth below under the heading "Party A Collateral Threshold" opposite the Credit Rating for Party A, and if the Credit Ratings of Party A shall not be equivalent, the lower Credit Rating shall govern; provided, however, that if (i) Party A has no Credit Ratings or (ii) an Event of Default or Specified Condition has occurred and is continuing with respect to Party A, Party A's Threshold shall be zero.

Party A Collateral Threshold	S&P Credit Rating	Moody's Credit Rating
$ 20,000,000	A- or higher	A3 or higher
$ 15,000,000	BBB+	Baa1
$ 10,000,000	BBB	Baa2
$ 2,500,000	BBB-	Baa3
$ 0	Below BBB-	Below Baa3

With respect to Party B, the lesser of (a) the amount (the "Threshold Amount") set forth below under the heading "Party B Collateral Threshold" opposite the Credit Rating for Party B's Credit Support Provider, and if the Credit Ratings of Party B's Credit Support Provider shall not be equivalent, the lower Credit Rating shall govern, or (b) the amount of the Guarantee; provided, however, that if (i) Party B's Credit Support Provider has no Credit Ratings or (ii) an Event of Default or Specified Condition has occurred and is continuing with respect to Party B, Party B's Threshold shall be zero.

Party B Collateral Threshold	S&P Credit Rating	Moody's Credit Rating
$ 20,000,000	A- or higher	A3 or higher
$ 15,000,000	BBB+	Baa1
$ 10,000,000	BBB	Baa2
$ 2,500,000	BBB-	Baa3
$ 0	Below BBB-	Below Baa3

(vi) "***Minimum Transfer Amount***". The Minimum Transfer Amount shall be $1.00 for both Party A and Party B.

(vii) ***Rounding***. The Delivery Amount and the Return Amount will be rounded up and down to the nearest integral multiple of $100,000, respectively.

(c) Valuation and Timing.

(i) "Valuation Agent" means, for purposes of Paragraphs 3 and 5, the party making the demand under Paragraph 3, and for the purposes of Paragraph 6(d), the Secured Party receiving or deemed to receive the Distributions or the Interest Amount, as applicable, provided, however, that in all cases, if an Event of Default, Potential Event of Default or a Specified Condition, has occurred and is continuing with respect to the party designated as the Valuation Agent, then in such case, and for so long as the Event of Default, Potential Event of Default or a Specified Condition continues, the other party will be the Valuation Agent.

(ii) "Valuation Date" means at the request of either party, any Local Business Day which, if treated as a Valuation Date, would result in a Delivery Amount or Return Amount.

(iii) "Valuation Time" means the close of business on the Local Business Day before the Valuation Date or date of calculation, as applicable, or any time on the Valuation Date or date of calculation, as applicable; provided that the calculations of Value and Exposure will be made as of approximately the same time on the same date.

(iv) "Notification Time" means:

(a) With respect to the Valuation Agent's calculations, the Notification Time will be 11:00 a.m., New York time, on a Local Business Day.

(b) With respect to the demands for the transfer of Eligible Credit Support or Equivalent Credit Support, the Notification Time will be 1:00 p.m. New York time, on a Local Business Day.

(iv) "Transfer Timing" shall be amended to read as follows:

"Subject to Paragraphs 4(a) and 5 and unless otherwise specified, if a demand for the Transfer of Eligible Credit Support or Posted Credit Support is made by the Notification Time, then the relevant Transfer will be made not later than (a) the close of business on the next Local Business Day for Cash and (b) the close of business on the second Local Business Day for Letters of Credit; if a demand is made after the Notification Time, then the relevant Transfer will be made not later than (a) the close of business on the second Local Business Day for Cash and (b) the close of business on the third Local Business Day for Letters of Credit. Notwithstanding the foregoing, the Pledgor will notify the Secured Party no later than the close of business on the Local Business Day in which Cash is due of the Pledgor's intent to transfer a Letter of Credit."

(d) ***Conditions Precedent and Secured Party's Rights and Remedies.*** The following Termination Event(s) will be a ***"Specified Condition"*** for the party specified (that party being the Affected Party if the Termination Event occurs with respect to that party):

	Party A	**Party B**
Illegality	[X]	[X]
Tax Event	[X]	[X]
Tax Event Upon Merger	[X]	[X]
Credit Event Upon Merger	[X]	[X]
Additional Termination Event(s):	[X]	[X]

(e) ***Substitution.***

(i) ***"Substitution Date"*** has the meaning specified in Paragraph 4(d)(ii).

(ii) ***Consent.*** The Pledgor need not obtain the Secured Party's consent for any substitution pursuant to Paragraph 4(d).

(f) ***Dispute Resolution.***

(i) ***"Resolution Time"*** means 5:00 p.m., New York time, on the second Local Business Day following the date on which the notice is given that gives rise to a dispute under Paragraph 5.

(ii) ***Value.*** For the purpose of Paragraphs 5(i)(C) and 5(ii), the Value of Posted Credit Support or of any Transfer of Eligible Credit Support or Posted Credit Support, as the case may be, will be calculated by the

Valuation Agent in accordance with standard market practice using third party sources (such as, by way of example only, Bloomberg or Reuters) where available.

(iii) ***Alternative.*** The provisions of Paragraph 5 will apply.

(g) ***Holding and Using Posted Collateral.***

(i) ***Eligibility to Hold Posted Collateral; Custodians.*** Party A and its Custodian will be entitled to hold Posted Collateral pursuant to Paragraph 6(b) *provided* that the following conditions applicable to it are satisfied:

(1) Party A is not a Defaulting Party;

(2) The Credit Rating of Party A or Party A's Credit Support Provider is at least BBB- (in the case of S&P) and Baa3 (in the case of Moody's).

(3) The Custodian is a Qualified Institution.

(4) Posted Collateral may be held only in the United States of America.

Initially, Party A has not selected a Custodian.

Party B and its Custodian will be entitled to hold Posted Collateral pursuant to Paragraph 6(b) *provided* that the following conditions applicable to it are satisfied:

(1) Party B is not a Defaulting Party;

(2) The Credit Rating of Party B or Party B's Credit Support Provider is at least BBB- (in the case of S&P) and Baa3 (in the case of Moody's).

(3) The Custodian is a Qualified Institution.

(4) Posted Collateral may be held only in the United States of America.

Initially, Party B has not selected a Custodian.

Notwithstanding the foregoing, each party hereby covenants and agrees that it will cause all Posted Collateral received from the other party to be entered in one or more accounts (each, a "Collateral Account") with a domestic office of a commercial bank or trust company (which is not an Affiliate of such party) organized under the laws of the United States (or any state or a political subdivision thereof) having a long term debt rating or deposit rating of at least (i) A3 from Moody's Investors Services, Inc. and (ii) A- from Standard and Poor's Corporation (a "Qualified Institution"), each of which accounts may include property of other parties but will bear a title indicating the Pledgor's interest in said account and the Posted Collateral in such account. In addition, the Secured Party may direct the Pledgor to transfer or deliver Eligible Collateral directly into the Secured Party's Collateral Account(s). The Secured Party may move the Collateral Accounts from one Qualified Institution to another upon reasonable notice to the Pledgor. The Secured Party shall cause statements concerning the Posted Collateral transferred or delivered by the Pledgor to be sent to the Pledgor on request, which may not be made more frequently than once in each calendar month.

(ii) ***Use of Posted Collateral.*** The provisions of Paragraph 6(c) will apply to the parties; provided, however, that if a party or its Custodian is not eligible to hold Posted Collateral pursuant to Paragraph 13(h)(i), then:

(A) the Secured Party will not be entitled to use the Posted Collateral as provided in Paragraph 6(c) for so long as either the Secured Party or its Custodian, if any, remain an Ineligible Party or an Ineligible Custodian, respectively; and

(B) the Ineligible Party shall be required to deliver (or cause the Ineligible Custodian to deliver, as applicable) not later than the close of business on the second Local Business Day following such Ineligibility Event all Posted Collateral in its possession or held on its behalf to a Qualified Institution, to a segregated, safekeeping or custody account ("Collateral Account") within such Qualified Institution with the title of the Collateral Account indicating that the property contained therein is being held as Posted Collateral for the ownership of the Pledgor, subject to the security interest of the Secured Party. The Qualified Institution shall serve as Custodian with respect to the Posted Collateral in the Collateral Account, and the Secured Party shall cause it to hold such Posted Collateral in accordance with the terms of this Annex. With respect to an Ineligible Custodian that is acting as Custodian for a Secured Party that is not itself an Ineligible Party, such Secured Party may cause such Ineligible Custodian to transfer all Posted Collateral held by such Ineligible Custodian to the Secured Party, to be held in accordance with the terms of this Annex.

(iii) For the purposes of Section 5(a)(iii) of this Agreement, failure by a party or its Custodian to comply with any of the obligations under this Paragraph 13(h) will constitute an Event of Default with respect to such party if the failure continues for two (2) Local Business Days after notice of failure is given to that party.

(h) ***Distributions and Interest Amount.***

(i) ***Interest Rate.*** The "Interest Rate" will be a per annum rate of interest equal to the Federal Funds Rate. "Federal Funds Rate" means, for any day, an interest rate per annum equal to either (A) the rate published as the Federal Funds Effective Rate that appears on the Telerate Page 118 for such day (or, if such day is not a Local Business Day, for the preceding Local Business Day) or (B) if such rate is not so published for any day which is a Local Business Day, the Federal Funds Rate as published by the Federal Reserve Bank in the H.15 Release.

(ii) ***Transfer of Interest Amount.*** The Transfer of the Interest Amount will be made on the third Local Business Day of each calendar month and on any Local Business Day that Posted Collateral in the form of Cash is transferred to the Pledgor pursuant to Paragraph 3(b).

(iii) ***Alternative to Interest Amount.*** The provisions of Paragraph 6(d)(ii) will apply.

(i) Additional Representation(s). In respect of Other Eligible Support consisting of a Letter of Credit, the Pledgor (a) represents and warrants that, on the date on which the Pledgor causes its issuance, such Letter of Credit will be the legal, valid and binding obligation of the issuer thereof, enforceable in accordance with its terms and (b) covenants and agrees to cause such Letter of Credit to be issued and maintained in accordance with the terms and provisions of Paragraph 13(l) below.

(j) Other Eligible Support and Other Posted Support.

(i) "Value" with respect to Other Eligible Support and Other Posted Support means the amount of any Letter of Credit, which has not been drawn, maintained by the Pledgor (or its Credit Support Provider) for the benefit of the Secured Party.

(ii) "Transfer" with respect to Other Eligible Support and Other Posted Support means:

(1) For purposes of Paragraph 3(a), delivery of the Letter of Credit by the Pledgor or issuer of the Letter of Credit to the Secured Party at the address of the Secured Party specified in the Notices Section of this Agreement, or delivery of an executed amendment to such Letter of Credit (extending the term or increasing the amount available to the Secured Party thereunder) by the Pledgor or the issuer of the Letter of Credit to the Secured Party at the address of the Secured Party specified in the Notices Section of this Agreement; and

(2) For purposes of Paragraph 3(b), by the return of an outstanding Letter of Credit by the Secured Party to the Pledgor, at the address of the Pledgor specified in the Notices Section of this Agreement, or delivery of an executed amendment to the Letter of Credit in form and substance satisfactory to the Secured Party, (reducing the amount available to the Secured Party thereunder) by the Pledgor or the issuer of the Letter of Credit to the Secured Party at the Secured Party's address specified in the Notices Section of this Agreement. If a Transfer is to be effected by a reduction in the amount of an outstanding Letter of Credit previously issued for the benefit of the Secured Party, the Secured Party shall not unreasonably withhold its consent to a commensurate reduction in the amount of such Letter of Credit and shall take such action as is reasonably necessary to effectuate such reduction.

(3) Letters of Credit. Posted Credit Support provided by one party ("X") for the benefit of the other ("Y") in the form of a Letter of Credit shall be subject to the following provisions.

(i) Any Letter of Credit shall be delivered to Y to such address as Y shall specify and shall be maintained for the benefit of Y or its designee. X or the issuer of the Letter of Credit shall (a) renew or cause the renewal of each outstanding Letter of Credit on a timely basis as provided in the relevant Letter of Credit, (b) if the bank that issued an outstanding Letter of Credit has indicated its intent not to renew such Letter of Credit, provide either a substitute Letter of Credit or other Eligible Credit Support, in each case at least twenty (20) Local Business Days prior to the expiration of the outstanding Letter of Credit, and (c) if a bank issuing a Letter of Credit shall fail to honor Y's properly documented request to draw on an outstanding Letter of Credit, provide for the benefit of Y either a substitute Letter of Credit that is issued by a bank acceptable to Y or other Eligible Credit Support, in each case within two (2) Local Business Days after such refusal.

(ii) Upon the occurrence of a Letter of Credit Default, X agrees to deliver to Y either a substitute Letter of Credit or other Eligible Credit Support, in each case on or before the second Local Business Day after the occurrence thereof (or on or before the fifth Local Business Day after the occurrence thereof if only clause (a) under the definition of Letter of Credit Default applies).

(iii) As one method of providing additional Posted Credit Support, X may increase the amount of an outstanding Letter of Credit or establish one or more Letters of Credit.

(iv) (a) A Letter of Credit shall provide that Y may draw upon the Letter of Credit in an amount that is equal to all amounts that are due and owing from X but have not been paid to Y within the time allowed for such payments under this Agreement. A Letter of Credit shall provide that a drawing may be made on the Letter of Credit upon submission to the bank issuing the Letter of Credit of one or more certificates of Y in accordance with the specific requirements of the Letter of Credit.

(b) Upon or at any time after the occurrence of an Event of Default with respect to X, Y may draw on the entire, undrawn portion of any outstanding Letter of Credit upon submission to the bank issuing such Letter of Credit of one or more certificates in accordance with the specific requirements of the Letter of Credit. Cash proceeds received from drawing upon the Letter of Credit shall be deemed Posted Collateral and shall either be (y) applied against all amounts that are due and owing from X but have not been paid to Y within the time allowed for such payments under this Agreement or (z) maintained in accordance with this Annex.

Notwithstanding Y's receipt of Cash under the Letter of Credit, X shall remain liable to Y for any failure to Transfer sufficient Eligible Credit Support to Y in accordance with the terms of this Annex. In addition, X shall remain liable for any amounts owing to Y and remaining unpaid after the application of the amounts so drawn by Y.

(v) Upon or at any time after the occurrence or deemed occurrence of an Early Termination Date as a result of a Termination Event and the failure of X to make all payments due and owing to Y in accordance with the terms of this Agreement, Y may draw on any outstanding Letter of Credit in an amount equal to such amounts owing to it. X shall remain liable for any amounts owing to Y and remaining unpaid after the application of the amounts so drawn by Y.

(iii) *"Certain Rights and Remedies"*.

(1) *Secured Party's Rights and Remedies*. For purposes of paragraph 8(a)(ii), the Secured Party may draw on any outstanding Letter of Credit (Other Posted Support) in an amount equal to any payments payable by the Pledgor with respect to any Obligations.

(2) *Pledgor's Rights and Remedies*. For purposes of Paragraph 8(b)(ii), (i) the Secured Party will be obligated immediately to Transfer any Letter of Credit (Other Posted Support) to the Pledgor and (ii) the Pledgor may do any one or more of the following: (x) to the extent that the Letter of Credit (Other Posted Support) is not Transferred to the Pledgor as required pursuant to (i) above, Set-off any amounts payable by the Pledgor with respect to any Obligations against any such Letter of Credit (Other Posted Support) held by the Secured Party and to the extent its rights to Set-off are not exercised, withhold payment of any remaining amounts payable by the Pledgor with respect to any Obligations, up to the Value of any remaining Posted Collateral and the Value of any Letter of Credit (Other Posted Support) held by the Secured Party, until any such Posted Collateral and such Letter of Credit (Other Posted Support) is Transferred to the Pledgor; and (y) exercise rights and remedies available to the Pledgor under the terms of the Letter of Credit.

(iv) *"Additional Definitions"*. As used in this Annex:

"Agency Notes" means U.S. Dollar-dominated fixed rate, non-amortising, non-mortgage-backed, senior debt securities of fixed maturity, rated Aaa by Moody's and AAA by S&P and issued by any of the Federal Home Loan Banks (including their consolidated obligations issued through the Office of Finance of the Federal Home Loan Bank System), the Federal National Mortgage Association, the Federal Home Loan Mortgage Corporation or the Federal Farm Credit Bank.

"Credit Rating" shall mean, on any date of determination, (x) with respect to Party A, the lower of its utility revenue bonds rating (not supported by third party enhancement) or its issuer rating by the specified entity, (y) with respect to Party B, the lower of its long-term senior unsecured debt rating (not supported by third party credit enhancement) or its issuer rating by the specified entity, and (z) with respect to a financial institution, its long-term senior unsecured debt rating or its deposit rating by Moody's, S&P, or the specified rating agency.

"Letter of Credit" means an irrevocable standby letter of credit, issued by a Qualified Institution. The Letter of Credit must be substantially in a form acceptable to the Party in whose favor the letter of credit is issued, with such changes to the terms in that form as the issuing bank may require and as may be acceptable to the beneficiary thereof.

"Letter of Credit Default" shall mean with respect to an outstanding Letter of Credit, the occurrence of any of the following events: (i) the issuer of such Letter of Credit shall fail to be a Qualified Institution, (ii) the issuer of the Letter of Credit shall fail to comply with or perform its obligations under such Letter of Credit if such failure shall be continuing after the lapse of any applicable grace period; (iii) the issuer of such letter of

Credit shall disaffirm, disclaim, repudiate or reject, in whole or in part, or challenge the validity of, such Letter of Credit; (iv) such Letter of Credit shall expire or terminate, or shall fail to cease to be in full force and effect at any time during the term of the Contract: or (v) any event analogous to an event specified in Section 5(a)(vii) of this Agreement shall occur with respect to the issuer of such Letter of Credit provided, however, that no Letter of Credit shall occur in any event with respect to a Letter of Credit after the time such Letter of Credit is required to be canceled or returned to the Pledgor in accordance with the terms of this Annex.

"Moody's" shall mean Moody's Investor Services, Inc., or its successor.

"*Qualified Institution*" means a commercial bank or trust company or financial institution, which not affiliated with either party, organized under the laws of the United States or a political subdivision thereof, with (i) a Credit Rating of at least (a) "A-" by S&P and "A3" by Moody's, if such entity is rated by both S&P and Moody's or (b) "A-" by S&P or "A3" by Moody's, if such entity is rated by either S&P or Moody's but not both, and (ii) having assets of at least $10,000,000,000.

"S&P" shall mean the Standard & Poor's Financial Services LLC, a subsidiary of The McGraw-Hill Companies, Inc. or its successor.

"Treasury Securities" means U.S. Dollar-denominated senior debt securities of the United States of America issued by the U.S. Treasury Department and backed by the full faith and credit of the United States of America.

(k) *Demand and Notices.* All demands, specifications and notices under this Annex will be made pursuant to the Notices Section of this Agreement, unless otherwise specified here:

Party A:

Address: City of Roseville
2090 Hilltop Circle
Roseville, CA 95747
Attention: Utility Director
Telephone No.: 916-774-5602
Facsimile No: 916-774-5583

Party B:
Address: NextEra Energy Marketing, LLC
700 Universe Blvd
Juno Beach, FL 33408
Attention: General Counsel
Facsimile No: 561-625-7504

(l) *Addresses for Transfers.*

Party A: Payment to: U.S. Bank
For Account Of: City of Roseville
Account #: 153499281092
Federal ABA#: 121122676

Party B: Payment to: Bank of America, N.A.
For Account Of: NextEra Energy Marketing, LLC
Account #: 3751227650
Federal ABA#: 0260-0959-3

Other Provisions.

(i) Paragraph 7(i) is hereby amended by deleting the phrase, "Eligible Collateral" and replacing it with the phrase "Eligible Credit Support".

(ii) Paragraph 8(a)(iii) is amended by replacing each use of the words "Posted Collateral" with the words "Posted Credit Support".

(iii) Paragraph 8(b)(iii) is amended by replacing the words "Posted Collateral" with the words "Posted Credit Support".

(iv) Paragraph 8(b)(iv) is amended by replacing each use of the words "Posted Collateral" with the words "Posted Credit Support".

(v) This Credit Support Annex is a Security Agreement under the provisions of the Uniform Commercial Code of the Governing Law specified in the Schedule to the ISDA Master Agreement between the parties.

IN WITNESS WHEREOF the parties have executed this document as set forth below with effect

from the date specified on the first page of this document.

Party A: CITY OF ROSEVILLE	**Party B: NEXTERA ENERGY MARKETING, LLC**
By: _____	**By:** _____
Name: _____	**Name** Craig Shapiro
Title: City Manager	**Title:** Vice President and Managing Director Nextera Energy Marketing, LLC

Legal Review Completed HA

CREDIT MS

(Bilateral Form) **(ISDA Agreements Subject to New York Law Only)**

ISDA®

International Swaps and Derivatives Association, Inc.

CREDIT SUPPORT ANNEX

to the Schedule to the

ISDA Master Agreement

dated as of January 29, 2019

between

City of Roseville and NextEra Energy Marketing, LLC

("Party A") ("Party B")

This Annex supplements, forms part of, and is subject to, the above-referenced Agreement, is part of its Schedule and is a Credit Support Document under this Agreement with respect to each party.

Accordingly, the parties agree as follows:—

Paragraph 1. Interpretation

(a) ***Definitions and Inconsistency.*** Capitalized terms not otherwise defined herein or elsewhere in this Agreement have the meanings specified pursuant to Paragraph 12, and all references in this Annex to Paragraphs are to Paragraphs of this Annex. In the event of any inconsistency between this Annex and the other provisions of this Schedule, this Annex will prevail, and in the event of any inconsistency between Paragraph 13 and the other provisions of this Annex, Paragraph 13 will prevail.

(b) ***Secured Party and Pledgor.*** All references in this Annex to the "Secured Party" will be to either party when acting in that capacity and all corresponding references to the "Pledgor" will be to the other party when acting in that capacity; *provided, however*, that if Other Posted Support is held by a party to this Annex, all references herein to that party as the Secured Party with respect to that Other Posted Support will be to that party as the beneficiary thereof and will not subject that support or that party as the beneficiary thereof to provisions of law generally relating to security interests and secured parties.

Paragraph 2. Security Interest

Each party, as the Pledgor, hereby pledges to the other party, as the Secured Party, as security for its Obligations, and grants to the Secured Party a first priority continuing security interest in, lien on and right of Set-off against all Posted Collateral Transferred to or received by the Secured Party hereunder. Upon the Transfer by the Secured Party to the Pledgor of Posted Collateral, the security interest and lien granted hereunder on that Posted Collateral will be released immediately and, to the extent possible, without any further action by either party.

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Paragraph 3. Credit Support Obligations

(a) ***Delivery Amount.*** Subject to Paragraphs 4 and 5, upon a demand made by the Secured Party on or promptly following a Valuation Date, if the Delivery Amount for that Valuation Date equals or exceeds the Pledgor's Minimum Transfer Amount, then the Pledgor will Transfer to the Secured Party Eligible Credit Support having a Value as of the date of Transfer at least equal to the applicable Delivery Amount (rounded pursuant to Paragraph 13). Unless otherwise specified in Paragraph 13, the ***"Delivery Amount"*** applicable to the Pledgor for any Valuation Date will equal the amount by which:

(i) the Credit Support Amount

exceeds

(ii) the Value as of that Valuation Date of all Posted Credit Support held by the Secured Party.

(b) ***Return Amount.*** Subject to Paragraphs 4 and 5, upon a demand made by the Pledgor on or promptly following a Valuation Date, if the Return Amount for that Valuation Date equals or exceeds the Secured Party's Minimum Transfer Amount, then the Secured Party will Transfer to the Pledgor Posted Credit Support specified by the Pledgor in that demand having a Value as of the date of Transfer as close as practicable to the applicable Return Amount (rounded pursuant to Paragraph 13). Unless otherwise specified in Paragraph 13, the ***"Return Amount"*** applicable to the Secured Party for any Valuation Date will equal the amount by which:

(i) the Value as of that Valuation Date of all Posted Credit Support held by the Secured Party

exceeds

(ii) the Credit Support Amount.

"Credit Support Amount" means, unless otherwise specified in Paragraph 13, for any Valuation Date (i) the Secured Party's Exposure for that Valuation Date plus (ii) the aggregate of all Independent Amounts applicable to the Pledgor, if any, minus (iii) all Independent Amounts applicable to the Secured Party, if any, minus (iv) the Pledgor's Threshold; *provided, however*, that the Credit Support Amount will be deemed to be zero whenever the calculation of Credit Support Amount yields a number less than zero.

Paragraph 4. Conditions Precedent, Transfer Timing, Calculations and Substitutions

(a) ***Conditions Precedent.*** Each Transfer obligation of the Pledgor under Paragraphs 3 and 5 and of the Secured Party under Paragraphs 3, 4(d)(ii), 5 and 6(d) is subject to the conditions precedent that:

(i) no Event of Default, Potential Event of Default or Specified Condition has occurred and is continuing with respect to the other party; and

(ii) no Early Termination Date for which any unsatisfied payment obligations exist has occurred or been designated as the result of an Event of Default or Specified Condition with respect to the other party.

(b) ***Transfer Timing.*** Subject to Paragraphs 4(a) and 5 and unless otherwise specified, if a demand for the Transfer of Eligible Credit Support or Posted Credit Support is made by the Notification Time, then the relevant Transfer will be made not later than the close of business on the next Local Business Day; if a demand is made after the Notification Time, then the relevant Transfer will be made not later than the close of business on the second Local Business Day thereafter.

(c) ***Calculations.*** All calculations of Value and Exposure for purposes of Paragraphs 3 and 6(d) will be made by the Valuation Agent as of the Valuation Time. The Valuation Agent will notify each party (or the other party, if the Valuation Agent is a party) of its calculations not later than the Notification Time on the Local Business Day following the applicable Valuation Date (or in the case of Paragraph 6(d), following the date of calculation).

(d) ***Substitutions.***

(i) Unless otherwise specified in Paragraph 13, upon notice to the Secured Party specifying the items of Posted Credit Support to be exchanged, the Pledgor may, on any Local Business Day, Transfer to the Secured Party substitute Eligible Credit Support (the "Substitute Credit Support"); and

(ii) subject to Paragraph 4(a), the Secured Party will Transfer to the Pledgor the items of Posted Credit Support specified by the Pledgor in its notice not later than the Local Business Day following the date on which the Secured Party receives the Substitute Credit Support, unless otherwise specified in Paragraph 13 (the "Substitution Date"); *provided* that the Secured Party will only be obligated to Transfer Posted Credit Support with a Value as of the date of Transfer of that Posted Credit Support equal to the Value as of that date of the Substitute Credit Support.

Paragraph 5. Dispute Resolution

If a party (a "Disputing Party") disputes (I) the Valuation Agent's calculation of a Delivery Amount or a Return Amount or (II) the Value of any Transfer of Eligible Credit Support or Posted Credit Support, then (1) the Disputing Party will notify the other party and the Valuation Agent (if the Valuation Agent is not the other party) not later than the close of business on the Local Business Day following (X) the date that the demand is made under Paragraph 3 in the case of (I) above or (Y) the date of Transfer in the case of (II) above, (2) subject to Paragraph 4(a), the appropriate party will Transfer the undisputed amount to the other party not later than the close of business on the Local Business Day following (X) the date that the demand is made under Paragraph 3 in the case of (I) above or (Y) the date of Transfer in the case of (II) above, (3) the parties will consult with each other in an attempt to resolve the dispute and (4) if they fail to resolve the dispute by the Resolution Time, then:

(i) In the case of a dispute involving a Delivery Amount or Return Amount, unless otherwise specified in Paragraph 13, the Valuation Agent will recalculate the Exposure and the Value as of the Recalculation Date by:

(A) utilizing any calculations of Exposure for the Transactions (or Swap Transactions) that the parties have agreed are not in dispute;

(B) calculating the Exposure for the Transactions (or Swap Transactions) in dispute by seeking four actual quotations at mid-market from Reference Market-makers for purposes of calculating Market Quotation, and taking the arithmetic average of those obtained; *provided* that if four quotations are not available for a particular Transaction (or Swap Transaction), then fewer than four quotations may be used for that Transaction (or Swap Transaction); and if no quotations are available for a particular Transaction (or Swap Transaction), then the Valuation Agent's original calculations will be used for that Transaction (or Swap Transaction); and

(C) utilizing the procedures specified in Paragraph 13 for calculating the Value, if disputed, of Posted Credit Support.

(ii) In the case of a dispute involving the Value of any Transfer of Eligible Credit Support or Posted Credit Support, the Valuation Agent will recalculate the Value as of the date of Transfer pursuant to Paragraph 13.

Following a recalculation pursuant to this Paragraph, the Valuation Agent will notify each party (or the other party, if the Valuation Agent is a party) not later than the Notification Time on the Local Business Day following the Resolution Time. The appropriate party will, upon demand following that notice by the Valuation Agent or a resolution pursuant to (3) above and subject to Paragraphs 4(a) and 4(b), make the appropriate Transfer.

Paragraph 6. Holding and Using Posted Collateral

(a) ***Care of Posted Collateral.*** Without limiting the Secured Party's rights under Paragraph 6(c), the Secured Party will exercise reasonable care to assure the safe custody of all Posted Collateral to the extent required by applicable law, and in any event the Secured Party will be deemed to have exercised reasonable care if it exercises at least the same degree of care as it would exercise with respect to its own property. Except as specified in the preceding sentence, the Secured Party will have no duty with respect to Posted Collateral, including, without limitation, any duty to collect any Distributions, or enforce or preserve any rights pertaining thereto.

(b) ***Eligibility to Hold Posted Collateral; Custodians.***

(i) ***General.*** Subject to the satisfaction of any conditions specified in Paragraph 13 for holding Posted Collateral, the Secured Party will be entitled to hold Posted Collateral or to appoint an agent (a "Custodian") to hold Posted Collateral for the Secured Party. Upon notice by the Secured Party to the Pledgor of the appointment of a Custodian, the Pledgor's obligations to make any Transfer will be discharged by making the Transfer to that Custodian. The holding of Posted Collateral by a Custodian will be deemed to be the holding of that Posted Collateral by the Secured Party for which the Custodian is acting.

(ii) ***Failure to Satisfy Conditions.*** If the Secured Party or its Custodian fails to satisfy any conditions for holding Posted Collateral, then upon a demand made by the Pledgor, the Secured Party will, not later than five Local Business Days after the demand, Transfer or cause its Custodian to Transfer all Posted Collateral held by it to a Custodian that satisfies those conditions or to the Secured Party if it satisfies those conditions.

(iii) ***Liability.*** The Secured Party will be liable for the acts or omissions of its Custodian to the same extent that the Secured Party would be liable hereunder for its own acts or omissions.

(c) ***Use of Posted Collateral.*** Unless otherwise specified in Paragraph 13 and without limiting the rights and obligations of the parties under Paragraphs 3, 4(d)(ii), 5, 6(d) and 8, if the Secured Party is not a Defaulting Party or an Affected Party with respect to a Specified Condition and no Early Termination Date has occurred or been designated as the result of an Event of Default or Specified Condition with respect to the Secured Party, then the Secured Party will, notwithstanding Section 9-207 of the New York Uniform Commercial Code, have the right to:

(i) sell, pledge, rehypothecate, assign, invest, use, commingle or otherwise dispose of, or otherwise use in its business any Posted Collateral it holds, free from any claim or right of any nature whatsoever of the Pledgor, including any equity or right of redemption by the Pledgor; and

(ii) register any Posted Collateral in the name of the Secured Party, its Custodian or a nominee for either.

For purposes of the obligation to Transfer Eligible Credit Support or Posted Credit Support pursuant to Paragraphs 3 and 5 and any rights or remedies authorized under this Agreement, the Secured Party will be deemed to continue to hold all Posted Collateral and to receive Distributions made thereon, regardless of whether the Secured Party has exercised any rights with respect to any Posted Collateral pursuant to (i) or (ii) above.

(d) ***Distributions and Interest Amount.***

(i) ***Distributions.*** Subject to Paragraph 4(a), if the Secured Party receives or is deemed to receive Distributions on a Local Business Day, it will Transfer to the Pledgor not later than the following Local Business Day any Distributions it receives or is deemed to receive to the extent that a Delivery Amount would not be created or increased by that Transfer, as calculated by the Valuation Agent (and the date of calculation will be deemed to be a Valuation Date for this purpose).

(ii) ***Interest Amount.*** Unless otherwise specified in Paragraph 13 and subject to Paragraph 4(a), in lieu of any interest, dividends or other amounts paid or deemed to have been paid with respect to Posted Collateral in the form of Cash (all of which may be retained by the Secured Party), the Secured Party will Transfer to the Pledgor at the times specified in Paragraph 13 the Interest Amount to the extent that a Delivery Amount would not be created or increased by that Transfer, as calculated by the Valuation Agent (and the date of calculation will be deemed to be a Valuation Date for this purpose). The Interest Amount or portion thereof not Transferred pursuant to this Paragraph will constitute Posted Collateral in the form of Cash and will be subject to the security interest granted under Paragraph 2.

Paragraph 7. Events of Default

For purposes of Section 5(a)(iii)(1) of this Agreement, an Event of Default will exist with respect to a party if:

(i) that party fails (or fails to cause its Custodian) to make, when due, any Transfer of Eligible Collateral, Posted Collateral or the Interest Amount, as applicable, required to be made by it and that failure continues for two Local Business Days after notice of that failure is given to that party;

(ii) that party fails to comply with any restriction or prohibition specified in this Annex with respect to any of the rights specified in Paragraph 6(c) and that failure continues for five Local Business Days after notice of that failure is given to that party; or

(iii) that party fails to comply with or perform any agreement or obligation other than those specified in Paragraphs 7(i) and 7(ii) and that failure continues for 30 days after notice of that failure is given to that party.

Paragraph 8. Certain Rights and Remedies

(a) ***Secured Party's Rights and Remedies.*** If at any time (1) an Event of Default or Specified Condition with respect to the Pledgor has occurred and is continuing or (2) an Early Termination Date has occurred or been designated as the result of an Event of Default or Specified Condition with respect to the Pledgor, then, unless the Pledgor has paid in full all of its Obligations that are then due, the Secured Party may exercise one or more of the following rights and remedies:

(i) all rights and remedies available to a secured party under applicable law with respect to Posted Collateral held by the Secured Party;

(ii) any other rights and remedies available to the Secured Party under the terms of Other Posted Support, if any;

(iii) the right to Set-off any amounts payable by the Pledgor with respect to any Obligations against any Posted Collateral or the Cash equivalent of any Posted Collateral held by the Secured Party (or any obligation of the Secured Party to Transfer that Posted Collateral); and

(iv) the right to liquidate any Posted Collateral held by the Secured Party through one or more public or private sales or other dispositions with such notice, if any, as may be required under applicable law, free from any claim or right of any nature whatsoever of the Pledgor, including any equity or right of redemption by the Pledgor (with the Secured Party having the right to purchase any or all of the Posted Collateral to be sold) and to apply the proceeds (or the Cash equivalent thereof) from the liquidation of the Posted Collateral to any amounts payable by the Pledgor with respect to any Obligations in that order as the Secured Party may elect.

Each party acknowledges and agrees that Posted Collateral in the form of securities may decline speedily in value and is of a type customarily sold on a recognized market, and, accordingly, the Pledgor is not entitled to prior notice of any sale of that Posted Collateral by the Secured Party, except any notice that is required under applicable law and cannot be waived.

(b) ***Pledgor's Rights and Remedies.*** If at any time an Early Termination Date has occurred or been designated as the result of an Event of Default or Specified Condition with respect to the Secured Party, then (except in the case of an Early Termination Date relating to less than all Transactions (or Swap Transactions) where the Secured Party has paid in full all of its obligations that are then due under Section 6(e) of this Agreement):

(i) the Pledgor may exercise all rights and remedies available to a pledgor under applicable law with respect to Posted Collateral held by the Secured Party;

(ii) the Pledgor may exercise any other rights and remedies available to the Pledgor under the terms of Other Posted Support, if any;

(iii) the Secured Party will be obligated immediately to Transfer all Posted Collateral and the Interest Amount to the Pledgor; and

(iv) to the extent that Posted Collateral or the Interest Amount is not so Transferred pursuant to (iii) above, the Pledgor may:

(A) Set-off any amounts payable by the Pledgor with respect to any Obligations against any Posted Collateral or the Cash equivalent of any Posted Collateral held by the Secured Party (or any obligation of the Secured Party to Transfer that Posted Collateral); and

(B) to the extent that the Pledgor does not Set-off under (iv)(A) above, withhold payment of any remaining amounts payable by the Pledgor with respect to any Obligations, up to the Value of any remaining Posted Collateral held by the Secured Party, until that Posted Collateral is Transferred to the Pledgor.

(c) ***Deficiencies and Excess Proceeds.*** The Secured Party will Transfer to the Pledgor any proceeds and Posted Credit Support remaining after liquidation, Set-off and/or application under Paragraphs 8(a) and 8(b) after satisfaction in full of all amounts payable by the Pledgor with respect to any Obligations; the Pledgor in all events will remain liable for any amounts remaining unpaid after any liquidation, Set-off and/or application under Paragraphs 8(a) and 8(b).

(d) ***Final Returns.*** When no amounts are or thereafter may become payable by the Pledgor with respect to any Obligations (except for any potential liability under Section 2(d) of this Agreement), the Secured Party will Transfer to the Pledgor all Posted Credit Support and the Interest Amount, if any.

Paragraph 9. Representations

Each party represents to the other party (which representations will be deemed to be repeated as of each date on which it, as the Pledgor, Transfers Eligible Collateral) that:

(i) it has the power to grant a security interest in and lien on any Eligible Collateral it Transfers as the Pledgor and has taken all necessary actions to authorize the granting of that security interest and lien;

(ii) it is the sole owner of or otherwise has the right to Transfer all Eligible Collateral it Transfers to the Secured Party hereunder, free and clear of any security interest, lien, encumbrance or other restrictions other than the security interest and lien granted under Paragraph 2;

(iii) upon the Transfer of any Eligible Collateral to the Secured Party under the terms of this Annex, the Secured Party will have a valid and perfected first priority security interest therein (assuming that any central clearing corporation or any third-party financial intermediary or other entity not within the control of the Pledgor involved in the Transfer of that Eligible Collateral gives the notices and takes the action required of it under applicable law for perfection of that interest); and

(iv) the performance by it of its obligations under this Annex will not result in the creation of any security interest, lien or other encumbrance on any Posted Collateral other than the security interest and lien granted under Paragraph 2.

Paragraph 10. Expenses

(a) ***General.*** Except as otherwise provided in Paragraphs 10(b) and 10(c), each party will pay its own costs and expenses in connection with performing its obligations under this Annex and neither party will be liable for any costs and expenses incurred by the other party in connection herewith.

(b) ***Posted Credit Support.*** The Pledgor will promptly pay when due all taxes, assessments or charges of any nature that are imposed with respect to Posted Credit Support held by the Secured Party upon becoming aware of the same, regardless of whether any portion of that Posted Credit Support is subsequently disposed of under Paragraph 6(c), except for those taxes, assessments and charges that result from the exercise of the Secured Party's rights under Paragraph 6(c).

(c) ***Liquidation/Application of Posted Credit Support.*** All reasonable costs and expenses incurred by or on behalf of the Secured Party or the Pledgor in connection with the liquidation and/or application of any Posted Credit Support under Paragraph 8 will be payable, on demand and pursuant to the Expenses Section of this Agreement, by the Defaulting Party or, if there is no Defaulting Party, equally by the parties.

Paragraph 11. Miscellaneous

(a) ***Default Interest.*** A Secured Party that fails to make, when due, any Transfer of Posted Collateral or the Interest Amount will be obligated to pay the Pledgor (to the extent permitted under applicable law) an amount equal to interest at the Default Rate multiplied by the Value of the items of property that were required to be Transferred, from (and including) the date that Posted Collateral or Interest Amount was required to be Transferred to (but excluding) the date of Transfer of that Posted Collateral or Interest Amount. This interest will be calculated on the basis of daily compounding and the actual number of days elapsed.

(b) ***Further Assurances.*** Promptly following a demand made by a party, the other party will execute, deliver, file and record any financing statement, specific assignment or other document and take any other action that may be necessary or desirable and reasonably requested by that party to create, preserve, perfect or validate any security interest or lien granted under Paragraph 2, to enable that party to exercise or enforce its rights under this Annex with respect to Posted Credit Support or an Interest Amount or to effect or document a release of a security interest on Posted Collateral or an Interest Amount.

(c) ***Further Protection.*** The Pledgor will promptly give notice to the Secured Party of, and defend against, any suit, action, proceeding or lien that involves Posted Credit Support Transferred by the Pledgor or that could adversely affect the security interest and lien granted by it under Paragraph 2, unless that suit, action, proceeding or lien results from the exercise of the Secured Party's rights under Paragraph 6(c).

(d) ***Good Faith and Commercially Reasonable Manner.*** Performance of all obligations under this Annex, including, but not limited to, all calculations, valuations and determinations made by either party, will be made in good faith and in a commercially reasonable manner.

(e) ***Demands and Notices.*** All demands and notices made by a party under this Annex will be made as specified in the Notices Section of this Agreement, except as otherwise provided in Paragraph 13.

(f) ***Specifications of Certain Matters.*** Anything referred to in this Annex as being specified in Paragraph 13 also may be specified in one or more Confirmations or other documents and this Annex will be construed accordingly.

Paragraph 12. Definitions
As used in this Annex:—

"Cash" means the lawful currency of the United States of America.

"***Credit Support Amount"*** has the meaning specified in Paragraph 3.

"Custodian" has the meaning specified in Paragraphs 6(b)(i) and 13.

"Delivery Amount" has the meaning specified in Paragraph 3(a).

"Disputing Party" has the meaning specified in Paragraph 5.

"Distributions" means with respect to Posted Collateral other than Cash, all principal, interest and other payments and distributions of cash or other property with respect thereto, regardless of whether the Secured Party has disposed of that Posted Collateral under Paragraph 6(c). Distributions will not include any item of property acquired by the Secured Party upon any disposition or liquidation of Posted Collateral or, with respect to any Posted Collateral in the form of Cash, any distributions on that collateral, unless otherwise specified herein.

"Eligible Collateral" means, with respect to a party, the items, if any, specified as such for that party in Paragraph 13.

"Eligible Credit Support" means Eligible Collateral and Other Eligible Support.

"Exposure" means for any Valuation Date or other date for which Exposure is calculated and subject to Paragraph 5 in the case of a dispute, the amount, if any, that would be payable to a party that is the Secured Party by the other party (expressed as a positive number) or by a party that is the Secured Party to the other party (expressed as a negative number) pursuant to Section 6(e)(ii)(2)(A) of this Agreement as if all Transactions (or Swap Transactions) were being terminated as of the relevant Valuation Time; *provided* that Market Quotation will be determined by the Valuation Agent using its estimates at mid-market of the amounts that would be paid for Replacement Transactions (as that term is defined in the definition of "Market Quotation").

"Independent Amount" means, with respect to a party, the amount specified as such for that party in Paragraph 13; if no amount is specified, zero.

"Interest Amount" means, with respect to an Interest Period, the aggregate sum of the amounts of interest calculated for each day in that Interest Period on the principal amount of Posted Collateral in the form of Cash held by the Secured Party on that day, determined by the Secured Party for each such day as follows:

(x) the amount of that Cash on that day; multiplied by

(y) the Interest Rate in effect for that day; divided by

(z) 360.

"Interest Period" means the period from (and including) the last Local Business Day on which an Interest Amount was Transferred (or, if no Interest Amount has yet been Transferred, the Local Business Day on which Posted Collateral in the form of Cash was Transferred to or received by the Secured Party) to (but excluding) the Local Business Day on which the current Interest Amount is to be Transferred.

"Interest Rate" means the rate specified in Paragraph 13.

"Local Business Day", unless otherwise specified in Paragraph 13, has the meaning specified in the Definitions Section of this Agreement, except that references to a payment in clause (b) thereof will be deemed to include a Transfer under this Annex.

"Minimum Transfer Amount" means, with respect to a party, the amount specified as such for that party in Paragraph 13; if no amount is specified, zero.

"Notification Time" has the meaning specified in Paragraph 13.

"Obligations" means, with respect to a party, all present and future obligations of that party under this Agreement and any additional obligations specified for that party in Paragraph 13.

"Other Eligible Support" means, with respect to a party, the items, if any, specified as such for that party in Paragraph 13.

"Other Posted Support" means all Other Eligible Support Transferred to the Secured Party that remains in effect for the benefit of that Secured Party.

"Pledgor" means either party, when that party (i) receives a demand for or is required to Transfer Eligible Credit Support under Paragraph 3(a) or (ii) has Transferred Eligible Credit Support under Paragraph 3(a).

"Posted Collateral" means all Eligible Collateral, other property, Distributions, and all proceeds thereof that have been Transferred to or received by the Secured Party under this Annex and not Transferred to the Pledgor pursuant to Paragraph 3(b), 4(d)(ii) or 6(d)(i) or released by the Secured Party under Paragraph 8. Any Interest Amount or portion thereof not Transferred pursuant to Paragraph 6(d)(ii) will constitute Posted Collateral in the form of Cash.

"Posted Credit Support" means Posted Collateral and Other Posted Support.

"Recalculation Date" means the Valuation Date that gives rise to the dispute under Paragraph 5; *provided, however*, that if a subsequent Valuation Date occurs under Paragraph 3 prior to the resolution of the dispute, then the "Recalculation Date" means the most recent Valuation Date under Paragraph 3.

"Resolution Time" has the meaning specified in Paragraph 13.

"Return Amount" has the meaning specified in Paragraph 3(b).

"Secured Party" means either party, when that party (i) makes a demand for or is entitled to receive Eligible Credit Support under Paragraph 3(a) or (ii) holds or is deemed to hold Posted Credit Support.

"Specified Condition" means, with respect to a party, any event specified as such for that party in Paragraph 13.

"Substitute Credit Support" has the meaning specified in Paragraph 4(d)(i).

"Substitution Date" has the meaning specified in Paragraph 4(d)(ii).

"Threshold" means, with respect to a party, the amount specified as such for that party in Paragraph 13; if no amount is specified, zero.

"Transfer" means, with respect to any Eligible Credit Support, Posted Credit Support or Interest Amount, and in accordance with the instructions of the Secured Party, Pledgor or Custodian, as applicable:

(i) in the case of Cash, payment or delivery by wire transfer into one or more bank accounts specified by the recipient;

(ii) in the case of certificated securities that cannot be paid or delivered by book-entry, payment or delivery in appropriate physical form to the recipient or its account accompanied by any duly executed instruments of transfer, assignments in blank, transfer tax stamps and any other documents necessary to constitute a legally valid transfer to the recipient;

(iii) in the case of securities that can be paid or delivered by book-entry, the giving of written instructions to the relevant depository institution or other entity specified by the recipient, together with a written copy thereof to the recipient, sufficient if complied with to result in a legally effective transfer of the relevant interest to the recipient; and

(iv) in the case of Other Eligible Support or Other Posted Support, as specified in Paragraph 13.

"Valuation Agent" has the meaning specified in Paragraph 13.

"Valuation Date" means each date specified in or otherwise determined pursuant to Paragraph 13.

"Valuation Percentage" means, for any item of Eligible Collateral, the percentage specified in Paragraph 13.

"Valuation Time" has the meaning specified in Paragraph 13.

"Value" means for any Valuation Date or other date for which Value is calculated and subject to Paragraph 5 in the case of a dispute, with respect to:

(i) Eligible Collateral or Posted Collateral that is:

(A) Cash, the amount thereof; and

(B) a security, the bid price obtained by the Valuation Agent multiplied by the applicable Valuation Percentage, if any;

(ii) Posted Collateral that consists of items that are not specified as Eligible Collateral, zero; and

(iii) Other Eligible Support and Other Posted Support, as specified in Paragraph 13.

COUNCIL COMMUNICATION

CC #: 9855
File #: 0206-03-01

Title:	Resolution of Intention to Form Sierra Vista Specific Plan Westpark-Federico Community Facilities District No. 1 (Public Facilities) and Resolution of Intention to Incur Bonded Indebtedness
Contact:	Jeannine Thrash 916-774-5473 jthrash@roseville.ca.us Dennis Kauffman 916-774-5313 dkauffman@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 6.17.

RECOMMENDATION TO COUNCIL

It is recommended that the City Council adopt the following resolutions and set a meeting date of May 1, 2019, at 7:00 p.m., in the Roseville Civic Center, Council Chambers at 311 Vernon Street, Roseville, California, as the time and place to conduct a public hearing;

- A Resolution of Intention of the City Council of the City of Roseville to Form a Community Facilities District and Future Annexation Area, and Levy a Special Tax in the City of Roseville SVSP Westpark-Federico Community Facilities District No. 1 (Public Facilities) to Finance the Acquisition and Construction of Certain Public Facilities in and for such Community Facilities District.
- A Resolution of the City Council of the City of Roseville of Intention to Incur Bonded Indebtedness to Finance the Acquisition and Construction of Certain Public Facilities in and for SVSP Westpark-Federico Community Facilities District No. 1 (Public Facilities).

BACKGROUND

The Westpark-Federico property is a portion of the Federico property within the Sierra Vista Specific Plan (SVSP). The overall Federico property is approximately 506 acres and is approved for 2,154 residential units (1,632 low and medium-density, and 522 high-density residential units). The Westpark-Federico portion is approximately 251 acres and is planned for 935 residential units (763 low and medium-density, and 172 high-density residential units). The property is anticipated to be developed over a number of phases. The first phase, which is also the initial Community Facilities District (CFD) boundary, includes approximately 215 low-density residential units and 110 medium-density residential units over roughly 62 acres. The CFD boundary also includes a 3.4 acre open space parcel and a 1.1 acre park parcel.

While not required to annex into the SVSP Westpark-Federico CFD No. 1, the remainder of the Westpark-Federico development will be considered future annexation areas at the time of the District's formation. Spanning the remainder, expected land uses for the annexation area include

an additional 350 low-density residential units, 89 medium-density residential units, 172 high-density units, and 7.6 acres of commercial development as well as approximately 88 acres of tax exempt park, public/quasi-public, and open space land uses.

FISCAL IMPACT

The CFD will generate special taxes that will be paid by the property owners sufficient to pay the costs for the debt service, CFD administration, any authorized pay-as-you-go facilities, and future maintenance/replacement of constructed facilities. The formation and administration of the CFD will not impact the City's General Fund.

ECONOMIC DEVELOPMENT / JOBS CREATED

The approval of the resolutions will not have any economic impact. The public infrastructure CFD will ultimately help the local economy in the construction industry by creating new jobs for infrastructure and home construction.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment (CEQA Guidelines §15061 (b)(3)). The formation of these CFDs does not include the potential for a significant environmental effect, and therefore is not subject to CEQA.

Respectfully Submitted,

Jeannine Thrash, Administrative Analyst

Dennis Kauffman, Chief Financial Officer

_____

Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-81

Resolution No. 19-82

Boundary map

CITY COUNCIL OF THE CITY OF ROSEVILLE

RESOLUTION NO. 19-81

A RESOLUTION OF INTENTION OF THE CITY COUNCIL OF THE CITY OF ROSEVILLE TO FORM A COMMUNITY FACILITIES DISTRICT AND FUTURE ANNEXATION AREA, AND LEVY A SPECIAL TAX IN THE CITY OF ROSEVILLE SVSP WESTPARK-FEDERICO COMMUNITY FACILITIES DISTRICT NO. 1 (PUBLIC FACILITIES) TO FINANCE PUBLIC SERVICES AND THE ACQUISITION AND CONSTRUCTION OF CERTAIN PUBLIC FACILITIES IN AND FOR SUCH COMMUNITY FACILITIES DISTRICT

WHEREAS, under the Mello-Roos Community Facilities Act of 1982, as amended, Chapter 2.5 of Part 1 of Division 2 of Title 5, commencing at Section 53311, of the California Government Code (the "Act"), the City Council of the City of Roseville (the "City Council") is authorized to establish a community facilities district and future annexation area, and to act as the legislative body for such community facilities district; and

WHEREAS, the City Council, having received indications of interest on behalf of the prospective developer of the land proposed to be included in a proposed community facilities district, desires to proceed with the establishment of the community facilities district and future annexation area.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ROSEVILLE RESOLVES AS FOLLOWS:

1. It is proposed to establish a community facilities district and future annexation area within the City of Roseville under the terms of the Act to finance costs of public infrastructure and services necessary or incidental to new development in the City, which may include the payment of fees related thereto related to new development.

2. The name proposed for the community facilities district is the City of Roseville SVSP Westpark-Federico Community Facilities District No. 1 (Public Facilities) (the "CFD"). The name proposed for the future annexation area is the City of Roseville SVSP Westpark-Federico Community Facilities District No. 1 (Public Facilities) (Future Annexation Area) (the "Future Annexation Area").

3. The proposed boundaries of the CFD and the Future Annexation Area are shown on the Map of Proposed Boundary of a proposed community facilities district to be known as City of Roseville SVSP Westpark-Federico Community Facilities District No. 1 (Public Facilities), City of Roseville, Placer County, California, on file with the City Clerk, the City Council approves as the map describing the extent of the territory included in the proposed CFD and Future Annexation Area. The City Council directs the City Clerk to certify the adoption of this resolution on the face of the map, and to file a copy of the map in the office of the City Clerk in accordance with Section 3111 of the California Streets and Highways Code and within 15 days of the date of adoption of this resolution but in no event later than 15 days prior to the public hearing provided for herein, transmit the map to the County Recorder for recording in the Book of Maps of Assessment and Community Facilities Districts in the office of the County Recorder of the County of Placer.

Parcels within the Future Annexation Area shall be annexed to the CFD only with the unanimous approval (each, a "Unanimous Approval") of the owner or owners of each parcel or

parcels at the time that parcel or those parcels are annexed, without any requirement for further public hearings or additional proceedings.

All or any portions of territory that annexes into the CFD from the Future Annexation Area or otherwise may be annexed into a separate improvement area (each, a "Future Improvement Area") then in existence or to be formed at the time of such annexation and no additional hearings or procedures are required. After the designation of a parcel or parcels as an improvement area, all proceedings for approval of an appropriations limit, the rate and method of apportionment and manner of collection of special taxes, and the authorization to incur bonded indebtedness may differ from other areas of the CFD as set forth in the Unanimous Approval and shall apply only to the parcel or parcels within such improvement area.

4. Except to the extent that funds are otherwise available to the CFD to pay for the Facilities and/or Services (each as defined below), and/or the principal and interest as it becomes due on bonds issued by the City for the CFD to construct and/or acquire the Facilities, a special tax (the respective "Facilities Special Tax" and "Maintenance Special Tax" and together, the "Special Tax") sufficient to pay the costs thereof, secured by recordation of a continuing lien against all non-exempt real property in the CFD, will be levied annually within the CFD, and collected in the same manner as ordinary *ad valorem* property taxes, or in such other manner as the City Council or its designee shall determine, including direct billing of the affected property owners. The proposed rate and method of apportionment of the Special Tax among the parcels of real property within the CFD, in sufficient detail to allow each landowner within the proposed CFD to estimate the maximum amount such owner will have to pay, are described in the Rate, Method of Apportionment and Manner of Collection of Special Tax attached hereto as Exhibit A and hereby incorporated herein (the "Rate and Method").

For Future Improvement Areas, a different rate and method may be established to the extent set forth in the Unanimous Approval for such annexation, except that if the annexation is to an area which is subject to a special tax to pay existing bonds, the special tax in the annexed area shall be the same as the tax levied in the existing area to the extent that the annexed area special tax is levied to pay for public facilities financed with bonds, except that a higher special tax within the annexed area may be levied for that purpose to compensate for the interest and principal previously paid by the existing area, less any depreciation allocable to the public facility.

A Facilities Special Tax shall not be levied in the CFD or in one or more Future Improvement Areas after the fiscal year identified in the rate and method for the CFD or Future Improvement Area, as applicable, except that a Facilities Special Tax that was lawfully levied in or before the final tax year and that remains delinquent may be collected in subsequent years. Under no circumstances shall the Facilities Special Tax levied against any parcel in the CFD or Future Improvement Area, as applicable, for private residential purposes be increased as a consequence of delinquency or default by the owner of any other parcel or parcels within the CFD or Future Improvement Area, as applicable, in contravention of the Act, including Section 53321(d) of the Act.

The special tax proposed to pay for Services to be supplied within the territory annexed in the future shall be equal to any Maintenance Special Tax levied to pay for the same Services in the CFD or Improvement Area, as applicable, except that a higher or lower tax may be levied within the territory to be annexed in the future to the extent that the actual cost of providing the Services in that territory is higher or lower than the cost of providing those Services in the existing CFD or Improvement Area, as applicable. The foregoing shall not be construed to limit the levy

of the Special Tax within the territory to be annexed in the future to provide new or additional Services beyond those supplied within the existing territory of the CFD or applicable Improvement Area, or to pay for new or additional Facilities, with or without bond financing.

The City Council hereby finds that the provisions of Sections 53313.6, 53313.7 and 53313.9 of the Act (relating to adjustments to *ad valorem* property taxes and schools financed by a community facilities district) are inapplicable to the proposed CFD.

For Future Improvement Areas, a different rate and method may be adopted if the annexed territory is designated as a separate improvement area. No supplements to the rate and method for any of the Future Improvement Areas and no new rate and method will cause the maximum tax rate in the then-existing territory of the CFD (including the then-existing improvement areas) to increase. The designation as an improvement area of any territory annexing to the CFD, the maximum amount of bonded indebtedness and other debt for such improvement area, the rate and method of apportionment of special tax for such improvement area and the appropriations limit for such improvement area shall be identified and approved in the Unanimous Approval executed by the applicable property owner(s) in connection with each annexation to the CFD from the Future Annexation Area. The annexation and related matters described in the Unanimous Approval shall be implemented and completed without the need for City Council approval or any further public hearings or proceedings, as long as the following conditions are met:

(i) The rate and method of apportionment of special tax for the new improvement area is prepared by a special tax consultant retained by the City and may be paid for by the applicable property owner(s) submitting the Unanimous Approval.

(ii) The rate and method of apportionment of special tax for the new improvement area does not establish a maximum special tax amount for the initial fiscal year in which the special tax may be levied for any category of special tax that is greater than 120% of the maximum amount of the same or closest category of special tax for the same fiscal year under the Rate and Method for the initial CFD.

(iii) The rate and method of apportionment of special tax for the new improvement area does not introduce a special tax that was not included in the Rate and Method for the initial CFD (e.g., a special tax that is levied and must be paid in a single fiscal year).

(iv) The rate and method of apportionment of special tax for the new improvement area is not inconsistent with the terms of any development agreement applicable to the parcels in the new improvement area.

5. The type of public facilities proposed to be financed by the CFD and pursuant to the Act shall consist of those items listed as facilities on Exhibit B hereto (the "Facilities") and the type of public services proposed to be financed by the CFD and pursuant to the Act shall consist of those items listed as services on Exhibit B hereto (the "Services"). The financing of the costs of Facilities may include, without limitation, the payment of principal of and interest on bonds together with all direct, indirect periodic, and/or other related costs (including, without limitation, costs of administering the CFD, levying the Special Tax and administering the bonds, and establishing and replenishing reserve funds). The City Council hereby finds and determines that the public interest will not be served by allowing the property owners in the CFD to enter into a contract in accordance with Section 53329.5(a) of the Act. Notwithstanding the foregoing, the City Council, on behalf of the CFD, may enter into one or more contracts directly with any of the property owners with respect to the construction and/or acquisition of any portion of the Facilities.

The Council hereby determines that the Services are necessary to meet increased demands for such services placed upon the City as the result of development occurring within the area of the CFD. The Services are in addition to those provided in the territory of the CFD as of the date hereof and will not supplant services already available within the territory of the CFD as of the date hereof.

6. Except as may otherwise be provided by law or by the applicable rate and method of apportionment, all lands owned by any public entity, including the United States, the State of California and the City, or any departments or political subdivisions thereof, shall be omitted from the levy of the Special Tax. In the event that a portion of the property within the CFD shall become for any reason exempt, wholly or in part, from the levy of the Special Tax, the City Council will, on behalf of the CFD, increase the levy to the extent necessary upon the remaining property within the CFD which is not exempt in order to yield the required debt service payments and other annual expenses of the CFD, if any, subject to the provisions of the applicable rate and method of apportionment. It is anticipated that the Special Tax will be billed as a separate line item on the regular property tax bill. However, the City Council reserves the right, under Section 53340 of the Act, to utilize any method of collecting the Special Tax which it shall, from time to time, determine to be in the best interests of the City, including, but not limited to, direct billing by the City to the property owners and supplemental billing.

7. The levy of the Special Tax within the initial boundaries of the CFD shall be subject to the approval of the qualified electors of the CFD at a special election. The proposed voting procedure shall be by mailed or hand-delivered ballot among the landowners in the proposed CFD, with each owner having one vote for each acre or portion of an acre such owner owns in the CFD. The City Council hereby determines that the Services and the Facilities are necessary to meet increased demands placed upon local agencies as the result of development occurring within the CFD.

A special tax shall be levied on parcels annexing into the CFD from the Future Annexation Area only with the Unanimous Approval(s) of the owner or owners of each parcel or parcels at the time that parcel or those parcels are annexed to the CFD, without any requirement for further public hearings or additional proceedings.

8. It is the intention of the City Council, acting as the legislative body for the CFD, to cause bonds of the City in one or more series to be issued for the CFD pursuant to the Act to finance in whole or in part the construction and/or acquisition of the Facilities. The bonds issued in these proceedings shall be callable in accordance with the provisions of the Act, and shall be issued in such series and bear interest payable semi-annually or in such other manner as the City Council shall determine, at a rate not to exceed the maximum rate of interest as may be authorized by applicable law at the time of sale of such bonds, shall mature not to exceed 40 years from the date of the issuance thereof and shall be as more specifically set forth in any resolution authorizing the issuance of such bonds.

9. The Chief Financial Officer of the City, as the officer having charge and control of the Facilities and Services in and for the CFD, or the designee of such official, is hereby directed to cause and direct a study of said proposed CFD and the Facilities and Services, and to cause to be prepared for filing at the public hearing the report required by Section 53321.5 of the Act (the “CFD Report”) presenting at least the following:

(a) A brief description of the Facilities and Services by type which will be required to adequately meet the needs of the CFD.

(b) An estimate of the fair and reasonable cost of the Facilities and Services, including the cost of acquisition of lands, rights-of-way and easements, any physical facilities required in conjunction therewith and incidental expenses in connection therewith, including the costs of the proposed bond financing and all other related costs as provided in Section 53345.3 of the Act.

The CFD Report shall be made a part of the record of the public hearing specified below.

10. The City Council hereby sets May 1, 2019, at 7:00 p.m., at the City of Roseville Civic Center Council Chambers located at 311 Vernon Street, Roseville, California 95678, as the time and place when and where the City Council, as legislative body for the CFD, will conduct a public hearing on the establishment of the CFD and the Future Annexation Area, and consider and finally determine whether the public interest, convenience and necessity require the formation of the CFD and the Future Annexation Area, and the levy of the Special Tax. At the hearing, testimony concerning the CFD, the extent of the CFD and the Future Annexation Area, or the furnishing of the particular types of public facilities and public services will be heard and protests will be considered from registered voters residing within the CFD and persons owning real property within the CFD. Written protests by the owners of a majority of the land which would be subject to special taxation within the proposed CFD will require the suspension of proceedings for at least one year. Written protests must be filed with the City Clerk at or before the time fixed for the hearing. If such protests are directed only against certain elements of the proposed improvements or proposed special tax, and if such protests constitute a majority protest, only those elements shall be deleted from the proceedings.

11. The City Clerk is hereby directed to cause notice of the public hearing, attached hereto as Exhibit C, to be given by one-time publication in a newspaper published in the area of the CFD and the Future Annexation Area. The publication shall be completed at least 7 days before the date of the public hearing referenced above. The notice shall be substantially in the form specified in Section 53322 of the Act and attached hereto, with the form summarizing the provisions hereof hereby specifically approved.

12. This Resolution shall take effect from and after its adoption.

* * * * * *

I hereby certify that the foregoing Resolution was duly adopted by the City Council of the City of Roseville, California, at a regularly scheduled meeting thereof, held on the ___ day of _____, 2019, by the following vote of the City Council:

AYES:	COUNCILMEMBERS
NOES:	COUNCILMEMBERS
ABSENT:	COUNCILMEMBERS
ABSTAIN:	COUNCILMEMBERS

Mayor

ATTEST:

City Clerk of the City of Roseville

EXHIBIT A

City of Roseville
SVSP Westpark-Federico Community Facilities District No. 1
(Public Facilities)
Placer County, California

RATE, METHOD OF APPORTIONMENT, AND MANNER OF COLLECTION OF SPECIAL TAX

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1. Basis of Special Tax Levy

A Special Tax authorized under the Mello-Roos Community Facilities Act of 1982 (Act) applicable to the land in SVSP Westpark- Federico Community Facilities District No. 1 (Public Facilities) (CFD) of the City of Roseville (City) shall be levied and collected according to the tax liability determined by the City through the application of the appropriate amount or rate, as described below.

2. Definitions

"**Acre**" or "**Acreage**" means the land area of an Assessor's Parcel as shown on an Assessor's Parcel Map, or if the land area is not shown on an Assessor's Parcel Map, the land area shown on the applicable final map or other Development Plan.

"**Act**" means the Mello-Roos Community Facilities Act of 1982, as amended, Sections 53311 and following of the California Government Code.

"**Administrative Expenses**" means the actual or reasonably estimated costs related to the administration of the CFD, including, but not limited to, these:

a. Costs of computing Special Taxes and preparing annual Special Tax collection schedules (whether by the City or any designee thereof or both).

b. Costs of collecting the Special Taxes (whether by the County, the City, or otherwise).

c. Costs of remitting the Special Taxes to the Trustee.

d. Costs of the Trustee (including its legal counsel) in the discharge of the duties required of it under the Bond Indenture.

e. Costs to the City, CFD, or any designee thereof of complying with arbitrage rebate requirements.

f. Costs to the City, CFD, or any designee thereof of complying with City, CFD, or obligated persons disclosure requirements.

g. Costs associated with preparing Special Tax disclosure statements.

h. Costs incurred in responding to public inquiries regarding the Special Taxes.

i. Costs to the City, CFD, or designee thereof related to any appeal of the Special Taxes.

j. Costs associated with the release of funds from an escrow account, if any.

k. Costs to the City for the issuance of Bonds authorized by the CFD that are not recovered through the Bond sale proceeds.

l. Amounts estimated to be advanced or already advanced by the City for any other administrative purposes, including attorney's fees and other costs related to collection of the Special Taxes and commencing and pursuing to completion any foreclosure of delinquent Special Taxes.

"**Administrator**" means a City official in the Finance Department, or their designee responsible for determining or overseeing the levy and collection of the Special Taxes.

"**Affordable Housing Director**" means, at any point in time, the person in the City who serves as head of the department that is in charge of the City's affordable housing program.

"**Affordable Unit**" means a Unit built on a Residential Use Parcel for which an Affordable Unit agreement has been entered into for the property designating the Unit as affordable. A Multifamily Parcel may have only a portion of the Units assigned as Affordable Units. The City Manager, or his or her designee, shall determine which Units are designated as Affordable Units and maintain an Affordable Unit listing, which shall contain all designated buildable parcels by tract and lot number, and in the case of Large Lot Parcels remaining before May 1 of the preceding Fiscal Year, the number of designated Affordable Units for each such Large Lot Parcel; all entries shall indicate the effective date of designation. The Affordable Unit listing also shall be updated to reflect those Units no longer qualifying as Affordable Units, also known as Market-Rate Units. The Affordable Unit listing, which shall contain all qualifying Affordable Units as of April 30, shall be made available to the Administrator by July 1 of each year for purposes of determining the Maximum Annual Special Tax for Parcels pursuant to **Section 4**.

"**Annexation Parcels**" means a Parcel or Parcels annexed to the CFD after formation. The Maximum Annual Special Tax will be assigned to such Parcels using the provisions of **Section 4**. Annexation Parcels may be assigned a different Maximum Annual Special Tax Rate or Maximum Annual Special Tax per Parcel using a methodology different from the other Parcels in the CFD and may be placed in an area designated as a separate zone or improvement area of the CFD, all of which shall be set forth in revised attachments hereto as needed, without further CFD proceedings.

"**Annual Facilities Costs**" means, for any Fiscal Year, the total of these:

a. Debt Service to be paid from Facilities Special Taxes.

b. The amount needed to replenish the reserve fund for the Bonds to the level required under the Bond Indenture, to the extent not included in a computation of Annual Facilities Costs in a previous Fiscal Year.

c. Administrative Expenses for such Fiscal Year.

d. The amount needed to (1) cure any delinquencies in the payment of principal or interest on Bonds, which have occurred in the prior Fiscal Year, to the extent not otherwise included in a computation of Annual Facilities Costs in the current or any previous Fiscal Year, and (2) to fund any foreseeable deficiency of the amount to be available for the payment of principal or interest on Bonds, which are expected to occur in such Fiscal Year, to the extent not included in a computation of Annual Facilities Costs in the current or any previous Fiscal Year.

e. The amount needed to (1) cure any delinquencies in the payment of the Facilities Special Tax in the prior Fiscal Year, to the extent not otherwise included in a computation of Annual Facilities Costs in the current or any previous Fiscal Year, and (2) to fund any foreseeable deficiency in the payment of the Facilities Special Tax for that Fiscal Year which is expected to occur in such Fiscal Year, to the extent not included in a computation of Annual Facilities Costs in the current or any previous Fiscal Year.

f. Authorized Pay-As-You-Go Costs.

g. During the Deferral Bonding Period, the amount needed to pay Development Impact Fee Deferrals not financed by Bonds.

h. *Less* any available earnings on any reserve fund or Facilities Special Tax funds, available capitalized interest or any other available revenues of the CFD or the City that may be used to fund Annual Facilities Costs.

"**Annual Maintenance Costs**" means, for any Fiscal Year, the total of these:

a. Authorized Services costs to be paid from Maintenance Special Taxes.

b. Administrative Expenses for such Fiscal Year.

c. The amount needed to (1) cure any delinquencies in the payment of the Maintenance Special Tax in the prior Fiscal Year, to the extent not otherwise included in a computation of Annual Maintenance Costs in the current or any previous Fiscal Year, and (2) to fund any foreseeable deficiency in the payment of the Maintenance Special Tax for that Fiscal Year which is expected to occur in such Fiscal Year, to the extent not included in a computation of Annual Maintenance Costs in the current or any previous Fiscal Year.

d. Less any available earnings on any reserve fund, Maintenance Special Tax funds or any other available revenues of the CFD or the City that may be used to fund Annual Maintenance Costs.

"**Assessor's Parcel**" means a lot or Parcel with an assigned Assessor's Parcel Number in the maps used by the County Assessor in preparing the tax roll.

"**Assessor's Parcel Map**" means an official map of the County Assessor designating Parcels by Assessor's Parcel Number.

"**Assessor's Parcel Number**" means the Parcel and Parcel Number as assigned by the County Assessor on the equalized tax roll.

"**Assigned Maximum Annual Special Tax**" means the maximum Facilities Special Tax or Maintenance Special Tax assigned to each Large Lot Parcel that is an Original Parcel based on the Expected Land Uses at CFD formation, or at annexation, as shown in **Attachment 1**.

"**Authorized Facilities**" means those facilities and fees to be financed, as identified in the resolution forming the CFD.

"**Authorized Services**" means those services authorized to be funded, as defined in the resolution forming the CFD.

"**Base Year**" means the Fiscal Year beginning July 1, 2019, and ending June 30, 2020.

"**Bond(s)**" means any bond(s) issued by the City for the CFD under the Act and any other debt, as defined in the Act, the City incurs to further the CFD's purposes.

"**Bond Indenture(s)**" means the indenture(s), resolution(s), fiscal agent agreement(s), or other financing document(s) pursuant to which any Bonds are issued.

"**Building Permit**" means a permit issued by the City for the construction of a Residential Use or Nonresidential Use structure.

"**Business Professional**" means a Parcel or Parcels zoned to provide for office uses and other uses that are related to and supportive of office uses.

"**CFD**" means SVSP Westpark-Federico Community Facilities District No. 1 (Public Facilities) of the City of Roseville, Placer County, California.

"**Chief Financial Officer**" or "**CFO**" means the Chief Financial Officer of the City, or his/her designee.

"**City**" means the City of Roseville in Placer County, California.

"**Community Commercial**" means a Parcel or Parcels zoned to serve the principal retail shopping needs of the entire community by providing areas for shopping centers, and other retail and service uses.

"**Council**" means the City Council of the City acting for the CFD under the Act.

"**County**" means the County of Placer, California.

"**Debt Service**" means the total annual amount of Bond principal, interest, and the scheduled sinking fund payments of the Bonds in a calendar year.

"**Deferral Bonding Period**" means the period after the Initial Bonding Period has ended and during which the City finances the Development Impact Fee Deferral.

"**Developed Parcel**" means, in any Fiscal Year:

a. For Single-Family Parcels: All Parcels for which a Final Small Lot Subdivision Map was recorded before May 1 of the preceding Fiscal Year.

b. For Multifamily Parcels: All Parcels for which a Building Permit for new construction of a Residential Use structure was issued before May 1 of the preceding Fiscal Year.

c. For all Nonresidential Use Parcels: All Parcels for which a Building Permit for new construction of a Nonresidential Use structure was issued before May 1 of the preceding Fiscal Year.

Once a Parcel is defined as a Developed Parcel it shall remain as a Developed Parcel.

"**Development Agreement**" means the Development Agreement By and Between the City of Roseville and Westpark Federico LLC, Mourier Investment LLC, and Federico-Tyler Family Limited Partnership relative to the Sierra Vista Specific Plan dated April 28, 2010.

"**Development Impact Fee Deferral**" means the deferred payment of development impact fees due to the City or the South Placer Regional Transportation Authority (SPRTA) for Developed Parcels, using the approach and amounts identified in the Development Agreement, which may be amended from time to time.

"**Development Plan**" means a condominium plan, apartment plan, site plan, or other development plan that identifies such information as the type of structure, acreage, square footage, or number of Units that are approved to be developed on Single-Family Parcels, Multifamily Parcels, and Nonresidential Parcels.

"**Expected Land Use(s)**" means the total number of Units or Acres of each land use type by Tax Category expected in each Large Lot Parcel and Original Parcel at CFD formation as identified in **Attachment 3** of this RMA.

"**Facilities Special Tax**" means the Special Tax authorized to fund Annual Facilities Cost. Facilities Special Taxes are shown in **Attachments 2** and **3.**

"**Final Use Small Lot Parcel**" means a Parcel designated for development as a single-family residence, which is part of a Final Small Lot Subdivision Map.

"**Final Small Lot Subdivision Map**" means a recorded map designating the final Parcel subdivision for individual Single-Family Parcels.

"**Fiscal Year**" means the period starting July 1 and ending the following June 30.

"**Full Prepayment**" means the complete fulfillment of a Parcel's Facilities Special Tax obligation, as determined by following the procedures in **Section 8**.

"**High Density Residential**" means, per the Sierra Vista Specific Plan, a land use designation that primarily accommodates attached housing, but depending on the unit type, could also include detached housing, within the density range of 13.0 or greater dwelling units per gross developable acre. Typical housing product types include, but shall not be limited to, detached townhomes, courtyard townhomes/condominiums, garden-style apartments, and podium design apartments/condominiums.

"**Initial Bonding Period**" means the period in which Bonds are outstanding which financed Authorized Facilities costs or refunded prior Bonds other than the Development Impact Fee Deferral.

"**Large Lot Parcel**" means a Parcel created by a Large Lot Subdivision Map.

"**Large Lot Subdivision Map**" means a recorded subdivision map creating Parcels by land use. However, the Large Lot Subdivision Map does not delineate Final Use Small Lot Parcels. A Final Small Lot Subdivision Map will create individual Single-Family Parcels.

"**Low Density Residential**" means, per the Sierra Vista Specific Plan, a land use designation that supports single-family detached homes on conventional lots within the density range of up to 6.9 dwelling units per gross developable acre. Typical housing product types include, but shall not be limited to, standard, alley-loaded, or clustered, single-family detached units.

"**Maintenance Special Tax**" means the Special Tax authorized to fund Annual Maintenance Costs. The Maintenance Special Tax will be levied and collected beginning with the Transition Year. Maintenance Special Taxes are shown in **Attachment 4**.

"**Market-Rate Unit**" means a Unit that is not an Affordable Unit.

"**Maximum Annual Special Tax**" means the greatest amount of Facilities Special Tax or Maintenance Special Tax that can be levied against a Parcel in a given Fiscal Year, as shown in **Attachments 2, 3,** and **4**.

"**Maximum Annual Facilities Special Tax**" means the greatest amount of Facilities Special Tax that can be levied against a Parcel in a given Fiscal Year, as shown in **Attachments 2, 3,** or **4**.

"**Maximum Annual Maintenance Special Tax**" means the greatest amount of Maintenance Special Tax that can be levied against a Parcel in a given Fiscal Year, as shown in **Attachments 2, 3,** or **4**.

"**Maximum Annual Special Tax Rate**" means the rate of Facilities Special Tax or Maintenance Special Tax charged per Unit or per Taxable Acre, as shown in **Attachments 2, 3,** and **4**.

"**Maximum Annual Facilities Special Tax Revenue**" means the greatest amount of Facilities Special Tax revenue that can be collected in total from a group of Parcels (such as Developed Parcels) by levying the Maximum Annual Facilities Special Tax.

"**Maximum Annual Maintenance Special Tax Revenue**" means the greatest amount of Maintenance Special Tax revenue that can be collected in total from a group of Parcels (such as Developed Parcels) by levying the Maximum Annual Maintenance Special Tax.

"**Maximum Annual CFD Special Tax Revenue**" means the sum of the Maximum Annual Special Tax levied on all Taxable Parcels in the CFD in a Fiscal Year.

"**Medium Density Residential**" means, per the Sierra Vista Specific Plan, a land use designation that accommodates both single-family detached homes and attached homes within the density range of 7.0 to 12.9 dwelling units per gross developable acre. Typical housing product types include, but shall not be limited to, standard or alley-loaded lots, courtyard lots, green court lots, auto courts, alley clusters, zero-lot lines, or z-shaped lots. In addition, duet/half-plex homes, townhomes, or condominiums may be accommodated in Medium Density Residential areas.

"**Mixed Use Parcel**" means a Parcel or Parcels designated for a combination of Residential Uses and Nonresidential Uses.

"**Multifamily For-Rent**" or "**Multifamily For-Rent Parcel**" means any Parcel designated or developed for more than one residential dwelling Unit per Parcel and where such units are initially offered for rent to the general public and cannot be purchased by individual homeowners. Such uses may consist of apartments or structures such as duplexes or triplexes, including land uses defined as High Density Residential. Each residential dwelling Unit within Multifamily For-Rent or Multifamily For-Rent Parcels is not expected to have its own distinct Assessor's Parcel Number.

"**Multifamily For-Sale**" or "**Multifamily For-Sale Parcel**" means any Parcel designated or developed for more than one residential dwelling Unit within a single building or structure and that may share at least one common wall where such units are not initially offered for rent to the general public and initially may be offered for sale to individual homeowners. Such uses may consist of condominiums or buildings such as half-plexes or time-share units, including land uses defined as High Density Residential. Multifamily For-Sale Parcels are anticipated to have their own distinct Assessor's Parcel Number as is the case in residential condominium projects. Once designated as Multifamily For-Sale or Multifamily For-Sale Parcel, the Parcel shall remain so designated unless the original structures are demolished.

"**Nonresidential Use**" means a Taxable Parcel zoned for land uses other than Residential Uses which may include Business Professional, Community Commercial and Mixed Use.

"**Original Parcel**" means a Taxable Parcel identified in **Attachment 1** at formation of the CFD.

"**Parcel**" means any Assessor's Parcel in the CFD based on the equalized tax rolls of the County as of January 1 of each Fiscal Year.

"**Partial Prepayment**" means the partial fulfillment of a Parcel's Facilities Special Tax obligation, as determined by following the procedures in **Section 8**.

"**Pay-As-You-Go Costs**" means that portion of costs of acquisition, construction, and improvement of Authorized Facilities not financed by Bonds that are eligible for funding from excess Special Tax.

"**Prepayment**" means the full or partial fulfillment of a Parcel's Facilities Special Tax obligation, as determined by following the procedures in **Section 8**.

"**Proportionately**" means that the ratio of the actual Special Tax levy to the Maximum Annual Special Tax is equal for all Developed Parcels. For Small Lot Tentative Map Parcels, Proportionately means that the ratio of the actual Special Tax levy to the Maximum Annual Special Tax is equal for all Small Lot Tentative Map Parcels. For Large Lot Parcels, Proportionately means that the ratio of the actual Special Tax levy to the Maximum Annual Special Tax is equal for all Large Lot Parcels. For Undeveloped Parcels, Proportionately means that the ratio of the actual Special Tax levy to the Maximum Annual Special Tax is equal for all Undeveloped Parcels.

"**Public Parcel**" means any Parcel that is or is intended to be publicly owned, as designated in any final map, that is normally exempt from the levy of general ad valorem property taxes under California law, including, but not limited to, public streets, schools, parks, and public drainageways, landscaping, wetlands, greenbelts, and open space.

"**Remainder Parcel**" means a portion of a unit of land that is created as a result of the recording of a Large Lot Parcel Map or Final Small Lot Subdivision Map, which results in a designated remainder as defined in Government Code Section 66424.6(a) (Remainder Parcel). Such a Remainder Parcel may contain taxable and tax-exempt uses, such as Residential Uses, and Public Parcels, such as park sites. Once designated as a Remainder Parcel, such Parcel will be considered a Large Lot Parcel for the purposes of future Subdivisions and for the provisions of **Sections 4** through **6**.

"**Residential Use**" means a Parcel designated for residential use, such as single-family residential Units, residential condominiums, townhouses, or apartments that would be included in the definitions of Low-Density Residential, Medium Density Residential or High Density Residential.

"**RMA**" means this Rate and Method of Apportionment, and Manner of Collection of Special Tax, as it may be amended from time to time in connection with Annexation Parcels or otherwise.

"**Single-Family Parcel**" means, in any Fiscal Year, all Parcels in the CFD for which a building permit was issued or may be issued for construction of a Unit that is a single-family residential, residential condominium, or townhouse Unit.

"**Small Lot Tentative Map**" means a map that is approved by the City for the purpose of showing the design of a proposed Subdivision, including the individual buildable lots expected in the Subdivision, as well as the conditions pertaining thereto. The Small Lot Tentative Map designation for this RMA is in reference only to the areas shown on the map on which Low-Density Residential and Medium-Density Residential uses would be permitted. A Small Lot Tentative Map is not based on a detailed survey of the property in the map and is not recorded at the County Recorder's Office to create legal lots.

"**Small Lot Tentative Map Parcel**" means, in any Fiscal Year, all Parcels included in a Small Lot Tentative Map that was approved before May 1 of the prior Fiscal Year that are planned for Low-Density Residential and Medium-Density Residential and which have not yet become a Developed Parcel.

"**Special Tax(es)**" mean(s) any tax levy under the Act in the CFD.

"**Subdivision**" or "**Subdivided**" means a division of a Parcel into two or more Parcels through Parcel reconfiguration, lot-line adjustments, or the Subdivision Map Act process. A Subdivision also may include the merging of two or more Parcels to create new Parcels.

"**Successor Parcel**" means a Parcel created by the Subdivision of an Original Parcel or a Successor Parcel.

"**Tax Category**" means the categories of taxable land uses shown in **Attachments 2, 3,** and **4**.

"**Tax Collection Schedule**" means the document prepared by the Administrator for the County Auditor-Controller to use in levying and collecting the Special Taxes each Fiscal Year.

"**Tax Escalation Factor**" means a factor of 2 percent by which the Maximum Annual Facilities Special Tax, Maximum Annual Maintenance Special Tax and related Maximum Annual Special Tax Rates shall be increased annually until the Transition Event. After the Transition Event, the Maximum Annual Maintenance Special Tax may be increased up to 2 percent annually at the

City's discretion. The Administrator should refer to Section 4a for application of the Tax Escalation Factor.

"**Taxable Acreage**" means that area of a Parcel determined by the Administrator to become a Taxable Parcel or Parcels upon further Subdivision. An example might be that a Large Lot Parcel Map creates a Remainder Parcel that, according to **Attachment 1**, contains both taxable uses and tax-exempt uses.

"**Taxable Parcel**" means any Parcel that is not a Tax-Exempt Parcel.

"**Tax-Exempt Parcel**" means a Parcel not subject to the Annual Special Tax. Tax-Exempt Parcels include (a) Public Parcels, and (b) Parcels owned by the City, school districts, special districts, or the state or federal government. A Taxable Parcel that is acquired by a public agency shall remain a Taxable Parcel as per the provisions of **Section 4.h**.

Certain privately-owned Parcels also may be exempt from the levy of Annual Special Taxes, including common areas owned by homeowner's associations or property owner associations, wetlands, detention basins, water quality ponds, and open space, as determined by the Administrator.

"**Transition Event**" means the earlier of (a) after the Initial Bonding period, the Fiscal Year in which the Administrator determines the Development Impact Fee Deferral, and any eligible Pay-As-You-Go Costs have been repaid in full to the City and City determines funding is no longer needed for Annual Facilities Costs, or (b) Fiscal Year 2084-85.

"**Transition Year**" means the first Fiscal Year following the Fiscal Year in which the Transition Event occurred.

"**Trustee**" means a national banking association organized and existing under the laws of the United States acting as a trustee or fiscal agent for Bonds.

"**Undeveloped Parcel**" means a Taxable Parcel that is not a Developed Parcel, Small Lot Tentative Map Parcel, or a Large Lot Parcel.

"**Unit**" means, for a Single-Family Parcel, the individual residential unit on such Parcel, or for a Multifamily For-Rent Parcel or Multifamily For-Sale Parcel, an individual residential unit in a multifamily building.

3. Duration of the Special Tax

The Facilities Special Tax will be levied and collected until the earlier of (i) the Transition Year or (ii) Fiscal Year 2084-85. The Maintenance Special Tax will be levied and collected beginning in the Transition Year. The Maintenance Special Tax will be collected in perpetuity.

4. Administrative Tasks for the Facilities Special Tax

Tasks required of the Administrator are discussed below:

a. Annual Special Tax Escalation. Until the Transition Event, the Administrator shall increase the Maximum Annual Facilities Special Tax, the Maximum Annual Maintenance Special Tax

and Maximum Annual Special Tax Rates by the Tax Escalation Factor in all Fiscal Years following the Base Year. After the Transition Event, the City, in its sole discretion, may determine whether to apply the Tax Escalation Factor to the Maximum Annual Maintenance Special Tax in any Fiscal Year.

b. Assignment of the Maximum Annual Facilities Special Tax to Original Parcels. **Attachment 3** identifies the Assigned Maximum Annual Facilities Special Tax for each Original Parcel at CFD formation, which is determined for each Large Lot Parcel based on the Expected Land Uses in each Large Lot Parcel at CFD Formation. The Assigned Maximum Annual Facilities Special Tax shall continue to apply to the geographic area to which it was assigned. If, before further Subdivision, the Administrator determines there are multiple Assessor's Parcels in a Large Lot Parcel, the Administrator shall assign the Maximum Annual Facilities Special Tax to each Assessor's Parcel on a pro rata basis to all Assessor's Parcels in that Large Lot Parcel based on the percentage share of Taxable Acreage identified for each Assessor's Parcel. Similarly, if the Administrator determines there are multiple Large Lot Parcels in an Assessor's Parcel, the Maximum Annual Facilities Special Tax shall equal the sum of the Assigned Maximum Annual Facilities Special Tax for all Large Lot Parcels in that Assessor's Parcel.

c. Assignment of the Maximum Annual Facilities Special Tax to Annexation Parcels. If Parcels are annexed to the CFD after formation, the Maximum Annual Facilities Special Tax shall be assigned to these Annexation Parcels using the definitions in **Section 2** and the Maximum Annual Facilities Special Tax per Unit or Acre shown in **Attachment 2** as adjusted by the Tax Escalation Factor applied by the Administrator, unless the Annexation Parcels are annexed with a new set of Maximum Annual Facilities Special Taxes. **Attachment 1** or **2** shall be amended, or a new attachment created, to include the Annexation Parcels and, if necessary, the applicable tax rates. If new Maximum Annual Facilities Special Taxes are created, **Attachments 1, 2,** and **3** should be amended to reflect the Maximum Annual Facilities Special Taxes for the Annexation Parcels. Once annexed, these annexed Parcels shall be considered Original and Successor Parcels and will be subject to the same procedures for assignment of the Maximum Annual Facilities Special Tax to Successor Parcels described in **Section 4.d**. The owner of the Annexation Parcels shall be responsible for paying all costs associated with annexing the Annexation Parcels to the CFD, but otherwise shall not be required to pay any other charge, fee or catch-up special tax in connection with or as a condition of such annexation unless otherwise agreed to by the owner of the Annexation Parcel in connection with the annexation.

d. Assignment of the Maximum Annual Facilities Special Tax to Successor Parcels. As Original Parcels and Successor Parcels are Subdivided through creation of Final Small Lot Subdivision Maps, lot line adjustments or other Parcel amendments through the Subdivision Map Act process, the Administrator shall use the following steps to assign the Maximum Annual Facilities Special Tax to new Successor Parcels. As a result of each assignment of the Maximum Annual Facilities Special Tax upon Subdivision of an Original Parcel or Successor Parcel, the sum of the Maximum Annual Facilities Special Taxes assigned to the newly created Taxable Parcels shall never be less, but may be greater, than the Assigned Maximum Annual Facilities Special Tax for that Original Parcel or Successor Parcel.

1. If an Original Parcel or Successor Parcel is Fully Subdivided into Single-Family Parcels with No Remainder Parcel(s). There shall be no net loss of Maximum CFD Special Tax Revenue as a result of the assignment of the Maximum Annual Facilities Special Tax to Single-Family Parcels. The Administrator shall use the following procedures to assign the Maximum Annual Facilities Special Tax to Single-Family Parcels. All references to Maximum Annual Facilities Special Taxes in the attachments are subject to application by the Tax Escalation Factor by the Administrator:

   A. Multiply the Maximum Annual Facilities Special Tax per Unit by Tax Category from **Attachment 2** by the number of Units for each Single-Family Parcel created by the Subdivision. Sum the Maximum Annual Facilities Special Taxes for all Single-Family Parcels created by the Subdivision.

   B. If the sum of Maximum Annual Facilities Special Taxes calculated in Step 4.d.1.A above is equal to or greater than the Assigned Maximum Annual Facilities Special Tax for the Original or Successor Parcel that was Subdivided, assign the Maximum Annual Facilities Special Tax per Unit by Tax Category as calculated in Step 4.1.d.A above to each Single-Family Parcel created by the Subdivision.

   C. If the sum of Maximum Annual Facilities Special Taxes calculated in Step 4.d.1.A above is less than the Assigned Maximum Annual Facilities Special Tax for the Original or Successor Parcel that was Subdivided, unless 100 percent of the Units are designated Affordable Units, (i) assign the Maximum Annual Facilities Special Tax for Affordable Units shown in **Attachment 2** to each Affordable Unit (if any) and, (ii) Proportionately increase the Maximum Annual Facilities Special Tax per Unit for all Units that are not Affordable Units until the sum of resulting Maximum Annual Facilities Special Taxes from all Units (including Affordable Units) equals the Assigned Maximum Annual Facilities Special Tax for the Original or Successor Parcel that was Subdivided. Assign the Maximum Annual Facilities Special Tax calculated in this step to each new Single-Family Parcel created by the Subdivision.

   D. If the sum of Maximum Annual Facilities Special Taxes calculated in Step 4.d.1.A above is less than the Assigned Maximum Annual Facilities Special Tax for the Original or Successor Parcel that was Subdivided **and** if 100 percent of the Single-Family Parcels created by Subdivision are designated as Affordable Units, increase Proportionately the Maximum Annual Facilities Special Tax per Unit for each Affordable Unit until the sum of Maximum Annual Facilities Special Taxes from all Affordable Units on the new Single-Family Parcels created by the Subdivision equal the Assigned Maximum Annual Facilities Special Tax for the Original or Successor Parcel that was Subdivided. Assign the Maximum Annual Facilities Special Tax calculated in this step to each new Single-Family Parcel created by the Subdivision.

2. If Original or Successor Parcel Is Subdivided into Single-Family Parcels and One or More Remainder Parcels. When an Original or Successor Parcel is Subdivided into Single-Family Parcels and one or more Large Lot Parcels (or Remainder Parcels), the Assigned Maximum Annual Facilities Special Tax is apportioned to the Single-Family Parcels and Large Lot Parcels created by the Subdivision in the following manner:

A. Apportion the Assigned Maximum Annual Facilities Special Tax to the area(s) that is/are being Subdivided into Single-Family Parcels and to the area(s) that will be Remainder Parcel(s) on a pro rata basis, based on the percentage share of Taxable Acreage represented by each such area as compared to the total area of the Original or Successor Parcel.

B. For each area Subdivided into Single-Family Parcels, multiply the Maximum Annual Facilities Special Tax per Unit by Tax Category from **Attachment 2** by the number of Units for each Single-Family Parcel created by the Subdivision. Sum the Maximum Annual Facilities Special Taxes for all Single-Family Parcels created by the Subdivision.

C. For each area Subdivided into Single-Family Parcels, if the sum of Maximum Annual Facilities Special Taxes calculated in Step 4.d.2.B above is equal to or greater than the Assigned Maximum Annual Facilities Special Tax apportioned to that area of the Original or Successor Parcel that was Subdivided into Single-Family Parcels, assign the Maximum Annual Facilities Special Tax per Unit by Tax Category as calculated in Step 4.d.2.B above to each Single-Family Parcel created by the Subdivision.

D. For each area Subdivided into Single-Family Parcels, if the sum of Maximum Annual Facilities Special Taxes calculated in Step 4.d.2.B above is less than the Assigned Maximum Annual Facilities Special Tax apportioned to that area of the Original or Successor Parcel that was Subdivided into Single-Family Parcels, unless 100 percent of the Units are designated Affordable Units, (i) assign the Maximum Annual Facilities Special Tax for Affordable Units shown in **Attachment 2** to each Affordable Unit (if any) and, (ii) Proportionately increase the Maximum Annual Facilities Special Tax per Unit for all Units that are not Affordable Units until the sum of resulting Maximum Annual Facilities Special Taxes from all Units (including Affordable Units) equals the Assigned Maximum Annual Facilities Special Tax apportioned to that area of the Original or Successor Parcel that was Subdivided into Single-Family Parcels. Assign the Maximum Annual Facilities Special Tax calculated in this step to each new Single-Family Parcel created by the Subdivision.

E. For each area Subdivided into Single-Family Parcels, if the sum of Maximum Annual Facilities Special Taxes calculated in Step 4.d.2.B above is less than the Assigned Maximum Annual Facilities Special Tax apportioned to that area of the Original or Successor Parcel that was Subdivided into Single-Family Parcels **and** if 100 percent of the Single-Family Parcels created by Subdivision are designated as Affordable Units, increase Proportionately the Maximum Annual Facilities Special Tax per Unit for each Affordable Unit until the sum of Maximum Annual Facilities Special Taxes from all Affordable Units on the new Single-Family Parcels created by the Subdivision equal the Assigned Maximum Annual Facilities Special Tax apportioned to that area of the Original or Successor Parcel that was Subdivided into Single-Family Parcels. Assign the Maximum Annual Facilities Special Tax calculated in this step to each new Single-Family Parcel created by the Subdivision.

F. For the Remainder Parcel or Parcels, identify the Maximum Annual Facilities Special Tax for the entire Original or Successor Parcel that has been Subdivided. Sum the Maximum Annual Facilities Special Tax for all Single-Family Parcels created by the

Subdivision, including Single-Family Parcels with Affordable Units. Subtract the sum of the Maximum Annual Facilities Special Tax for all Single-Family Parcels from the Assigned Maximum Annual Facilities Special Tax for the Original or Successor Parcel being subdivided and compare it to the Maximum Annual Facilities Special Tax assigned to the Remainder Parcel or Parcels in Step 4.d.2.A. Assign to each Remainder Parcel, the lesser of the calculations in this step or in Step 4.d.2.A, but in no event less than the difference between the previously Assigned Maximum Annual Facilities Special Tax for the Original Parcel or Successor Parcel being Subdivided and the total of the Maximum Annual Facilities Special Tax for all Single-Family Parcels created by such Subdivision.

Once designated as a Remainder Parcel, such Parcel will be considered a Large Lot Parcel for the purposes of future Subdivisions and for the provisions of **Sections 4** through **6**.

3. <u>If an Original or Successor Parcel is Subdivided creating multiple land uses and Tax Categories or for any rezones of land uses on Original or Successor Parcels</u>:

   A. Identify the Assigned Maximum Annual Facilities Special Tax for the Original Parcel or Successor Parcel that is being Subdivided or rezoned.

   B. For each Taxable Parcel subject to rezone or created by Subdivision multiply the Maximum Annual Facilities Special Tax per Unit or per Acre by the number of Units or by the number of Acres by the appropriate Tax Category. For each Taxable Parcel created by Subdivision that includes Affordable Units, multiply the number of Affordable Units by the Tax per Unit for such Affordable Units.

   C. Sum the Maximum Annual Facilities Special Tax for each Taxable Parcel and compare it to the Assigned Maximum Annual Facilities Special Tax of the Original or Successor Parcel that is subject to rezone or is being Subdivided. If the sum of Maximum Annual Facilities Special Tax for each Taxable Parcel is greater than the Assigned Maximum Annual Facilities Special Tax for the Original Parcel, the Administrator shall apply the Maximum Annual Facilities Special Tax calculated above for each Taxable Parcel.

   D. If the Assigned Maximum Annual Facilities Special Tax for the Original Parcel or Successor Parcel subject to rezone or that is being subdivided is greater than the sum of Maximum Annual Facilities Special Tax for each Successor Parcel being created, increase Proportionately the Maximum Annual Facilities Special Tax per Unit or per Acre for all Tax Categories on each Taxable Parcel such that the sum of Maximum Annual Facilities Special Tax for all Taxable Parcels equals the Assigned Maximum Annual Facilities Special Tax for the Original Parcel.

e. <u>Affordable Units that Become Market-Rate Units</u>. If, in any Fiscal Year, the City Manager, or his or her designee, determines that a Unit that previously had been designated as an Affordable Unit no longer qualifies as such, the Affordable Housing Director shall update the Affordable Unit listing by denoting the change in status of the Unit, together with the effective date thereof. For all Affordable Units that are converted to Market-Rate Units, such Units shall be assigned the Maximum Annual Facilities Special Tax per Unit based on their

Tax Category as shown in **Attachment 2**, as adjusted by the Tax Escalation Factor so long as the Special Tax does not decrease on such a Unit.

f. Transfer of the Assigned Maximum Annual Facilities Special Tax from One Large Lot Parcel to Another. The Maximum Annual Facilities Special Taxes shown in **Attachment 3** were determined based on the Expected Land Uses for each Large Lot Parcel shown in **Attachment 1**. If the number of planned residential Units or Nonresidential Acreage is transferred from one Large Lot Parcel to another before recording of a Final Small Lot Subdivision Map in any portion of the Large Lot Parcel, the City may, in its sole discretion, allow for a transfer of the Maximum Annual Facilities Special Tax from one Large Lot Parcel to another. Such a transfer shall be allowed only if (1) all adjustments are agreed to in writing by the affected property owners and the CFO, and (2) there is no reduction in the Maximum Annual CFD Special Tax Revenues as a result of the transfer. Should a transfer result in an amendment to **Attachment 1, 2, or 3** of the Notice of Special Tax Lien, the requesting property owner shall bear the costs to effect the transfer in the CFD records and prepare the required amendments to the Notice of Special Tax Lien and **Attachments 1, 2,** or **3**. Before the transfer, the City may require a deposit from the requesting property owner for such costs.

g. Conversion of a Tax-Exempt Parcel to a Taxable Parcel. If a Tax-Exempt Parcel is not needed for public use and is converted to a taxable use or transferred to a private owner, it shall become subject to the Facilities Special Tax. The Maximum Annual Facilities Special Tax for the newly Taxable Parcel will be determined using the provisions of **Sections 4** and **5** of the RMA.

h. Taxable Parcels Acquired by a Public Agency. A Taxable Parcel that is acquired by a public agency after the CFD is formed will remain subject to the applicable Special Tax unless the Special Tax obligation is satisfied pursuant to Section 53317.5 of the Government Code. An exception to this may be made if a Public Parcel, such as a park site, is relocated to a Taxable Parcel, in which case the previously Tax-Exempt Parcel of comparable acreage becomes a Taxable Parcel and the Maximum Annual Facilities Special Tax from the previously Taxable Parcel is transferred to the new Taxable Parcel. This trading of a Parcel from a Taxable Parcel to a Public Parcel will be permitted to the extent there is no net loss in Maximum Annual CFD Special Tax Revenue and the transfer is agreed to by the owners of the Parcels involved in the transfer and the CFO.

5. Administrative Tasks for the Maintenance Special Tax

This section discusses the administrative tasks for the Maintenance Special Tax, which shall be applicable after the Transition Event.

Tasks required of the Administrator are discussed below:

a. Assignment of the Maximum Annual Maintenance Special Tax to Developed Parcels. After the Transition Event, the Administrator shall assign the Maximum Annual Maintenance Special Tax to all Developed Parcels using the Maximum Annual Special Tax Rates for the Maintenance Special Tax by Tax Category shown in **Attachment 4**, as adjusted by the Tax Escalation Factor.

b. Assignment of the Maximum Annual Maintenance Special Tax to Successor Parcels. After the Transition Event, if Original Parcels and Successor Parcels are Subdivided through creation of Final Small Lot Subdivision Maps, lot line adjustments or other Parcel amendments through the Subdivision Map Act process, the Administrator shall use the steps in **Section 4.d** to assign the Maximum Annual Maintenance Special Tax to new Successor Parcels. ***When applying Section 4.d after the Transition Event, the Administrator shall substitute Maintenance Special Tax for Facilities Special Tax and shall substitute Maximum Annual Maintenance Special Tax for Maximum Annual Facilities Special Tax.***

c. Assignment of the Maximum Annual Maintenance Special Tax to Annexation Parcels. If Parcels are annexed to the CFD after formation, the Maximum Annual Maintenance Special Tax shall be assigned to these Annexation Parcels using the definitions in Section 2 and the Maximum Annual Maintenance Special Tax per Unit or Acre shown in **Attachment 4** as adjusted by the Tax Escalation Factor applied by the Administrator, unless the Annexation Parcels are annexed with a new set of Maximum Annual Maintenance Special Taxes. **Attachment 1** may be amended, or a new attachment created, to include the Annexation Parcels and, if necessary, the applicable tax rates. If new Maximum Annual Maintenance Special Taxes are created, **Attachment 4** should be amended to reflect the Maximum Annual Maintenance Special Taxes for the Annexation Parcels. Once annexed, these annexed Parcels shall be considered Original and Successor Parcels and will be subject to the same procedures for assignment of the Maximum Annual Maintenance Special Tax to Successor Parcels described in this section. The owner of the Annexation Parcels shall be responsible for paying all costs associated with annexing the Annexation Parcels to the CFD, but otherwise shall not be required to pay any other charge, fee or catch-up special tax in connection with or as a condition of such annexation unless otherwise agreed to by the owner of the Annexation Parcel in connection with the annexation.

d. Affordable Units that Become Market-Rate Units. If, in any Fiscal Year, the City Manager, or his or her designee, determines that a Unit that previously had been designated as an Affordable Unit no longer qualifies as such, the Affordable Housing Director shall update the Affordable Unit listing by denoting the change in status of the Unit, together with the effective date thereof. For all Affordable Units that are converted to Market-Rate Units, such Units shall be assigned the Maximum Annual Maintenance Special Tax per Unit based on their Tax Category as shown in **Attachment 4**, as adjusted by the Tax Escalation Factor.

e. Conversion of a Tax-Exempt Parcel to a Taxable Parcel. If a Tax-Exempt Parcel is not needed for public use and is converted to a taxable use or transferred to a private owner, it shall become subject to the Maintenance Special Tax. The Maximum Annual Maintenance Special Tax for the newly Taxable Parcel will be determined using the provisions of **Sections 5** and **6** of the RMA.

f. Taxable Parcels Acquired by a Public Agency. A Taxable Parcel that is acquired by a public agency after the CFD is formed will remain subject to the applicable Special Tax unless the Special Tax obligation is satisfied pursuant to Section 53317.5 of the Government Code. An exception to this may be made if a Public Parcel, such as a park site, is relocated to a Taxable Parcel, in which case the previously Tax-Exempt Parcel of comparable acreage becomes a Taxable Parcel and the Maximum Annual Maintenance Special Tax from the previously Taxable Parcel is transferred to the new Taxable Parcel. This trading of a Parcel

from a Taxable Parcel to a Public Parcel will be permitted to the extent there is no net loss in Maximum Annual CFD Special Tax Revenue and the transfer is agreed to by the owners of the Parcels involved in the transfer and the CFO.

6. Assignment of the Maximum Annual Special Tax

a. Classification of Parcels. For purposes of the next Fiscal Year tax levy, by June 30 of each Fiscal Year, using the Definitions in **Section 2**, the Parcel records of the Assessor's secured tax roll as of January 1, and other City development approval records, the Administrator shall cause:

   1. Each Parcel to be classified as a Taxable Parcel or Tax-Exempt Parcel.

   2. Each Parcel to be classified as a Developed Parcel, a Small Lot Tentative Map Parcel, a Large Lot Parcel (including Remainder Parcels), or an Undeveloped Parcel.

b. Assignment of the Maximum Annual Facilities Special Tax to Taxable Parcels. The Maximum Annual Facilities Special Tax will be assigned to each Taxable Parcel each Fiscal Year using the procedures (not all steps may be applicable for each such Parcel) in **Section 4**.

c. Assignment of the Maximum Annual Maintenance Special Tax to Taxable Parcels. Following the Transition Even, the Maximum Annual Maintenance Special Tax will be assigned to each Taxable Parcel each Fiscal Year using the procedures (not all steps may be applicable for each such Parcel) in **Sections 4** and **5**.

7. Calculating Annual Special Taxes

This section discusses the levy of the Facilities Special Tax and the Maintenance Special Tax. Collectively, these Special Taxes are included in the discussion of the assignment of the Maximum Annual Special Taxes. For the period following CFD formation until the Transition Event, the Maximum Annual Special Tax shall refer to the Facilities Special Tax. Beginning with the Transition Year, the Maximum Annual Special Tax shall refer to the Maintenance Special Tax.

The Administrator will compute the Annual Facilities Costs or Annual Maintenance Costs and determine the annual Special Tax levy for each Taxable Parcel based on the assignment of the Special Tax in **Sections 4, 5,** and **6**. The Administrator then will determine the tax levy for each Taxable Parcel using the following process:

Facilities Special Tax Levy

a. Compute the Annual Facilities Costs using the definition of Annual Facilities Costs in **Section 2**.

b. For all Taxable Parcels, calculate the Facilities Special Tax levy for each using the following steps:

   Step 7.b.1. The Facilities Special Tax shall be levied proportionately on all Developed Parcels up to the amount of Annual Facilities Cost or up to 100 percent of the Maximum Annual Facilities Special Tax Revenue for all Developed Parcels, whichever is less.

Step 7.b.2. If additional revenue is needed after *Step 7.b.1.*, the Facilities Special Tax shall be levied proportionately on each Small Lot Tentative Map Parcel until the revenue from the Facilities Special Tax levy in this step, when added to the levy amount computed in *Step 7.b.1.*, equals the Annual Facilities Costs, or up to 100 percent of the Maximum Annual Facilities Special Tax Revenue for all Small Lot Tentative Map Parcels. As necessary, the Facilities Special Tax shall be levied on Small Lot Tentative Map Parcels for the entire portion of Annual Facilities Costs, excluding Pay-As-You-Go Costs.

Step 7.b.3. If additional revenue is needed after *Step 7.b.2.*, the Facilities Special Tax shall be levied proportionately on each Large Lot Parcel until the revenue from the Facilities Special Tax levy in this step, when added to the levy amount computed through *Step 7.b.2.*, equals the Annual Facilities Costs, or up to 100 percent of the Maximum Annual Facilities Special Tax Revenue for all Large Lot Parcels. As necessary, the Facilities Special Tax shall be levied on Large Lot Parcels for the entire portion of Annual Facilities Costs, excluding Pay-As-You-Go Costs.

Step 7.b.4. If additional revenue is needed after *Step 7.b.3*., the Facilities Special Tax shall be levied on each Undeveloped Parcel until the revenue from the Facilities Special Tax levy in this step, when added to the levy amounts computed through *Step 7.b.3.*, equals the Annual Facilities Costs, or up to 100 percent of the Maximum Annual Facilities Special Tax Revenue for all Undeveloped Parcels. As necessary, the Facilities Special Tax shall be levied on Undeveloped Parcels for the entire portion of Annual Facilities Costs, excluding Pay-As-You-Go Costs.

Maintenance Special Tax Levy

c. Beginning in the Transition Year, compute the Annual Maintenance Cost using the definition of Annual Maintenance Costs in **Section 2**.

d. For all Taxable Parcels, calculate the Maintenance Special Tax levy for each using the following steps:

Step 7.d.1. The Maintenance Special Tax shall be levied proportionately on all Developed Parcels up to the amount of Annual Maintenance Cost or up to 100 percent of the Maximum Annual Maintenance Special Tax Revenue for all Developed Parcels, whichever is less.

Step 7.d.2. If additional revenue is needed after *Step 7.d.1.*, the Maintenance Special Tax shall be levied proportionately on each Small Lot Tentative Map Parcel until the revenue from the Maintenance Special Tax levy in this step, when added to the levy amount computed in *Step 7.d.1.*, equals the Annual Maintenance Costs, or up to 100 percent of the Maximum Annual Maintenance Special Tax Revenue for all Small Lot Tentative Map Parcels.

Step 7.d.3. If additional revenue is needed after *Step 7.d.2.*, the Maintenance Special Tax shall be levied proportionately on each Large Lot Parcel until the revenue from the Maintenance Special Tax levy in this step, when added to the levy amount computed through *Step 7.d.2.*, equals the Annual Maintenance Costs, or up to

100 percent of the Maximum Annual Maintenance Special Tax Revenue for all Large Lot Parcels.

Step 7.d.4. If additional revenue is needed after *Step 7.d.3*., the Maintenance Special Tax shall be levied on each Undeveloped Parcel until the revenue from the Maintenance Special Tax levy in this step, when added to the levy amounts computed through *Step 7.d.3*., equals the Annual Maintenance Costs, or up to 100 percent of the Maximum Annual Maintenance Special Tax Revenue for all Undeveloped Parcels.

e. Levy on each Taxable Parcel the amount calculated above.

f. Prepare the Tax Collection Schedule and, unless an alternative method of collection has been selected pursuant to **Section 9**, send it to the County Auditor requesting that it be placed on the general, secured property tax roll for the Fiscal Year. The Tax Collection Schedule will be sent no later than the date required by the County Auditor for such inclusion.

The Administrator will make every effort to calculate the Special Tax correctly for each Parcel. It will be the burden of the taxpayer to identify any errors in determining which Parcels are subject to the tax and their Special Tax assignments.

8. Prepayment of the Facilities Special Tax Obligation

A property owner may at any time prepay 50 percent, but not more or less than 50 percent of the Maximum Annual Facilities Special Tax. For Nonresidential Use Parcels, Full Prepayment is permissible at any time. Full Prepayment is not allowable for Residential Use Parcels.

In addition to the conditions above, the City may allow a Full or Partial Prepayment if the City determines that the Prepayment will not jeopardize its ability to make timely payments of Debt Service and maintain a 110-percent annual Debt Service coverage based on Maximum Annual Special Tax Revenues in all years where there will be Outstanding Bonds. Prepayments must be made by May 1 to have the Prepayment reflected in the following Fiscal Year's Special Tax levy. Prepayment is permitted only under the following conditions:

- The landowner prepaying the Facilities Special Tax on a Parcel has paid any delinquent Facilities Special Tax and penalties on that Parcel before Prepayment.
- Following Prepayment, amounts in the reserve fund are equal to or greater than the reserve fund requirement.
- The City determines that the Prepayment will not jeopardize its ability to make timely payments of Debt Service and maintain a 110-percent annual Debt Service coverage based on Maximum Annual Special Tax Revenues in all years in which issued Bonds will be outstanding.
- The portion of the Prepayment for the Development Impact Fee Deferral shall only be used to pay for the Development Impact Fee Deferral whether it was or is to be funded through annual special tax payments or through bonded indebtedness.

When permitted, the Administrator shall calculate Prepayments using the following steps:

a. The Full Prepayment amount shall be established by following the steps below:

Step 8.a.1: Determine the Facilities Special Tax for the Taxable Parcel for which the Facilities Special Tax is to be prepaid using the provisions of **Sections 4, 5,** and **6**. If the Parcel is not designated as a Developed Parcel, determine the applicable Facilities Special Tax for the Parcel assuming it is a Developed Parcel.

Step 8.a.2: Increase the Facilities Special Tax by 2 percent per annum for the longer of (i) 30 years from the year in which the Parcel was first subject to the Facilities Special Tax as a Developed Parcel, or (ii) the end of the then-remaining Initial Bonding Period.

Step 8.a.3: Using a discounted rate equal to the most current yield for the 30-Year Treasury Constant Maturity, calculate the net present value of the revenue stream determined *Step 8.a.2*. If this yield is no longer available, the Administrator will select a yield rate from the most comparable type of security.

Step 8.a.4: Add to the amount calculated in *Step 8.a.3* interest on the Bonds being redeemed to the next redemption date.

Step 8.a.5: Add to the amount calculated in *Step 8.a.4* a redemption premium on the Bonds being redeemed (if any) as identified in the Bond Indenture(s).

Step 8.a.6: Add to the amount calculated in *Step 8.a.5* the Development Impact Fee Deferral amount applicable to the Parcel, as adjusted for inflation. If Bonds have been issued to finance the Development Impact Fee Deferral, follow *Step 8.a.2* and *8.a.3*, using for *Step 8.a.2* the longer of (i) 30 years from the year in which the Parcel was first subject to the Facilities Special Tax during the Deferral Bonding Period, or (ii) the end of the then-remaining Deferral Bonding Period.

Step 8.a.7: Add the administrative cost of processing the Prepayment to the amount calculated in *Step 8.a.6*.

Step 8.a.8: The amount in *Step 8.a.7* is the amount of the Full Prepayment of the Maximum Annual Special Tax for the Taxable Parcel.

b. Partial Prepayments will be calculated as described below:

The amount of any Partial Prepayment is limited to 50 percent of the Full Prepayment amount determined in *Step 8.a.8*. A Partial Prepayment may only be made in an amount equal 50 percent of the Full Prepayment desired by the party making a Partial Prepayment, except that the full amount of Administrative fees and expenses determined in *Step 8.a.7* shall be included in the Partial Prepayment. The Facilities Special Tax that can be levied on a Parcel after a Partial Prepayment is made is equal to one-half of the Facilities Special Tax that could have been levied before the Partial Prepayment.

9. Interpretation, Application, and Appeal of Special Tax Formula and Procedures

Any taxpayer who feels the amount of the Special Tax assigned to a Parcel is in error may file a notice with the CFO appealing the levy of the Special Tax. The CFO then will promptly review the appeal and, if necessary, will meet with the applicant. If the CFO verifies that the tax should be modified or changed, the Special Tax levy will be corrected and, if applicable in any case, a credit or refund will be granted.

Interpretations may be made by the City, without Resolution or Ordinance of the Council, for purposes of clarifying any vagueness or ambiguity as it relates to the Special Tax rate, the method of apportionment, the classification of properties, or any definition applicable to the CFD.

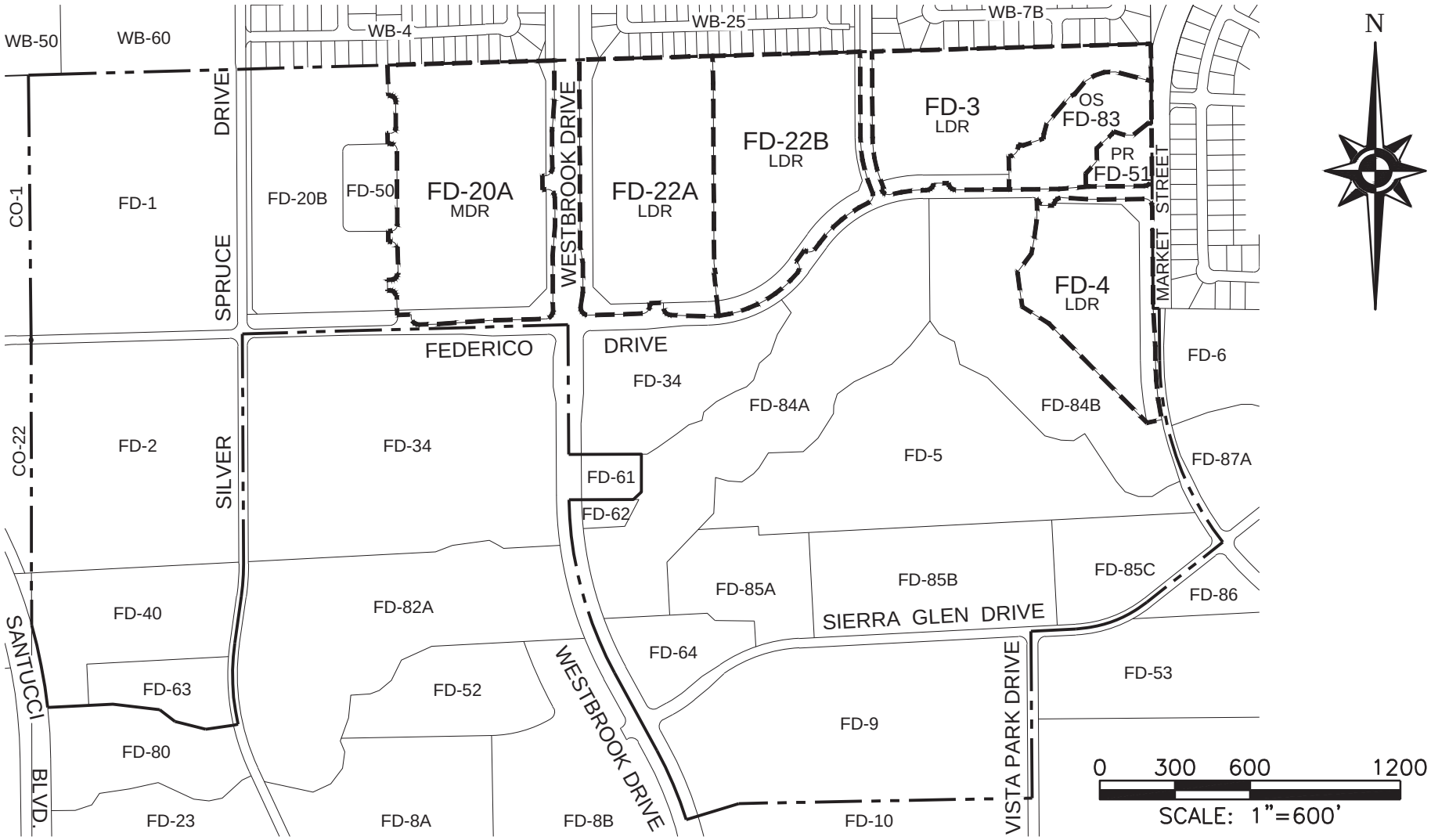
Without Council approval, the CFO may make minor, non-substantive administrative and technical changes to the provisions of this RMA that do not materially affect the rate, method of apportionment, or manner of collection of the Special Tax for purposes of administrative efficiency or convenience or to comply with new applicable federal, state, or local law.

The City, upon request of an owner of land in the CFD that is not a Developed Parcel, also may amend this RMA in any manner acceptable to the City, without Resolution or Ordinance of the Council, upon the affirmative vote of such owner and without the vote of owners of any other land in the CFD, provided such amendment is only applicable to such owner's land and does not reduce the total Maximum Annual CFD Special Tax Revenue.

10. Manner of Collection

The Special Tax will be collected in the same manner and at the same time as ad valorem property taxes, provided, however, the Administrator or its designee may directly bill the Special Tax and may collect the Special Tax at a different time, such as on a monthly or other periodic basis, or in a different manner, if necessary, to meet the City's financial obligations.

ATTACHMENT 1



SVSP Parcel ID	Large Lot #	APN	Land Use	Acreage (Gross)	Unit Allocation
FD-3	7	498-020-007	LDR	9.79	46
FD-4	10	498-020-010	LDR	7.70	33
FD-20A	4	498-020-004	MDR	14.93	110
FD-22A	5	498-020-005	LDR	12.50	76
FD-22B	6	498-020-006	LDR	11.80	60
FD-51	9	498-020-009	PR	1.12	
FD-83	8	498-020-008	OS	3.39	
TOTAL				**61.23**	

LARGE LOT MAP

CITY OF ROSEVILLE
SVSP WESTPARK - FEDERICO
COMMUNITY FACILITIES DISTRICT No. 1
(PUBLIC FACILITIES)

CITY OF ROSEVILLE • PLACER COUNTY • CALIFORNIA
BEING PORTIONS OF SECTIONS 25, 35 & 36, T.11 N., R.5 E., M.D.M.

MACKAY & SOMPS ENGINEERS PLANNERS SURVEYORS

FEB. 2019

Attachment 2
SVSP Westpark-Federico CFD No. 1 (Public Infrastructure)
Maximum Annual Facilities Special Taxes by Tax Category
for the Base Year of FY 2019-20 [1]

Expected Land Uses (Tax Category)	Facilities Special Tax per Unit/Taxable Acre: Before Transition Event [1]	Facilities Special Tax per Unit/Taxable Acre: After Transition Event
Residential Uses	***per Unit***	***per Unit***
Low Density Residential (LDR)	$1,800.00	$0.00
Medium Density Residential (MDR)	$1,600.00	$0.00
High Density Residential (HDR) [2]		
High Density Residential (HDR) For-Sale [2]	$0.00	$0.00
High Density Residential (HDR) For-Rent [2]	$0.00	$0.00
Affordable Medium Density Residential	$800.00	$0.00
Affordable High Density Residential [2]	$0.00	$0.00
Nonresidential Uses [2]	***per Taxable Acre***	***per Taxable Acre***
Mixed Use (MU) [2]	$0.00	$0.00
Business Professional (BP) [2]	$0.00	$0.00
Community Commercial (CC) [2]	$0.00	$0.00
Undeveloped Property	$10,000.00	$0.00

att2

[1] This amount is subject to increase by the Tax Escalation Factor in each Fiscal Year following the Base Year as described in this RMA.

[2] If a Low Density Residential, Medium Density Residential or Affordable Medium Density Residential Parcel with a Special Tax is rezoned to a use with an identified Special Tax of $0 in this attachment, the Special Tax would be assigned to the Parcel using the provisions of Section 4 of this RMA.

Attachment 3
SVSP Westpark-Federico CFD No. 1 (Public Infrastructure)
Assigned Maximum Annual Special Taxes for Original Parcels for the Base Year of FY 2019-20

Large Lot Number [1]	Original Parcel(s)	Tax Category	Expected Land Uses		Planned Units per Acre	Assigned Maximum Annual Special Tax per Unit	Assigned Maximum Annual Special Tax per Taxable Acre	Assigned Maximum Special Tax per Village
			Acres	Planned Units				
Initial CFD Boundary Parcels						**[2] [3]**	**[2] [3]**	**[2] [3]**
FD-3	498-020-007	LDR	9.79	46	4.70	$1,800	$0	$82,800
FD-4	498-020-010	LDR	7.70	33	4.29	$1,800	$0	$59,400
FD-20A	498-020-004	MDR	14.93	110	7.37	$1,600	$0	$176,000
FD-22A	498-020-005	LDR	12.50	76	6.08	$1,800	$0	$136,800
FD-22B	498-020-006	LDR	11.80	60	5.08	$1,800	$0	$108,000
FD-51	498-020-009	Park - Tax-Exempt	1.12	0	0.00	$0	$0	$0
FD-83	498-020-008	Open Space - Tax-Exempt	3.39	0	0.00	$0	$0	$0
N/A	498-020-045	ROW	1.00	0	0.00	$0	$0	$0
CFD Boundary Subtotals			**62.23**	**325**				**$563,000**

att3

[1] Indicates village identifier assigned by City in the Sierra Vista Specific Plan.
[2] This amount may be increased by the Tax Escalation Factor in each Fiscal Year following the Base Year as described in this RMA.
[3] If amended to include Annexation Parcels, the Maximum Annual Special Tax for Annexation Parcels would also be subject to the Tax Escalation Factor.

Attachment 4
SVSP Westpark-Federico CFD No. 1 (Public Infrastructure)
Maximum Annual Maintenance Special Taxes by Tax Category
for the Base Year of FY 2019-20 [1]

Expected Land Uses (Tax Category)	Maintenance Special Tax per Unit/Taxable Acre Before Transition Event [1]	 After Transition Event [1]
Residential Uses	***per Unit***	***per Unit***
Low Density Residential (LDR)	$0.00	$900.00
Medium Density Residential (MDR)	$0.00	$800.00
High Density Residential (HDR) [2]		
High Density Residential (HDR) For-Sale [2]	$0.00	$0.00
High Density Residential (HDR) For-Rent [2]	$0.00	$0.00
Affordable Medium Density Residential	$0.00	$400.00
Affordable High Density Residential [2]	$0.00	$0.00
Nonresidential Uses [2]	***per Taxable Acre***	
Mixed Use (MU) [2]	$0.00	$0.00
Business Professional (BP) [2]	$0.00	$0.00
Community Commercial (CC) [2]	$0.00	$0.00
Undeveloped Property	$0.00	$0.00

att4

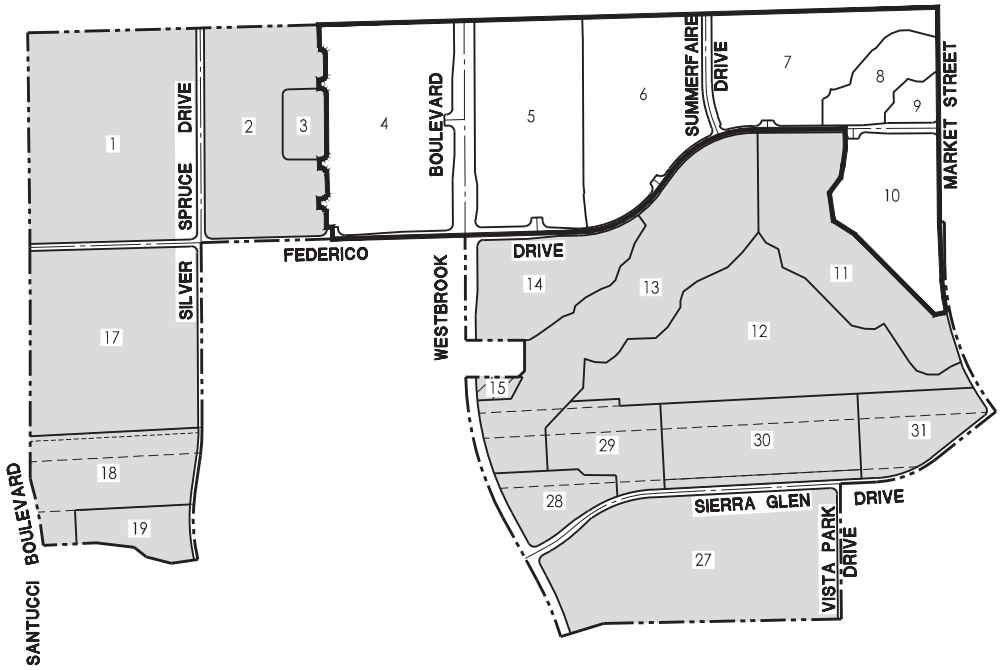
[1] This amount is subject to increase by the Tax Escalation Factor in each Fiscal Year following the Base Year as described in this RMA.

[2] If a Low Density Residential, Medium Density Residential or Affordable Medium Density Residential Parcel with a Special Tax is rezoned to a use with an identified Special Tax of $0 in this attachment, the Special Tax would be assigned to the Parcel using the provisions of Section 4 of this RMA.

PROPOSED BOUNDARY MAP OF

CITY OF ROSEVILLE
SVSP WESTPARK - FEDERICO
COMMUNITY FACILITIES DISTRICT No. 1
(PUBLIC FACILITIES)

CITY OF ROSEVILLE • PLACER COUNTY • CALIFORNIA
BEING PORTIONS OF SECTIONS 25, 35 & 36, T.11 N., R.5 E., M.D.M.



LEGEND

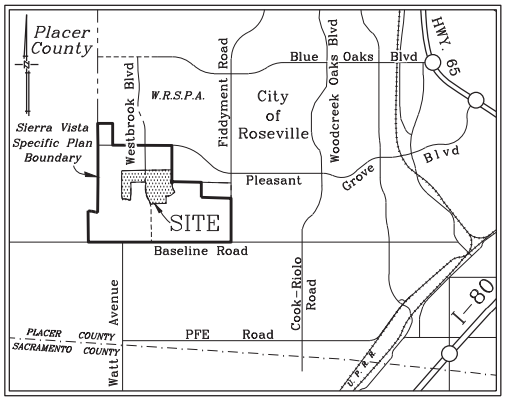
PROPOSED CFD BOUNDARY

ANNEXATION AREA BOUNDARY

N

0 200 400 800

SCALE: 1"=400'



VICINITY MAP
N.T.S.

CITY CLERK'S MAP FILING STATEMENT

FILED IN THE OFFICE OF THE CITY CLERK OF THE CITY OF ROSEVILLE THIS _____ DAY OF _____ 2019.

_____
SONIA OROZCO, CITY CLERK
CITY OF ROSEVILLE
PLACER COUNTY, CALIFORNIA

CITY CLERK'S MAP STATEMENT

I HEREBY CERTIFY THAT THE WITHIN MAP SHOWING THE PROPOSED BOUNDARIES OF SVSP WESTPARK - FEDERICO COMMUNITY FACILITIES DISTRICT No.1, CITY OF ROSEVILLE, COUNTY OF PLACER, STATE OF CALIFORNIA, WAS APPROVED BY THE CITY COUNCIL OF THE CITY OF ROSEVILLE, AT A REGULAR MEETING THEREOF, HELD ON THE____ DAY OF _____, 2019 BY IT'S RESOLUTION No. _____.

_____
SONIA OROZCO, CITY CLERK
CITY OF ROSEVILLE
PLACER COUNTY, CALIFORNIA

RECORDER'S STATEMENT

FILED THIS _____ DAY OF _____ 2019, AT THE HOUR OF _____ O'CLOCK __ M. IN BOOK _____ OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICTS, AT PAGE _____ IN THE OFFICE OF THE COUNTY RECORDER IN THE COUNTY OF PLACER, STATE OF CALIFORNIA.

DOCUMENT NO. _____

FEE: _____

BY: _____
RYAN RONCO
COUNTY RECORDER
COUNTY OF PLACER

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
1552 Eureka Road, Suite 100, Roseville, CA 95661 (916) 773-1189

FEBRUARY 2019

SHEET 1 OF 1 18254-FED

EXHIBIT B

City of Roseville
SVSP Westpark-Federico Community Facilities District No. 1
(Public Facilities)

LIST OF AUTHORIZED FACILITIES AND SERVICES

Transportation Improvements

Public roadway improvements designed to meet the needs of the project, including those improvements identified in the project Development Agreement (DA) Sections 3.5.17 and 3.5.18, including but not limited to;

- Westbrook Boulevard.
- Santucci Boulevard.
- Summerfaire Drive.
- Federico Drive.
- Silver Spruce Drive.
- Sierra Glen Drive.
- Vista Park Drive.
- Market Street.

Eligible roadway improvements include the following items: acquisition of land and easements; roadway design; project management; geotechnical engineering, testing and observations; bridge crossings and culverts; clearing, grubbing, and demolition; grading, soil import/export, paving (including slurry seal), and decorative/enhanced pavement concrete or pavers; power pole relocations; joint trenches, underground utilities, and undergrounding of existing utilities; dry utilities and appurtenances; curbs, gutters, sidewalks, bike trails (including on- and off-site), park and ride facilities, bus rapid transit improvements, including transfer stations and regional public transit improvements; retaining walls, sound walls, enhanced fencing, and access ramps; street lights, signalization, and traffic signal control systems; bus turnouts; signs and striping; erosion control; median and parkway landscaping and irrigation; entry monumentation; bus shelters; masonry walls; traffic control and agency fees; and other improvements related thereto. Eligible improvements for the roads listed above also include any and all necessary underground potable and non-potable water, sanitary sewer, and storm drainage system improvements.

Potable and Non-Potable Water System Improvements

Authorized facilities include any and all on- and off-site backbone water facilities designed to meet the needs of development of the project. These facilities include potable and non-potable mains, valves, services, and appurtenances; wells; and water treatment and storage facilities, and related improvements, including but not limited to: site clearing, grading, and paving; curbs and gutters; recycled water storage tanks, booster pump stations, and all appurtenances thereto; wells; water treatment; stand-by generator; site lighting, drainage, sanitary sewer, and water service; landscaping and irrigation; access gates and fencing; striping and signage; and the following:

- Water lines in/associated with authorized facility roads.
- Recycled water lines in/associated with authorized facility roads.
- Well construction or financial contributions thereto on, but not limited to, FD-63 or JM-60.
- Water Tank Site Improvements (DA Section 3.8.2).
- Recycled Water Storage Tank Facility
- Reimbursement obligation for the Baseline Road 24" water line (DA Section 3.8.3).
- CFD obligations for RW tank(s) required by DA Section 3.9.

Drainage System Improvements

Authorized facilities include any and all on- and off-site backbone drainage and storm drainage improvements designed to meet the needs of development of the project. These facilities include mains, pipelines and appurtenances, outfalls and water quality measures, temporary drainage facilities, detention/retention basins, and drainage pretreatment facilities; drainage ways/channels, pump stations, landscaping, and irrigation; access roads, gates, and fencing; striping and signage; and the following:

- All storm drain lines and facilities in/associated with authorized facility roadways.
- Retention, detention, hydro-modification, and other drainage facilities.

Wastewater System Improvements

Authorized facilities include any and all on- and off-site backbone wastewater facilities designed to meet the needs of development of the project. These facilities include pipelines and all appurtenances thereto; manholes; tie-in to existing main line; force mains; lift stations; odor-control facilities; sewer treatment plant improvements and permitting related thereto; and related sewer system improvements, including but not limited to:

- All wastewater facilities in/associated with authorized facility roadways.

Solid Waste Improvements

Authorized facilities include any and all backbone solid waste improvements designed to meet the needs of development of the project. Eligible improvements also include the project's pro-

rata contribution, as described in the project DA, to the Sierra Vista Specific Plan (SVSP) Solid Waste Recycling Center (DA Section 3.26(iii)).

Park, Landscape Corridor and Paseo Improvements

Authorized facilities include any and all improvements to parks, landscape corridors and paseos located in the project, including but not limited to:

- Construction of Park Sites FD-50, FD-51.
- Construction of Paseos FD-70, FD-71, FD-72, FD-73, FD-74, FD-75 and FD-76.

Open Space Improvements

Authorized facilities include any and all open space improvements designed to meet the needs of development of the project, including bike trails, bike/pedestrian bridges, storm drain crossings, storm drain detention/retention, wetland mitigation, tree mitigation, on-and off-site hawk/raptor mitigation, agricultural mitigation or wetland mitigation, property acquisition, endowment payments for open space management, landscaping and irrigation, access gates and fencing, and related open space improvements, including but not limited to:

- Improvements related to FD-83, FD-84, and FD-85.
- Wetland creation mitigation, fencing, etc.

Utilities

Authorized facilities include any and all on- and off-site utility improvements designed to meet the needs of development of the project. All utility improvements, easement payments, and land acquisition not located under or alongside transportation improvements are considered authorized facilities. Authorized facilities also shall include costs related to the acquisition of the off-site electric substation site; site clearing; grading; street frontage improvements, including curbs, gutters, and paving; and construction of an all-weather access road to the site from the nearest public street or extension of temporary 12kV overhead lines as described in the project DA, including but not limited to:

- SVSP Electric Substation site acquisition, and improvements required by DA Section 3.11.3.
- Temporary overhead 12kV lines to loop SVSP substation to line in WRSP Phase 3 and 4.

Other Public Facilities

Authorized facilities includes any and all public facilities or infrastructure, including the project's pro-rata contribution to the land acquisition of the off-site fire station site, site clearing, grading, and street frontage improvements including curbs, gutters, and paving, including but not limited to:

- Fire Station site reimbursement obligations in DA Section 3.23

Development Impact Fees

Authorized facilities include development impact fees paid and not otherwise reimbursed, whether standard City or County fees levied at the time of the issuance of a building permit or required as part of the DA for the property. Fees include, but are not limited to, the South Placer Regional Transportation Authority Tier II Traffic Fee, City of Roseville City Wide Park Fee, City of Roseville Public Facilities Fee, and Public Benefit Fee (as defined in Section 3.14.3 of the DA for the property).

Authorized Services

The authorized services to be funded from the levy and collection of annual maintenance special taxes are the provision of public services, maintenance and operation related to any facilities authorized to be funded by the CFD with a useful life of five or more years, including but not limited to performance by employees of functions and repair activities. Maintenance as used herein includes replacement and the creation and funding of a reserve fund to pay for a replacement of such facilities. The maintenance special taxes shall only fund authorized services to the extent that they are in addition to those provided to land within the CFD prior to the creation of the CFD. In addition, costs eligible to be financed by the CFD shall include all costs associated with the ongoing administration of the CFD, determination of the amount of taxes and collection of taxes, and other costs related to the authorized services provided by the City as permitted by the Act, payment of taxes; and any other costs incurred to carry out the authorized purposes of the CFD.

Formation, Administrative, and Incidental Expenses

In addition to the above facilities, other expenses incidental to the above and authorized by the Mello-Roos Community Facilities Act of 1982, including but not limited to: the cost of planning, permitting, and designing the facilities (including the cost of environmental evaluation, orthophotography, environmental remediation/mitigation, and preparation of an overarching Operation and Maintenance Plan for the City of Roseville Open Space Preserves); land acquisition and easement payments for the facilities; project management; construction staking; engineering studies and reports; utility relocation and demolition costs incidental to construction of the facilities, wetland/Species mitigation purchase; reimbursements to other areas for infrastructure facilities or planning serving development in the CFD; Sierra Vista Specific Plan planning, legal, engineering, technical studies costs related to the facilities and any other expenses incidental to the construction, completion, and inspection of the facilities.

In addition, costs eligible to be financed by the CFD shall include all costs associated with the formation and ongoing administration of the CFD and issuance of bonds; determination of the amount of taxes and collection of taxes; inspection, plan check and other costs related to acceptance of the facilities by the City, payment of taxes; and any other costs incurred to carry out the authorized purposes of the CFD.

EXHIBIT C

FORM OF

NOTICE OF PUBLIC HEARING ON PROPOSED CITY OF ROSEVILLE SVSP WESTPARK-FEDERICO COMMUNITY FACILITIES DISTRICT NO. 1 (PUBLIC FACILITIES) AND FUTURE ANNEXATION AREA CITY OF ROSEVILLE, PLACER COUNTY, CALIFORNIA

The City of Roseville is considering the formation of a community facilities district (the "CFD") and a future annexation area for the CFD (the "Future Annexation Area") under the authority of the Mello-Roos Community Facilities Act of 1982, as amended, to fund certain public facilities related to new development within the City of Roseville, and to incur bonded indebtedness of the CFD.

This Notice contains a brief summary of the proposal, but you are referred to the City Council's Resolution of Intention of the City Council of the City of Roseville to Form a Community Facilities District and Future Annexation Area, and Levy a Special Tax in the City of Roseville SVSP Westpark-Federico Community Facilities District No. 1 (Public Facilities) to Finance Public Services and the Acquisition and Construction of Certain Public Facilities in and for Such Community Facilities District (No. 19-_____, adopted _____, 2019) and its Resolution of The City Council of the City of Roseville of Intention to Incur Bonded Indebtedness to Finance the Acquisition and Construction of Certain Public Facilities in and for the City of Roseville SVSP Westpark-Federico Community Facilities District No. 1 (Public Facilities) (No. 19-_____, adopted _____, 2019) for details of the proposals.

The proposal is to subject the property within the CFD to a special tax which will be used to pay for authorized services and facilities within the CFD, including paying principal and interest on bonds used to build facilities. The proceeds of the bonds will be used to pay for the facilities and other expenses set forth in the resolutions referred to in the preceding paragraph. A map showing the land proposed to be included in the CFD and the Future Annexation Area is on file with the City Clerk.

Property within the Future Annexation Area will be annexed to the CFD, and a special tax will be levied on such property, only with the unanimous approval of the owner or owners of each parcel or parcels at the time that parcel or those parcels are annexed to the CFD, without additional hearings or proceedings.

As set forth below, the City Council will hold a public hearing on the establishment of the CFD and the Future Annexation Area, the services and the facilities to be financed by the CFD, and the levy of the special tax within the CFD.

The proposal also includes authority to issue up to $90,000,000 in bonds (excluding certain refunding bonds) to be repaid by the facilities portion of the special tax. Neither the City

of Roseville nor any person outside the CFD has any liability for the special tax or the bonds. The security for the bonds is limited to the property subject to the special tax within the CFD.

In order to confer the authority upon the City Council of the City of Roseville to levy the special tax and to issue the bonds, a public hearing must be held on the proposal, then the City Council will decide whether to form the CFD, and finally the qualified electors within the CFD must approve the proposal by a two-thirds vote. Where the CFD is uninhabited (as is the case here) the qualified electors are, pursuant to law, the owners of property within the CFD.

This is the notice of the public hearing. The public hearing will be held during the City Council meeting on May 1, 2019 at 7:00 p.m., in the Roseville Civic Center Council Chambers located at 311 Vernon Street, Roseville, California 95678.

At the hearing, the testimony of all interested persons or potential special taxpayers for or against the formation of the CFD and the Future Annexation Area, the authorization to levy the special tax, and the authorization to issue the bonds will be heard.

If written protests against the proposed CFD are delivered to the City Clerk at or before the time set for the hearing by either registered voters residing within, or the owners of property within, the proposed CFD, they will be counted toward a possible majority protest. Such protests by a majority of the registered voters residing within the CFD or by the owners of a majority of the land area within CFD which is or will be subject to the special tax, if not withdrawn prior to the close of the hearing so as to reduce the value of the protests to less than a majority, will require the proposed CFD to be eliminated from immediate consideration, and prevent its being included in a subsequent proceedings for at least one year.

If written protests against the establishment of the proposed Future Annexation Area are delivered to the City Clerk at or before the time set for the hearing by either registered voters residing within, or the owners of property within, the proposed Future Annexation Area, they will be counted toward a possible majority protest. Such protests by a majority of the registered voters residing within the proposed Future Annexation Area or by the owners of a majority of the land area within the proposed Future Annexation Area which is or will be subject to the special tax when annexed to the CFD, if not withdrawn prior to the close of the hearing so as to reduce the value of the protests to less than a majority, the City Council shall take no further action to create the Future Annexation Area for a period of one year from the date of decision of the City Council.

If the City Council, after the public hearing, determines that a majority protest under Section 53324 of the California Government Code was not made at the hearing, the City Council may conduct an election by mailed ballot to levy a special tax within the CFD.

Questions should be directed to the undersigned, telephone (916) 774-5263.

Dated: _____, 2019

/s/ Sonia Orozco
Sonia Orozco, City Clerk
City of Roseville

CITY COUNCIL OF THE CITY OF ROSEVILLE

RESOLUTION NO. 19-82

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROSEVILLE OF INTENTION TO INCUR BONDED INDEBTEDNESS TO FINANCE THE ACQUISITION AND CONSTRUCTION OF CERTAIN PUBLIC FACILITIES IN AND FOR THE CITY OF ROSEVILLE SVSP WESTPARK-FEDERICO COMMUNITY FACILITIES DISTRICT NO. 1 (PUBLIC FACILITIES)

WHEREAS, the City Council of the City of Roseville (the "City Council") has this date adopted its Resolution of Intention of the City Council of the City of Roseville to Form a Community Facilities District and Future Annexation Area, and Levy a Special Tax in the City of Roseville SVSP Westpark-Federico Community Facilities District No. 1 (Public Facilities) to Finance Public Services and the Acquisition and Construction of Certain Public Facilities in and for Such Community Facilities District (the "Resolution of Intention"), stating its intention to form the City of Roseville SVSP Westpark-Federico Community Facilities District No. 1 (Public Facilities) (the "CFD") and a future annexation area for the CFD pursuant to the Mello-Roos Community Facilities Act of 1982, as amended, Chapter 2.5 of Part 1 of Division 2 of Title 5, commencing at Section 53311, of the California Government Code (the "Act"), for the purpose of financing certain public improvements (the "Facilities") and public services, as further provided in that Resolution of Intention; and

WHEREAS, the City Council estimates the amount required for the financing of the costs of the Facilities for the initial boundaries of the CFD to be the sum of not to exceed $90,000,000 and in order to finance the costs of the Facilities it is necessary to incur bonded indebtedness on behalf of the initial CFD in not to exceed such amount.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ROSEVILLE RESOLVES AS FOLLOWS:

1. The City Council declares and finds that in order to finance the acquisition and construction of public facilities described in the City Council's Resolution of Intention, captioned "A Resolution of Intention of the City Council of the City of Roseville to Form a Community Facilities District and Future Annexation Area, and Levy a Special Tax in the City of Roseville SVSP Westpark-Federico Community Facilities District No. 1 (Public Facilities) to Finance Public Services and the Acquisition and Construction of Certain Public Facilities in and for Such Community Facilities District" it is necessary to incur a bonded indebtedness.

2. The purpose for which the proposed debt is to be incurred is to provide the funds necessary to pay for the cost of said Facilities.

3. The maximum amount of proposed debt for the initial CFD is $90,000,000. Indebtedness subject to this limit shall only include indebtedness evidenced by bonds or notes secured by the special tax levied in the initial boundaries of the CFD, and shall not include bonds described in Section 53364.2(e) of the Act. Such maximum amount shall not include any amount established for a future improvement area created from the Future Annexation Area.

In connection with annexation from the Future Annexation Area established for the CFD, the City may designate a parcel or parcels as an improvement area within the CFD without additional hearings or procedures, and thereafter all proceedings for approval of the

appropriations limit, the rate and method of apportionment and manner of collection of special taxes, and the authorization to incur bonded indebtedness for the improvement area, to the extent such limitations differ from the CFD or any other improvement area, shall apply only to the improvement area.

4. It is the intention of the City Council that any such bonds issued may be issued in multiple series and shall be made callable in accordance with the terms of the Act and as more specifically to be set forth in any resolution authorizing issuance of the bonds, and shall be issued in such series and bear interest payable semi-annually or in such other manner as the City Council shall determine, at a rate not to exceed the maximum rate of interest as may be authorized by applicable law at the time of sale of such bonds, and shall mature not to exceed 40 years from the date of the issuance thereof.

5. In the event any series of bonds issued under the authorization is refunded to produce savings meeting the requirement of Section 53362.5 of the Act, all or a portion of the savings achieved through the issuance of refunding bonds may be used to finance Facilities insofar as the savings component provides capacity for bonded indebtedness in excess of that being refunded, and such additional bonded indebtedness shall not reduce and may exceed the amount of bonded indebtedness authorized herein.

6. The City Council hereby sets May 1, 2019, at 7:00 p.m., at the City of Roseville Civic Center Council Chambers located at 311 Vernon Street, Roseville, California 95678, as the time and place for a hearing by the City Council on the proposed bond issue. At that time and place any persons interested, including any persons owning property in the CFD, will be heard.

7. The City Clerk is hereby directed to cause notice of said public hearing to be given by one-time publication in a newspaper of general circulation circulated within the CFD and the future annexation area. The publication of said notice shall be completed at least 7 days before the date herein set for said public hearing. Such notice shall be substantially in the form specified in Section 53346 of the Act, with the form summarizing the provisions hereof hereby specifically approved.

8. This Resolution shall take effect from and after its adoption.

* * * * * *

I hereby certify that the foregoing resolution was duly and regularly adopted by the City Council of the City of Roseville, California, at a regularly scheduled meeting thereof, held on the _____ day of _____, 2019 by the following vote of the City Council:

AYES: COUNCILMEMBERS
NOES: COUNCILMEMBERS
ABSENT: COUNCILMEMBERS
ABSTAIN: COUNCILMEMBERS

_____
Mayor

ATTEST:

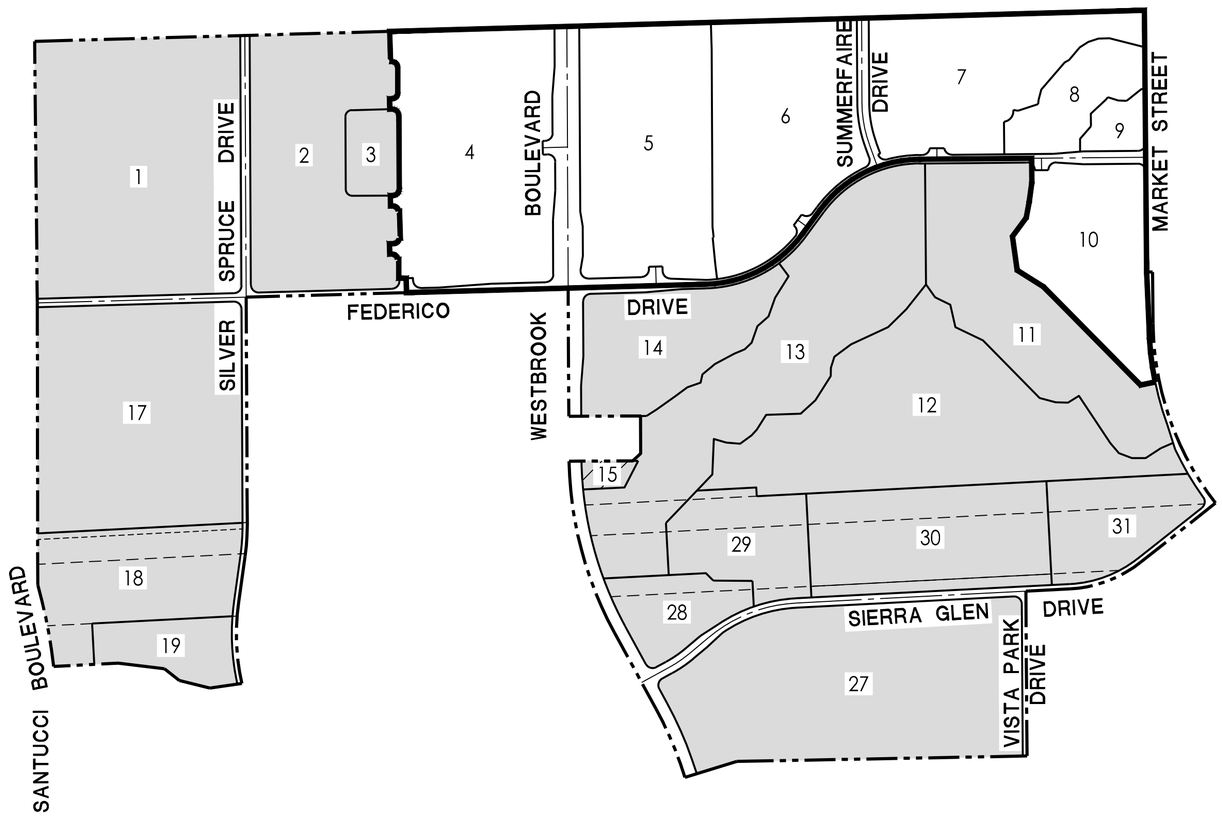
_____

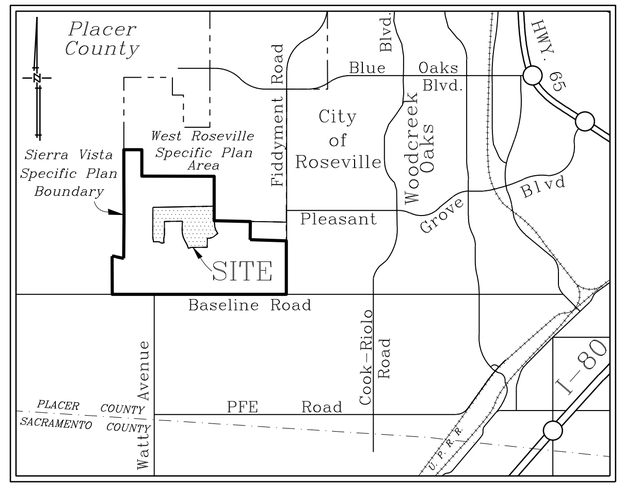
City Clerk of the City of Roseville

PROPOSED BOUNDARY MAP OF

CITY OF ROSEVILLE
SVSP WESTPARK - FEDERICO
COMMUNITY FACILITIES DISTRICT No. 1
(PUBLIC FACILITIES)

CITY OF ROSEVILLE • PLACER COUNTY • CALIFORNIA
BEING PORTIONS OF SECTIONS 25, 35 & 36, T.11 N., R.5 E., M.D.M.



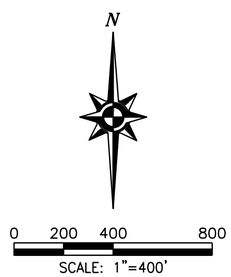


VICINITY MAP
N.T.S.

LEGEND

PROPOSED CFD BOUNDARY

ANNEXATION AREA BOUNDARY



CITY CLERK'S MAP FILING STATEMENT

FILED IN THE OFFICE OF THE CITY CLERK OF THE CITY OF ROSEVILLE THIS _____ DAY OF _____ 2018.

_____
SONIA OROZCO, CITY CLERK
CITY OF ROSEVILLE
PLACER COUNTY, CALIFORNIA

CITY CLERK'S MAP STATEMENT

I HEREBY CERTIFY THAT THE WITHIN MAP SHOWING THE PROPOSED BOUNDARIES OF SVSP WESTPARK - FEDERICO COMMUNITY FACILITIES DISTRICT No.1, CITY OF ROSEVILLE, COUNTY OF PLACER, STATE OF CALIFORNIA, WAS APPROVED BY THE CITY COUNCIL OF THE CITY OF ROSEVILLE, AT A REGULAR MEETING THEREOF, HELD ON THE_____ DAY OF _____, 2018 BY IT'S RESOLUTION No. _____.

_____
SONIA OROZCO, CITY CLERK
CITY OF ROSEVILLE
PLACER COUNTY, CALIFORNIA

RECORDER'S STATEMENT

FILED THIS _____ DAY OF _____ 2018, AT THE HOUR OF _____ O'CLOCK __ M. IN BOOK _____ OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICTS, AT PAGE _____ IN THE OFFICE OF THE COUNTY RECORDER IN THE COUNTY OF PLACER, STATE OF CALIFORNIA.

DOCUMENT NO. _____

FEE: _____

BY: _____
RYAN RONCO
COUNTY RECORDER
COUNTY OF PLACER

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
1552 Eureka Road, Suite 100, Roseville, CA 95661 (916) 773-1189

FEBRUARY 2019

SHEET 1 OF 1 18254-FED

COUNCIL COMMUNICATION

CC #: 9851
File #: 0206-03

Title:	City of Roseville Goals and Policies Concerning the Use of Mello-Roos Community Facilities Act of 1982
Contact:	Jeannine Thrash 916-774-5473 jthrash@rosville.ca.us Dennis Kauffman 916-774-5313 dkauffman@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 6.18.

RECOMMENDATION TO COUNCIL

Staff recommends City Council adopt a resolution approving the changes to the City of Roseville Goals and Policies Concerning the Use of Mello-Roos Community Facilities Act of 1982 effective March 20, 2019.

BACKGROUND

The City Council approved Resolution No. 17-85 which adopted the City of Roseville Goals and Policies Concerning the Use of Mello-Roos Community Facilities Act of 1982 as a stand alone policy. Prior to that, it was included as an appendix as part of the debt management policy.

Staff is recommending City Council approve The Goals and Policies Concerning the Use of Mello-Roos Community Facilities Act of 1982 with revisions to the language in the document to help clarify the meaning of the policy.

The policy is also being revised to reference the newly established Schedule of Maintenance Costs and Charges that is applicable to all annexations and newly formed maintenance CFDs. This schedule will provide for a uniform set of City costs associated with the ongoing operations, maintenance, and administration of services provided within a new development area that can be financed by the levy of Special Taxes in maintenance/services Districts.

Also included in the revised policy is the addition of a newly approved program, Bond Opportunities for Land Development (BOLD), in which the City permits the formation of Community Facilities Districts on land in the City on its behalf by a joint powers authority of which the City is a member.

FISCAL IMPACT

The Goals and Policies Concerning the Use of Mello-Roos Community Facilities Act of 1982 will

not have any impact of the City's General Fund.

ECONOMIC DEVELOPMENT / JOBS CREATED

Approval of the policy will not have any impact on economic development or job creation.

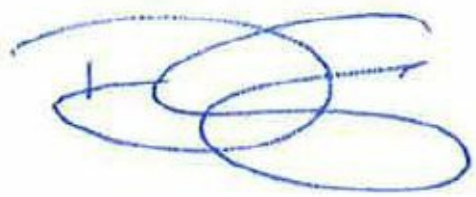
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment (CEQA Guidelines §15061(b)(3)). The adoption of amended policies and procedures does not include the potential for a significant environmental effect, and therefore is not subject to CEQA.

Respectfully Submitted,

Jeannine Thrash, Administrative Analyst

Dennis Kauffman, Chief Financial Officer



_____
Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-78

Goals and Policies Concerning Use of Mello-Roos Facilities Act of 1982

Redline Goals and Policies

RESOLUTION NO. 19-78

ADOPTING THE AMENDED GOALS AND POLICIES CONCERNING THE USE OF MELLO-ROOS COMMUNITY FACILITIES ACT OF 1982

WHEREAS, in 2017, the City Council adopted the Goals and Policies Concerning Use of Mello-Roos Community Facilities Act of 1982; and

WHEREAS, the policy is being revised to help clarify the meaning of the policy as well as to reference newly established Schedule of Maintenance Costs and Charges that is applicable to all annexations and newly formed maintenance Community Facility Districts (CFDs); and

WHEREAS, the revisions also include the addition of a newly approved program, Bond Opportunities for Land Development (BOLD); and

WHEREAS, the amended Goals and Policies Concerning Use of Mello-Roos Community Facilities Act of 1982 have been reviewed by the City Council;

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said amended Goals and Policies Concerning Use of Mello-Roos Community Facilities Act of 1982 are hereby adopted.

PASSED AND ADOPTED by the Council of the City of Roseville this ___ day of _____, 20__, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

CITY OF ROSEVILLE CALIFORNIA

Goals and Policies
Concerning Use of
MELLO-ROOS COMMUNITY FACILITIES ACT OF 1982

Effective March 20, 2019

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INTRODUCTION

The purpose of these Goals and Policies is to establish for the City of Roseville (the "City") a set of guidelines for the formation and administration of Community Facilities Districts (also referred to as "CFDs" or "Districts"). The underlying principles behind the proposed policies are public interest and benefit, fairness to current and future property owners and homeowners, avoidance of future failure of the project and/or property owner protest, protection of the City's financial position, and reimbursement to the City of its incurred expenses.

Community Facilities District laws are found in the Mello-Roos Community Facilities Act of 1982 in the California Government Code, beginning at Section 53311 (the "Mello-Roos Act"). These Goals and Policies are adopted by the City in compliance with Section 53312.7 of the Mello-Roos Act.

1. GOALS & POLICIES

The City has developed the following Goals and Policies on financing facilities and/or services through the formation of Community Facilities Districts, including financing public facilities through the issuance of debt to be repaid from proceeds of special taxes levied within the districts. It is the City's goal to support projects which address a public need and provide a public benefit. Proposed projects requesting Community Facility District debt financing will be evaluated to determine if such financing is financially viable and in the best interest of the City and current and future City and project residents.

The City may consider facilities or services District formation on its own initiative and also will consider developer or property owner initiated applications requesting the formation of Community Facilities Districts and the issuance of bonds to finance eligible public facilities necessary to serve newly developing commercial, industrial and residential projects in the following instances:

(1) When tax-exempt financing of project public facilities will result in a significant public benefit; and/or

(2) When the City has negotiated and executed a Development Agreement addressing project implementation; and/or

(3) When City-based needs and circumstances warrant financing Public Services or Public Facilities through a Special Tax to provide significant public benefit.

Generally, community serving public facilities will be eligible for this tax-exempt financing program. Facilities will be financed and Districts formed in accordance with the then current provisions of the Mello-Roos Act, or any other methodology legally available to the City to finance such improvements.

Each time public facilities are to be built or accepted by the City, or a Community Facilities District is formed for the benefit of a development project, and if maintenance requirements will exceed normal City standards and/or if City services will need to be expanded to facilitate the project, the City will require the creation of a maintenance/services District or Home/Property Owners Association suitable to provide such needs. The City may also annex projects into existing maintenance/services Districts. The maintenance or services District may be established pursuant to the provisions of the Mello-Roos Act, or any other methodology legally available to the City to finance such maintenance. The purpose of the services/maintenance District is to fund the ongoing costs of parks and open space, public landscaping, police and fire protection services and library services and maintenance not funded by other sources; and/or to pay for any unfunded ongoing City maintenance or service costs associated with a development project in the City, all in accordance with the Mello-Roos Act and the formation documents for each particular District.

Existing neighborhoods may petition the City for the use of financing to fund local or neighborhood serving Public Services and/or Public Facilities in accordance with the Mello-Roos Act.

The City shall make the determination as to whether a proposed District shall proceed under the provisions of the Mello-Roos Act, or any other methodology legally available to the City to finance improvements, services or maintenance. The City may confer with consultants and the Applicant to learn of any unique District requirements such as facilities or services serving the regional area or long-term development phasing prior to making any final determination.

All City and consultant costs incurred in the evaluation of new development, District applications, and the establishment of Districts will be paid by the Applicant(s)/petitioner(s) by advance deposit increments. The City shall not incur any non-reimbursable expense for processing Community Facilities Districts. Expenses not chargeable to the District shall be borne by the Applicant(s)/petitioner(s).

The City has established a Schedule of Maintenance Costs and Charges applicable to new development projects in the City, which provides a uniform set of City costs associated with the ongoing operations, maintenance, and administration of services provided within new development areas that can be financed by the levy of Special Taxes in maintenance/services Districts. The City will update this Schedule by Resolution from time to time to ensure new development projects continue to self-fund the prevailing costs incurred to provide annual and ongoing services in these new areas, as well as pay for the ongoing administration of Districts formed in such areas.

In addition to forming and administering its own Districts, the City may also permit the formation of Community Facilities Districts on land in the City and on its behalf by joint powers authorities of which the City is a member, such as through the California Municipal Finance Authority's Bond Opportunities for Land Development (BOLD) program.

2. DEFINITIONS

Unless the context otherwise requires, the terms employed in these Goals and Policies shall have the meanings specified below:

"Applicant" means a developer or other person requesting formation of a District.

"City" means the City of Roseville.

"Community Facilities District" or "District" means a Community Facilities District formed under the Mello-Roos Act.

"Pay-As-You-Go Basis" means the use of annual and/or one-time special tax revenues to directly fund the acquisition, construction, or improvement of Public Facilities, or to fund other authorized costs of a District.

"Public Facilities" means improvements authorized to be constructed or acquired under the Mello-Roos Act including, but not limited to, costs for specified capital facilities imposed by public agencies as a condition to approval of the development encompassed by the District or as a condition to service the District, which may include, but is not limited to, infrastructure improvements such as major streets and arterials; highway improvements and freeways; freeway interchanges; right of way acquisitions; bridges, water, sewer and drainage improvements; landscape irrigation and drainage facilities; environmental mitigation and remediation; bicycle and pedestrian facilities; parks; wetlands; electrical conduits; transit improvements; and other improvements as which are defined as authorized improvements under the Community Facilities District(s) selected by the City or any ordinance adopted by the City.

"Public Services" means services eligible for District financing provided for in the Mello-Roos Act, and for new development will particularly include those which benefit properties within a proposed development or area of the City subject to the special tax or the City at large and may include reserves for replacement of equipment facilitating maintenance and operation of the included City services, all as further specified in the Mello-Roos Act.

"Special Tax" means tax(es) authorized to be levied by the City on behalf of a District on property within the boundary of the District.

"Value" or "Fair Market Value" means the amount of cash or its equivalent which a property would bring if exposed for sale in the open market under conditions in which neither buyer nor seller could take advantage of a difficulty of the other, both having knowledge of all of the uses and purposes to which the property is adapted, and for which it is capable of being used and of the enforceable restrictions upon its uses and purposes.

3. ELIGIBLE PUBLIC FACILITIES AND SERVICES

Public Facilities eligible for District financing are those improvements which benefit properties within a proposed development, and/or will mitigate impacts of that development upon areas of the City outside the proposed development and/or are otherwise determined by the City to be authorized improvements for a District, and which will be owned, operated and maintained by the City or another public agency as approved by the City.

The City has final determination as to any facility's eligibility for financing as well as the prioritization of facilities to be included within a financing District. Generally, "in-tract" (i.e., local streets) improvements will not be considered eligible.

If a school is financed, the school district's goals and policies, if any, including its priority access policy will be coordinated with the formation of a District.

Public Services eligible for District financing are those types of services and maintenance activities which benefit properties within a proposed development or area of the City subject to the Special Tax as determined by the City, subject to the limitations and other requirements specified in the Mello-Roos Act.

4. VALUE-TO-LIEN RATIO

The City may sell bonds for the District only if it determines that the value of the real property that would be subject to the special tax to pay debt service will be at least three (3) times the principal amount of the bonds to be sold and the principal amount of all other bonds outstanding that are secured by a special tax or bonded special assessment. Such determination will be based upon the full cash value as shown on the ad valorem assessment roll or upon an appraisal of the subject property made in a manner consistent with policies of the City. Requirements of a higher value to lien ratio may be imposed by the City and will be determined by City staff with recommendations from bond counsel, financial advisor, and the underwriter, with consideration of the facts pertaining to each particular project, including diversification of land ownership. Each project will be considered on its own merits. Additionally, the aggregate value to lien ratio of no more than five percent (5%) of the parcels expected to be subject to special taxes to pay debt service shall be below 3:1 or such higher ratio as determined by the City. The City may allow exceptions to its value to lien ratio requirements in accordance with the Mello Roos Act if it finds and determines that the proposed bonds do not present any unusual credit risk due to the availability of credit enhancements or for other reasons determined by the City.

The appraisal shall be coordinated by, under the direction of, and addressed to the City. All costs associated with the preparation of the appraisal report shall be paid by the Applicant through the advance deposit mechanism. The appraisal shall be conducted in accordance with criteria, standards and assumptions established by the City, based upon the recommendations for each specific project received from the underwriter and financial advisor designated by the City. In every case, the appraisal shall reflect recognized appraisal standards for land-secured bond

financing. The City prefers that the appraisal be prepared in accordance with the recommendations of the California Debt and Investment Advisory Commission as contained in the Appraisal Standards for Land-Based Secured Financings, and deviations therefrom will only be considered upon recommendation from bond counsel, financial advisor, the underwriter and/or the appraiser, with consideration of the facts pertaining to each particular project. The appraised land value should include the value attributable to the Public Facilities to be financed by the bonds being issued for the District assuming they have been completed.

5. MARKET ABSORPTION STUDY

The City may require a market absorption study, and may retain a consultant to prepare a report to verify market absorption assumptions and projected sales prices of the properties subject to the special taxes in the District. The study, if required, shall include an estimate of the total number of units, land uses and rate of absorption, and will be used as a basis for verification that sufficient revenues can be generated, and to determine if the financing of the infrastructure and public facilities is appropriate given the projected level and pace of development. All City and consultant costs incurred for this study will be paid by the Applicant by advance deposit or out of special taxes or bond proceeds.

The study will also be provided to the appraiser for use in the appraisal process. The market absorption study should be completed prior to completion of the appraisal, and the appraisal shall take into consideration and reasonably reconcile to the conclusions of the market absorption study or include reasons for significant alternate conclusions.

6. SECURITY

For new development, the Applicant or property owner must demonstrate its financial plan and ability to pay all special taxes before full build-out has taken place to the satisfaction of the City. Additional security such as credit enhancement may be required by the City in its sole discretion in certain instances.

If the City requires letters of credit or other credit enhancement, the credit enhancement shall be issued by an institution in a form and upon terms and conditions satisfactory to the City. All fees payable on the letter of credit or other security shall be the sole responsibility of the District Applicant or developer, not the City or District. Any security required to be provided by the Applicant shall be discharged by the City upon the opinion of a qualified appraiser retained by the City that the value-to-lien ratio has reached an acceptable level as determined by the City or upon meeting other credit criteria established by the City.

As an alternative to providing security, depending on circumstances:

A. A portion of the bond proceeds may be placed in escrow with a corporate agent in an amount sufficient to assure an acceptable value-to-lien ratio is reached on the

escrowed proceeds. The escrowed proceeds shall be released at such times and in such amounts as will assure an acceptable value-to-lien ratio with regard to the aggregate outstanding bonds and other covenants; or

B. The bonds may be issued in series with each series in an amount sufficient to assure an acceptable value-to-lien ratio with regard to the aggregate outstanding bonds and other covenants.

7. SPECIAL TAX FORMULA

The special tax formula for each District shall adhere to the following requirements:

A. The maximum special tax shall include the annual costs incurred by the City to administer the District, including debt service, City and County administrative expenses, and delinquency coverage in an amount determined appropriate by City staff.

B. The special tax formula shall establish tax rates which correspond to the expected land use designation of each parcel.

C. The special tax formula shall be structured to ensure sufficient funds to pay for annual debt service and administrative expenses of the District.

D. A backup special tax or other mechanism to protect against changes in densities resulting in insufficient annual special tax revenues to pay annual debt service and administrative expenses shall be required.

E. The City may, at its sole discretion, provide for an annual escalation factor, not to exceed two percent (2%) of the Maximum Special Tax for Facilities Districts with residential parcels (bonded) in effect for the prior fiscal year. For Services Districts (non-bonded) or non-residential Districts, the City may provide for an annual escalation factor, not to exceed four percent (4%) of the Maximum Special Tax in effect for the prior fiscal year.

The maximum annual special tax submitted to the qualified electors of the CFD, when added together with all the annual payment requirements of overlapping debt and bonded assessments, and ad-valorem property taxes, shall not exceed one and three-fourths percent (1.75%) of the anticipated (as developed) Fair Market Value of the subject properties, based on projected home prices at time of bond sale, however City staff may allow for a limit of more than one and three-fourths percent (1.75%) at the Chief Financial Officer's (CFO) discretion.

The City shall retain a special tax consultant to prepare a report which:

A. Recommends a special tax formula for the proposed CFD.

B. Evaluates the special tax proposed to determine its ability to adequately fund identified public facilities, City administrative costs, services (if applicable) and other related expenditures. Such analysis shall also address the resulting aggregate tax burden of all proposed special taxes plus existing special taxes, ad valorem taxes, and assessments on the properties within the CFD. The rates and method of apportionment of special taxes shall be designed to ensure sufficient revenues are produced in case of final development at lower densities than anticipated.

C. Consultants of the City for the District shall comply with the existing policies of the Fair Political Practices Commission and the California Government Code.

For bonded Districts the City may retain a Financial Advisor who will review the special tax formula and other financial documents to determine that the documents have been prepared in a manner that does not adversely impact the City's financial position, District bonding capacity or credit rating. The Financial Advisor will confirm the findings of the Special Tax Consultant that the proposed Special Taxes are sufficient to fund all the future costs of the District. Costs incurred for these consultants will be paid by the Applicant(s) by advance deposit increments and may be reimbursed from bond proceeds or Special Tax collections.

8. TERMS AND CONDITIONS OF BONDS

All terms and conditions of the bonds shall be established by the City, and included in the Fiscal Agent Agreement. The City or a designated fiscal agent will control, manage and invest all District-issued bond proceeds designated for use on improvements. Each bond issue shall be structured to adequately protect bond owners and to not adversely impact the bonding capacity or credit rating of the City through the special taxes or assessments, credit enhancements, foreclosure covenant and reserve fund. Unless otherwise authorized by the City, the following shall serve as bond requirements:

A. If required, a reserve fund amount equal to the lesser of ten percent (10%) of the initial bond principal, or maximum annual debt service on the bonds, or one hundred twenty-five percent (125%) of average annual debt service, or as otherwise provided by Federal tax law. If agreed by the City and the Underwriter, a Surety may be purchased in lieu of a funded reserve.

B. The Special Taxes shall be levied for the first fiscal year following the sale of the bonds or at the end of capitalized interest period. Interest may be funded (capitalized) during a period not to exceed twenty-four (24) months, as determined by the CFO.

C. The repayment of principal shall begin on the earliest principal payment date for which sufficient special tax revenues can be made available after the end of the capitalized interest period, or otherwise as determined by the CFO to be appropriate.

D. The City may consider an increasing annual debt service by two percent (2%) per year for the term of the bonds. Determination of this shall be made by the CFO.

E. The maximum Special Tax shall be established to ensure that the annual revenue produced by levy of the maximum special tax shall be equal to at least one hundred ten percent (110%) of the corresponding annual debt service.

F. Prior to the issuance of the bonds, the City may authorize its bond counsel to commence and process to final judgment an action establishing the validity of the proceedings, Special Tax and issuance of bonds, as determined appropriate by the City and such bond counsel.

G. In instances where multiple series of bonds are to be issued, the first series shall include Public Facilities of highest priority as determined by the City to be appropriate for initial development.

H. All statements and materials related to the sale of bonds shall emphasize and state that neither the good faith, nor the taxing power of the City, is pledged to security or repayment of the bonds. The sole source of revenues to secure bonds are Special Taxes.

9. DISTRICT COSTS, DEPOSITS AND REIMBURSEMENTS

All City and consultant costs incurred in the formation, evaluation and administration of District applications and the establishment of Districts will be paid by the Applicant by advance deposit increments. The City shall not incur any non-reimbursable expenses for processing and administering Districts. Expenses not chargeable to the District shall be directly borne by the Applicant.

Funds to reimburse costs and expenses incurred by the City shall be billed to the Applicant and the Applicant shall pay each invoice within sixty (60) calendar days of receipt of such notice. If the Applicant fails to make any payment of funds for the proceedings, the City may suspend all proceedings until receipt of such additional deposit.

For Districts financing facilities, except as otherwise provided herein, the Applicant shall be entitled to reimbursement for reasonable costs and expenses incident to the construction of the Public Facilities as provided under the Mello-Roos Act, provided that all such costs and expenses are determined by the City to be necessary and reasonable.
The Applicant or property owner shall not be entitled to reimbursement from bond proceeds for any of the expenses specified as follows:

A. In-house administrative and overhead expenses incurred by the Applicant not authorized by the City;

B. Interest expenses incurred by the Applicant on moneys advanced or expended during the proceedings and construction of Public Facilities; and

C. Any other costs and expenses incurred by the Applicant which are not otherwise authorized for reimbursement under the Mello-Roos Act.

Neither the City nor the District shall be required to reimburse the Applicant or property owner from any funds other than the proceeds of bonds issued by the City for a District and pay-as-you-go Special Taxes. The use and terms of any pay-as-you-go reimbursement shall be at the discretion of the City's CFO or such other person or persons as may be designated.

10. AGREEMENTS

Agreements will be prepared incidental to District formation proceedings in a form satisfactory to the City and consistent with these policies. These agreements may include, but not be limited to:

A. Funding, Construction and Acquisition and Shortfall Agreement;

B. Joint Community Facilities Agreements with any other public agency entitled to receive any portion of the bond proceeds or entitled to own and operate any of the public facilities financed by bond proceeds; and

C. Deposit and Reimbursement Agreement.

As a condition to the issuance and sale of bonds, all of the agreements specified shall be duly approved and executed by the parties thereto. Prior to execution of any agreements, such agreements shall be reviewed and approved by bond counsel and the City Attorney, who shall determine if each agreement shall also be approved by the City Council. Agreement approval by the City Attorney shall be indicated thereon when appropriate.

11. USE OF CONSULTANTS

The City shall have the sole discretion as to selection of consultants and determination of fees and expenses of all consultants necessary for the formation of the District and the issuance of bonds, including the underwriter(s), bond counsel, financial advisor, appraiser, trustee, paying agent, market absorption study consultant, and the special tax consultant after reasonable consultation with the Applicant. Prior consent of the Applicant shall not be required in the determination by the City of the consulting and financing team. The City shall also be responsible for determining the structure of the bonds to be issued, including the method of sale (negotiated or competitive), the need for bond ratings, investment of bond proceeds, and all other

terms and conditions incidental to structuring and closing a bond issuance and distribution of proceeds, including pay-as-you-go funding, if any, in the form of reimbursement to developer from excess (after debt service and District administration) special tax collections, or otherwise as determined by the CFO or such other person or persons as may be designated.

12. ACQUISITION PROVISIONS

The City, at its sole discretion, will determine the facilities to be acquired and the method of determining reasonable acquisition costs, which shall be set forth in the Funding, Construction and Acquisition and Shortfall Agreement. Applicable bidding and prevailing wage requirements are extensive and will be addressed during the preparation of the Funding, Construction and Acquisition Agreement.

13. DISCLOSURE TO PURCHASERS

The Applicant or property owner will be required to demonstrate to the satisfaction of the City that, to the best of their abilities, there will be full disclosure of the Special Taxes to prospective purchasers of property including interim purchasers and sales to merchant builders. In addition to all requirements of law, the City may require the Applicant to provide additional disclosure of such information as the City deems appropriate to the purchasers of property within the District, with respect to the existence of the District, maximum and/or backup special taxes to be levied within the District, facilities to be constructed, the foreclosure process and the terms and conditions of bonds issued on behalf of the District. Such disclosure shall include home buyer notifications requiring signature prior to home purchases, as well as methods to notify subsequent home purchasers.

Upon request, the Finance Department will provide a "Notice of Special Tax" to sellers of real property subject to the levy of special taxes as required by Government Code Section 53340.2.

14. PROPERTY OWNER SUPPORT

In the instance of multiple property owners, the Applicant shall be required to produce letters evidencing other property owners' support for the scope and establishment of the District as an attachment to the application. The Applicant must have concurrence of 2/3 vote of the property owners to be included in a Community Facilities District, unless the City accepts moving forward based on special circumstances.

15. LAND USE APPROVALS

Properties proposed for inclusion in a District must possess a land use determination such that proposed development land use and specific facility requirements can support the proposed

special tax. The City will accept applications for Mello-Roos Act financing for residential properties primarily when they are included in an approved specific plan or City planning area.

16. APPLICATION PROCESS

Early communication with the City is encouraged to assist Applicants in evaluating the feasibility of available financing programs and to discuss program procedures.

1. PREAPPLICATION CONFERENCE: Applicant meets with City to discuss the proposed project and application procedures.

2. PROJECT REVIEW: Applicant and City staff meet to discuss initial application, including any issues raised and further information that might be required. If necessary, Applicant submits revised application.

3. PROJECT INITIATION: Applicant, staff and consultants meet to determine preliminary project schedule and begin work necessary to initiate District formation.
4. PROJECT IMPLEMENTATION: The resolution of intention is approved by Council action in order to move forward to the formation hearing. Once the District is formed, bonds can be issued (if forming a District for Public Facilities).

17. APPLICATION OF GOALS AND POLICIES

The City may find that a waiver of any of the above stated policies is reasonable given identified City benefits to be derived from such waiver. Such waivers may be granted with or without action of the City Council, as determined appropriate by the CFO. Approval by the City Council of formation of a District and/or issuance of bonds for a District constitutes a determination that a District conforms to the provisions of these Goals and Policies and, if applicable, that a waiver of any provision hereof is appropriate, and shall be conclusive evidence of such conformity.

These Goals and Policies may be reviewed and may be amended from time to time, as determined by the City to be appropriate in the light of changing conditions affecting the City and its real estate market and changes in practices among other communities in the region.

ATTACHMENT 1

GOVERNING LAW: California Government Code, beginning at Section 53311, Mello-Roos Community Facilities District Act of 1982, available online.

INFORMATIONAL SUMMARY OF MELLO-ROOS COMMUNITY FACILITIES DISTRICT FORMATION PROCESS

A Community Facilities District (CFD) is a legally constituted governmental entity created for the purpose of financing public facilities and services. It is similar in effect to an Assessment District except that the resulting security for debt in an Assessment District is a fixed lien assessment, while under a CFD it is an annual special tax. A CFD may finance a broad range of facilities and/or services, including facilities and/or services which benefit an area in a general way, whereas assessment district financing is more limited in scope and requires a benefit analysis to match the fixed assessment amount to the benefit received. Recent legal cases have challenged benefit determinations. Given those flexibility features of a CFD, it has emerged as the preferred special district financing methodology for most municipalities.

The formation proceedings are subject to, and contingent upon satisfaction of all environmental, zoning and land use regulations. All documents of formation are to be prepared by the Applicant or designated party.

1. **Initiation of Proceedings**. Proceedings can be initiated by the City on its own initiative, or must be considered within ninety (90) days from the time a request is made by a petition signed by ten percent (10%) of the registered voters (or ten percent (10%) of the landowners by area if less than twelve (12) registered voters) within the proposed CFD. The petition shall be accompanied by payment of a fee determined by the Finance Department to be sufficient to pay for costs incurred in conducting the proceedings.

2. **Resolution of Intention**. Adoption of a Resolution of Intention to establish a CFD begins the formation process, stating the name of the proposed CFD, the types of facilities and/or services to be financed and that, a special tax to pay for such facilities and/or services will be annually levied. The Resolution of Intention shall also fix a time and place for a public hearing between thirty (30) and sixty (60) days after the adoption of the Resolution of Intention, describe the method of levy and apportionment of the special tax and describe the proposed voting procedure. In addition, the resolution may specify conditions under which the obligation to pay the special tax may be prepaid and permanently satisfied. The City Council directs its responsible officers to study the proposed District and to file a report at or before the public hearing describing the proposed Public Facilities and Public Services and an estimate of costs.

3. **Public Hearing**. Protests against the establishment of the CFD, the extent of the CFD or the furnishing of specified types of Public Facilities and Public Services may be made

orally or in writing by interested persons or taxpayers. If fifty percent (50%) or more of the registered voters, or six (6) registered voters, whichever is more, residing within the proposed CFD or the owners of one-half (1/2) or more of the area of land in the proposed CFD file written protests against the establishment of the CFD, the proceedings are abandoned. If the protests are directed toward certain types of facilities or services, or against a specified special tax, those specific items may be eliminated from the resolution forming the CFD. The hearing may be continued for up to thirty (30) days without special findings and up to six (6) months if the City Council makes specified findings.

4. **Resolution of Formation**. If the City Council decides to establish the CFD, it will adopt a Resolution of Formation containing similar information as contained in the Resolution of Intention.

5. **Election**. If the City Council determines to form the CFD, it submits the question of whether special taxes should be levied to an election of the voters (or land owners if less than twelve (12) registered voters) of the proposed CFD. Combined with the tax proposition, there may be a proposition on the question of incurring bonded indebtedness. The tax, in order to be levied, must be approved by two-thirds (2/3) of the votes cast and thereafter levied by adoption of an ordinance of the City Council. The Mello-Roos Act provides that the election shall be at the next general election or at a special election to be held between ninety (90) and one hundred and eighty (180) days following the close of the protest hearing. The election time limits may be shortened by the unanimous consent of the qualified electors within the proposed District and the concurrence of the election official conducting the election.

6. **Special Tax Bonds**. A CFD may be created solely to provide the services permitted by statute. However, most CFD's have been created specifically for the purpose of levying special taxes to service bonded indebtedness incurred by the CFD in order to finance the construction of Public Facilities. The proceedings to authorize and incur bonded indebtedness usually parallel the proceedings for formation of the CFD and the authorization to levy the special tax, although the bond proceedings could be conducted separately and at a later date. The proceeding to authorize bonded indebtedness involves a Resolution of Intention, public hearing and election, all conducted in a manner very similar to proceedings to form the CFD and levy the tax. Government Code Sections 53341 and 53359 establish a limited period of time in which special taxes levied under the Mello-Roos Act may be challenged by a third party. For this reason, the City may choose to wait (60) days (a 'validation period') after the authorization to incur bonded indebtedness is approved before CFD bonds are sold. CFD bonds may be sold competitively or through negotiated sale and may bear fixed or variable interest rates. In some cases, specified facilities may be provided by a CFD for only a portion of the land within the CFD. In that event, the Mello-Roos Act provides for the formation of improvement areas for which separate elections are conducted and to which a specified special tax applies.

Goals and Policies
Concerning Use of
MELLO-ROOS COMMUNITY FACILITIES ACT OF 1982

March 20, 2019

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INTRODUCTION

The purpose of these Goals and Policies is to establish for the City of Roseville (the "City") a ~~format to establish the public benefit and guidelines for the financial aspects~~set of guidelines for the formation and administration of Community Facilities Districts (also referred to as "CFDs" or "Districts"). The underlying principles behind the proposed policies are public interest and benefit, fairness to current and future property owners and homeowners, avoidance of future failure of the project and/~~-~~or property owner protest, protection of the City's financial position, and reimbursement to the City of its incurred expenses.

Community Facilities District laws are found in the Mello-Roos Community Facilities Act of 1982 in the California Government Code, beginning at Section 5331~~2~~1. These Goals and ~~Procedures~~ Policies are adopted by the City in compliance with Section 53312.7 of the Government Code.

1. ~~POLICY &~~ GOALS & POLICIES

The City has developed the following Goals and Policies on financing facilities and/or services through the formation of Community Facilities Districts, including financing public facilities through the issuance of debt to be repaid from proceeds of s~~S~~pecial t~~T~~axes levied within the districts. It is the City's goal to support projects which address a public need and provide a public benefit. Proposed projects requesting Community Facility District debt financing will be evaluated to determine if such financing is financially viable and in the best interest of the City and current and future City and project residents.

The City may consider facilities or services D~~d~~istrict formation on its own initiative and also will consider developer or property owner initiated applications requesting the formation of ~~c~~Community ~~f~~Facilities ~~d~~Districts and the issuance of bonds to finance eligible public facilities necessary to serve newly developing commercial, industrial and residential projects in the following instances:

(1) When tax-exempt financing of project public facilities will result in a significant public benefit; and/or

(2) When the City has negotiated and executed a Development Agreement addressing project implementation; and/or

(3) When City~~-~~ ~~-~~based needs and circumstances warrant financing public services or facilities through a special tax to provide significant public benefit.

Generally, community serving public facilities will be eligible for this tax-exempt financing program. Facilities will be financed and D~~d~~istricts formed in accordance with the then current

provisions of the Mello-Roos Community Facilities Act of 1982, as amended, or any other methodology legally available to the City to finance such improvements.

Each time public facilities are to be built or accepted by the City, or a C~~c~~ommunity ~~f~~Facilities District ~~-~~is formed for the benefit of a development project, and if maintenance requirements will exceed normal City standards and/or~~,~~ if City services will need to be expanded to facilitate the project, ~~–~~the City will require the creation of a maintenance D~~d~~istrict, services ~~d~~District or Home/Property Owners Association suitable to provide such needs. The maintenance or services district may be established pursuant to the provisions of the Mello-Roos Community Facilities Act of 1982, or any other methodology legally available to the City to finance such maintenance. The purpose of the services/maintenance district is to fund ~~all or a portion of~~ the ongoing costs of parks and open space, public landscaping, police and fire protection services and library services and maintenance not funded by other sources; and~~/or~~ to pay for any unfunded ongoing City maintenance or service costs associated with the development project.

Existing neighborhoods may petition the City for the use of financing to fund local or neighborhood serving services and/or facilities in accordance with the Mello-Roos Community Facilities Act of 1982.

The City shall make the determination as to whether a proposed D~~d~~istrict shall proceed under the provisions of the Mello-Roos Community Facilities Act of 1982, or any other methodology legally available to the City to finance improvements, services or maintenance. The City may confer with consultants and the ~~applicant~~Applicant to learn of any unique D~~d~~istrict requirements such as facilities or services serving the regional area or long-term development phasing prior to making any final determination.

All City and consultant costs incurred in the evaluation of new development D~~d~~istrict applications and the establishment of ~~d~~Districts will be paid by the ~~applicant~~Applicant(s)/petitioner(s) by advance deposit increments. The City shall not incur any non-reimbursable expense for processing C~~c~~ommunity F~~f~~acilities ~~d~~Districts. Expenses not chargeable to the D~~d~~istrict shall be borne by the ~~applicant~~Applicant(s)/petitioner(s).

The City has established a Schedule of Maintenance Costs and Charges applicable to new development projects in the City, which provides a uniform set of City costs associated with the ongoing operations, maintenance, and administration of services provided within new development areas that can be financed by the levy of Special Taxes in maintenance/services Districts. The City will update this Schedule by Resolution from time to time to ensure new development projects continue to self-fund the prevailing costs incurred to provide annual and ongoing services in these new areas, as well as pay for the ongoing administration of Districts formed in such areas.

In addition to forming and administering its own Districts, the City may also permit the formation of Community Facilities Districts on land in the City and on its behalf by joint powers authorities of which the City is a member, such as through the California Municipal Finance Authority's Bond Opportunities for Land Development (BOLD) program.

2. DEFINITIONS

Unless the context otherwise requires, the terms employed in the following policies shall have the meanings specified below:

"Bonds" means bonds authorized and issued under the Mello-Roos Community Facilities Act of 1982.

"City" means the City of Roseville.

"District" means a Community Facilities District formed under the Mello-Roos Community Facilities Act of 1982.

"Pay-As-You-Go Basis" means the use of annual and/or one-time s~~S~~pecial t~~T~~ax revenues to directly fund the acquisition, construction, or improvement of Public Facilities, or to fund other authorized costs of the District.

"Public Facilities" means improvements authorized to be constructed or acquired under the Mello-Roos Community Facilities Act including, but not limited to, costs for specified capital facilities imposed by public agencies as a condition to approval of the development encompassed by the ~~district~~ District or as a condition to service the ~~d~~District, which may include, but is not limited to, infrastructure improvements such as major streets and arterials; highway improvements and freeways; freeway interchanges; right of way acquisitions; bridges, water, sewer and drainage improvements; landscape irrigation and drainage facilities; environmental mitigation and remediation; bicycle and pedestrian facilities; parks; wetlands; electrical conduits; transit improvements; and other improvements as which are defined as authorized improvements under the Community Facilities District ~~-~~(s) selected by the City or any ordinance ~~under~~ adopted by the City.

"Public Services" means services eligible for District financing ~~are those public services~~ provided for in the Mello-Roos Act, and for new development will particularly include those which benefit properties within a proposed development or area of the City subject to the special tax or the City at large and may include reserves for replacement of equipment facilitating maintenance and operation of the included City services, all as further specified in the Mello-Roos Act.

"Special Tax" means tax(es) authorized to be levied by the City on behalf of a District on property within the boundary of the District.

"Value" or "Fair Market Value" means the amount of cash or its equivalent which a property would bring if exposed for sale in the open market under conditions in which neither buyer nor seller could take advantage of a difficulty of the other, both having knowledge of all of the uses and purposes to which the property is adapted, and for which it is capable of being used and of the enforceable restrictions upon its uses and purposes.

3. ELIGIBLE PUBLIC FACILITIES AND SERVICES

Infrastructure and public facilities eligible for ~~district~~ District financing are those improvements which benefit properties within a proposed development, and/or will mitigate impacts of that development upon areas of the City outside the proposed development, and which will be owned, operated and maintained by the City or another public agency as approved by the City.

The City has final determination as to any facility's eligibility for financing as well as the prioritization of facilities to be included within a financing ~~d~~District. Generally, "in-tract" (i.e., local streets) improvements will not be considered eligible.

If a school is financed, the ~~s~~School ~~d~~District's goals and policies, if any, including its priority access policy will be coordinated with the formation of a ~~d~~District.

Public services eligible for ~~d~~District financing are those public services which benefit properties within a proposed development or area of the City subject to the special tax, subject to the limitation that a ~~c~~Community F~~f~~acilities ~~d~~District tax approved by vote of the landowners of the D~~d~~istrict may only finance services to the extent that they are in addition to those provided in the territory of the ~~d~~District before the D~~d~~istrict was created.

4. VALUE-TO-LIEN RATIO

The City may sell bonds for the District only if it determines that the value of the real property that would be subject to the special tax to pay debt service will be at least three (3) times the principal amount of the bonds to be sold and the principal amount of all other bonds outstanding that are secured by a special tax or bonded special assessment. Such determination will be based upon the full cash value as shown on the ad valorem assessment roll or upon an appraisal of the subject property made in a manner consistent with policies of the City. Requirements of a higher value to lien ratio may be imposed by the City and will be determined by City staff with recommendations from bond counsel, financial advisor, and the underwriter, with consideration of the facts pertaining to each particular project, including diversification of land ownership. Each project will be considered on its own merits. Additionally, the aggregate value to lien ratio of no more than five percent (5%) of the parcels expected to be subject to special taxes to pay debt service shall be below 3:1 or such higher ratio as determined by the City. The City may allow exceptions to its value to lien ratio requirements in accordance with the Mello Roos Act if it finds and determines that the proposed bonds do not present any unusual credit risk due to the availability of credit enhancements or for other reasons determined by the City.

The appraisal shall be coordinated by, under the direction of, and addressed to the City. All costs associated with the preparation of the appraisal report shall be paid by the ~~applicant~~Applicant through the advance deposit mechanism. The appraisal shall be conducted in accordance with

criteria, standards and assumptions established by the City, based upon the recommendations for each specific project received from the underwriter and financial advisor designated by the City. In every case, the appraisal shall reflect recognized appraisal standards for land-secured bond financing. The City prefers that the appraisal be prepared in accordance with the recommendations of the California Debt and Investment Advisory Commission as contained in the Appraisal Standards for Land-Based Secured Financings, and deviations therefrom will only be considered upon recommendation from bond counsel, financial advisor, the underwriter and/or the appraiser, with consideration of the facts pertaining to each particular project. ~~In the case of a phased development,~~ The land value appraisal should include the value ~~attributable~~attributable to ~~developed land value~~ ~~assuming the infrastructure~~ Public Facilities to be ~~included in the current~~ financed~~ing~~ by the bond being issued for the District assuming they have been~~is~~ completed. ~~However, land values for remaining future phases of the development should not assume future infrastructure is completed.~~

5. MARKET ABSORPTION STUDY

The City may require a market absorption study, and may retain a consultant to prepare a report to verify market absorption assumptions and projected sales prices of the properties subject to the special taxes in the D~~d~~istrict. The study, if required, shall include an estimate of the total number of units, land uses and rate of absorption, and will be used as a basis for verification that sufficient revenues can be generated, and to determine if the financing of the infrastructure and public facilities is appropriate given the projected level and pace of development. All City and consultant costs incurred for this study will be paid by the ~~applicant~~Applicant by advance deposit or out of special taxes or bond proceeds.

The study will also be provided to the appraiser for use in the appraisal process. The market absorption study should be completed prior to completion of the appraisal, and the appraisal shall take into consideration and reasonably reconcile to the conclusions of the market absorption study or include reasons for significant alternate conclusions.

6. SECURITY

For new development, the ~~applicant~~Applicant or property owner must demonstrate its financial plan and ability to pay all special taxes before full build-out has taken place to the satisfaction of the City. Additional security such as credit enhancement may be required by the City in its sole discretion in certain instances.

If the City requires letters of credit or other credit enhancement, the credit enhancement shall be issued by an institution in a form and upon terms and conditions satisfactory to the City. All fees payable on the letter of credit or other security shall be the sole responsibility of the D~~d~~istrict ~~applicant~~Applicant or developer, not the City or D~~d~~istrict. Any security required to be provided by the ~~applicant~~Applicant shall be discharged by the City upon the opinion of a qualified

appraiser retained by the City that the value-to-lien ratio has reached an acceptable level as determined by the City or upon meeting other credit criteria established by the City.

As an alternative to providing security, depending on circumstances:

A. A portion of the bond proceeds may be placed in escrow with a corporate agent in an amount sufficient to assure an acceptable value-to-lien ratio is reached on the escrowed proceeds. The escrowed proceeds shall be released at such times and in such amounts as will assure an acceptable value-to-lien ratio with regard to the aggregate outstanding bonds and other covenants; or

B. The bonds may be issued in series with each series in an amount sufficient to assure an acceptable value-to-lien ratio with regard to the aggregate outstanding bonds and other covenants.

7. SPECIAL TAX FORMULA

The special tax formula for each District shall adhere to the following requirements:

A. The maximum special tax shall include the annual costs incurred by the City to administer the D~~d~~istrict, including debt service, City and~~,~~ County administrative expenses, and delinquency coverage in an amount determined appropriate by City staff.

B. The special tax formula shall establish tax rates which correspond to the expected land use designation of each parcel.

C. The special tax formula shall be structured to ensure sufficient funds to pay for annual debt service and administrative expenses of the District.

D. A backup special tax or other mechanism to protect against changes in densities resulting in insufficient annual special tax revenues to pay annual debt service and administrative expenses shall be required.

E. The City may, at its sole discretion, provide for an annual escalation factor, not to exceed two percent (2%) of the Maximum Special Tax for Facilities Districts with residential parcels (bonded) in effect for the prior fiscal year. For Services Districts (non-bonded) or non-residential Districts, the City may provide for an annual escalation factor, not to exceed four percent (4%) of the Maximum Special Tax in effect for the prior fiscal year.

The maximum annual special tax submitted to the qualified electors of the CFD, when added together with all the annual payment requirements of overlapping debt and bonded assessments, and ad-valorem property taxes, shall not exceed one and three-fourths percent (1.75%) of the anticipated (as developed) Fair Market Value of the subject properties, based on projected home

prices at time of bond sale, however City staff may allow for a limit of more than one and three-fourths percent (1.75%) at the ~~Finance Director~~ Chief Financial Officer's (CFO) discretion.

The City shall retain a special tax consultant to prepare a report which:

A. Recommends a special tax formula for the proposed CFD.

B. Evaluates the special tax proposed to determine its ability to adequately fund identified public facilities, City administrative costs, services (if applicable) and other related expenditures. Such analysis shall also address the resulting aggregate tax burden of all proposed special taxes plus existing special taxes, ad valorem taxes, and assessments on the properties within the CFD. The rates and method of apportionment of special taxes shall be designed to ensure sufficient revenues are produced in case of final development at lower densities than anticipated.

C. Consultants of the City for the District shall comply with the existing policies of the Fair Political Practices Commission and ~~of~~ the California Government Code.

For bonded D~~d~~istricts the City may retain a Financial Advisor who will review the special t~~T~~ax f~~F~~ormula and other financial documents to determine that the documents have been prepared in a manner that does not adversely impact the City's financial position, District bonding capacity or credit rating. The Financial Advisor will confirm the findings of the Special Tax Consultant that the proposed Special Taxes are sufficient to fund all the future costs of the District. Costs incurred for these consultants will be paid by the ~~applicant~~Applicant(s) by advance deposit increments and may be reimbursed from bond proceeds or s~~S~~pecial t~~T~~ax collections.

8. TERMS AND CONDITIONS OF BONDS

All terms and conditions of the bonds shall be established by the City, and included in the Fiscal Agent Agreement. The City or a designated fiscal agent will control, manage and invest all D~~d~~istrict ~~-~~issued bond proceeds designated for use on improvements. Each bond issue shall be structured to adequately protect bond owners and to not adversely impact the bonding capacity or credit rating of the City through the special taxes or assessments, credit enhancements, foreclosure covenant and reserve fund. Unless otherwise authorized by the City, the following shall serve as bond requirements:

A. If required, a reserve fund ~~equal to an~~ amount equal to the lesser of ten percent (10%) of the initial bond principal, or maximum annual debt service on the Bonds, or one hundred twenty-five percent~~125%~~ (125%) of average annual debt service, or as otherwise provided by Federal tax law. If agreed by the City and the Underwriter, a Surety may be purchased in lieu of a funded reserve.

B. The ~~special~~ Special ~~taxes~~ Taxes shall be levied for the first ~~-~~fiscal year following the sale of the bonds ~~for which they may be levied~~ or at the end of capitalized interest period. ~~-~~Interest may be funded (capitalized) during a period not to exceed twenty-four (24) months, as determined by the ~~Finance Director~~CFO.

C. The repayment of principal shall begin on the earliest principal payment date for which sufficient special tax revenues can be made available after the end of the capitalized interest period, or otherwise as determined by the ~~Finance Director~~CFO to be appropriate.

D. The City may consider an increasing annual debt service by two percent (2%) per year for the term of the bonds. Determination of this shall be made by the ~~Finance Director~~CFO.

E. The maximum ~~special~~ Special T~~t~~ax shall be established to ~~assure~~ ensure that the annual revenue produced by levy of the maximum special tax shall be equal to at least ~~110%~~one hundred ~~-~~ten percent (110%) ~~–~~of the ~~maximum~~ corresponding annual debt service.

F. Prior to the issuance of the bonds, the City may authorize its bond counsel to commence and process to final judgment an action establishing the validity of the proceedings, ~~special~~ Special T~~t~~ax and issuance of ~~bonds~~Bonds, as determined appropriate by the City and such bond counsel.

G. In instances where multiple series of ~~bonds~~ Bonds are to be issued, the first series shall include public facilities of highest priority as determined by the City to be appropriate for initial development.

H. All statements and materials related to the sale of~~or~~ C~~c~~ommunity ~~f~~Facilities ~~d~~District ~~bonds~~ Bonds shall emphasize and state that neither the good faith, nor the taxing power of the City, is pledged to security or repayment of the bonds. The sole source of revenues to secure bonds are ~~special~~ Special T~~t~~axes.

9. DISTRICT COSTS, DEPOSITS AND REIMBURSEMENTS

All City and consultant costs incurred in the formation, evaluation and administration of ~~district~~ District applications and the establishment of ~~d~~Districts will be paid by the ~~applicant~~Applicant by advance deposit increments. The City shall not incur any non-reimbursable expenses for processing and administering Districts. Expenses not chargeable to the District shall be directly borne by the ~~applicant~~Applicant.

Funds to reimburse costs and expenses incurred by the City shall be billed to the ~~applicant~~Applicant and the ~~applicant~~Applicant shall pay each invoice within sixty (60) calendar

days of receipt of such notice. If the ~~applicant~~Applicant fails to make any payment of funds for the proceedings, the City may suspend all proceedings until receipt of such additional deposit.

For Districts financing facilities, except as otherwise provided herein, the ~~applicant~~Applicant shall be entitled to reimbursement for reasonable costs and expenses incident to the construction of the public facilities as provided under the Mello-Roos Community Facilities Act of 1982, provided that all such costs and expenses are determined by the City to be necessary and reasonable.

The ~~applicant~~Applicant or property owner shall not be entitled to reimbursement from bond proceeds for any of the expenses specified as follows:

A. In-house administrative and overhead expenses incurred by the ~~applicant~~Applicant;

B. Interest expenses incurred by the ~~applicant~~Applicant on moneys advanced or expended during the proceedings and construction of public facilities; and

C. Any other costs and expenses incurred by the ~~applicant~~Applicant which are not otherwise authorized for reimbursement under the Mello-Roos Act.

Neither the City nor the District shall be required to reimburse the ~~applicant~~Applicant or property owner from any funds other than the proceeds of bonds issued by the District and pay-as-you-go special taxes. The use and terms of any pay-as-you-go reimbursement shall be at the discretion of the City's CFO or such other person or persons as may be designated.

10. AGREEMENTS

Agreements will be prepared incidental to District formation proceedings in a form satisfactory to the City and consistent with these policies. These agreements may include, but not be limited to:

A. Funding, Construction and Acquisition and Shortfall Agreement;

B. Joint Community Facilities Agreements with any other public agency entitled to receive any portion of the bond proceeds or entitled to own and operate any of the public facilities financed by bond proceeds; and

C. Deposit and Reimbursement ~~a~~Agreement.

As a condition to the issuance and sale of bonds, all of the agreements specified shall be duly approved and executed by the parties thereto. Prior to execution of any agreements, such agreements shall be reviewed and approved by bond counsel and the City Attorney, who shall

determine if each agreement shall also be approved by the City Council. Agreement approval by the City Attorney shall be indicated thereon when appropriate.

11. USE OF CONSULTANTS

The City shall have the sole discretion as to selection of consultants and determination of fees and expenses of all consultants necessary for the formation of the District and the issuance of bonds, including the underwriter(s), bond counsel, financial advisor, appraiser, trustee, paying agent, market absorption study consultant, and the special tax consultant after reasonable consultation with the ~~applicant~~Applicant. Prior consent of the ~~applicant~~Applicant shall not be required in the determination by the City of the consulting and financing team.

The City shall also be responsible for determining the structure of the bonds to be issued, including the method of sale (negotiated or competitive), the need for bond ratings, investment of bond proceeds, and all other terms and conditions incidental to structuring and closing a bond issuance and distribution of proceeds, including pay-as-you-go funding, if any, in the form of ~~and/or~~ reimbursement to developer from excess (after debt service and District administration) special tax collections, or otherwise as determined by the CFO or such other person or persons as may be designated.~~.~~

12. ACQUISITION PROVISIONS

The City, at its sole discretion, will determine the facilities to be acquired and the method of determining reasonable acquisition costs, which shall be set forth in the Funding, Construction and Acquisition and Shortfall Agreement. Applicable bidding and prevailing wage requirements are extensive and will be addressed during the preparation of the Funding, Construction and Acquisition Agreement.

13. DISCLOSURE TO PURCHASERS

The ~~applicant~~Applicant or property owner will be required to demonstrate to the satisfaction of the City that, to the best of their abilities, there will be full disclosure of the Mello-Roos special taxes to prospective purchasers of property including interim purchasers and sales to merchant builders. In addition to all requirements of law, the City ~~shall~~ may require the ~~applicant~~Applicant to provide additional disclosure of such information as the City deems appropriate to the purchasers of property within the District, with respect to the existence of the District, maximum and/or backup special taxes to be levied within the District, facilities to be constructed, the foreclosure process and the terms and conditions of bonds issued on behalf of the District. Such

disclosure shall include home buyer notifications requiring signature prior to home purchases, as well as methods to notify subsequent home purchasers.

Upon request, the Finance Department will provide a "Notice of Special Tax" to sellers of real property subject to the levy of special taxes as required by Government Code ~~s~~Section 53340.2.

14. PROPERTY OWNER SUPPORT

In the instance of multiple property owners, the ~~applicant~~Applicant shall be required to produce letters evidencing other property owners' support for the scope and establishment of the District as an attachment to the application. The ~~applicant~~Applicant must have concurrence of 2/3 vote of the property owners to be included in a Community Facilities District, unless the City accepts moving forward based on special circumstances.

15. LAND USE APPROVALS

Properties proposed for inclusion in a District must possess a land use determination such that proposed development land use and specific facility requirements can support the proposed special tax. The City will accept applications for Mello-Roos financing for residential properties primarily when they are included in an approved specific plan or City planning area.

16. APPLICATION PROCESS

Early communication with the City is encouraged to assist ~~applicant~~Applicants in evaluating the feasibility of available financing programs and to discuss program procedures.

1. PREAPPLICATION CONFERENCE: ~~Applicant~~Applicant meets with City to discuss the proposed project and application procedures.

2. PROJECT REVIEW: ~~Applicant~~Applicant and City staff meet to discuss initial application, including any issues raised and further information that might be required. If necessary, ~~applicant~~Applicant submits revised application.

3. ~~APPLICATION PROCESSING: Upon City determination that application is complete, staff prepares a staff report which forwards the request for district formation and possible bonding, and staff recommendation to the City Council.~~

~~4~~3. PROJECT INITIATION: Applicant, staff and consultants meet to determine preliminary project schedule and begin work necessary to initiate District

formation.~~Staff submits consultant contracts, reimbursement agreements and other similar items for City Council consideration.~~

~~5~~4. PROJECT IMPLEMENTATION: ~~Applicant~~Applicant~~, staff and consultants meet to determine preliminary project schedule and begin work necessary to initiate district formation~~. The resolution of intention is approved by Council action in order to move forward to the formation hearing. Once the District is formed, bonds can be issued (if forming a Facilities District)

17. APPLICATION OF GOALS AND POLICIES

The City may find that a waiver of any of the above stated policies is reasonable given identified City benefits to be derived from such waiver. Such waivers may be granted with or without action of the City Council, as determined appropriate by ~~City staff~~the CFO. Approval by the City Council of formation of a District and/or issuance of bonds for a District constitutes a determination that a District conforms to the provisions of these Goals and Policies and, if applicable, that a waiver of any provision hereof is appropriate, and shall be conclusive evidence of such conformity.

These Goals and Policies may be reviewed and may be amended from time to time, as determined by the City to be appropriate in the light of changing conditions affecting the City and its real estate market and changes in practices among other communities in the region.

ATTACHMENT 1

GOVERNING LAW: California Government Code, beginning at Section 5331~~2~~1, Mello-Roos Community Facilities District Act of 1982, available online.

INFORMATIONAL SUMMARY OF MELLO-ROOS COMMUNITY FACILITIES DISTRICT FORMATION PROCESS

A Community Facilities District (CFD) is a legally constituted governmental entity created for the purpose of financing public facilities and services. It is similar in effect to an ~~a~~Assessment D~~d~~istrict except that the resulting security for debt in an ~~a~~Assessment ~~d~~District is a fixed lien assessment, while under a CFD it is a special tax. A CFD may finance a broad range of facilities and/or services, including facilities and/or services which benefit an area in a general way as opposed to benefiting specifically identified properties as required in an A~~a~~ssessment D~~d~~istrict.

The formation proceedings are subject to, and contingent upon satisfaction of all environmental, zoning and land use regulations. All documents of formation are to be prepared by the ~~applicant~~Applicant or designated party.

1. **Initiation of Proceedings**. Proceedings can be initiated by the City on its own initiative, or must be ~~must be~~ considered within ninety (90) days from the time a request is made by a petition signed by ten percent (10%) of the registered voters (or ten percent (10%) of the landowners by area if less than twelve (12) registered voters) within the proposed CFD. The petition shall be accompanied by payment of a fee determined by the Finance Department to be sufficient to pay for costs incurred in conducting the proceedings.

2. **Resolution of Intention**. Adoption of a Resolution of Intention to establish a CFD begins the formation process, stating the name of the proposed CFD, the types of facilities and/or services to be financed and that, a special tax to pay for such facilities and/or services will be annually levied. The Resolution of Intention shall also fix a time and place for a public hearing between thirty (30) and sixty (60) days after the adoption of the Resolution of Intention, describe the method of levy and apportionment of the special tax and describe the proposed voting procedure. In addition, the resolution may specify conditions under which the obligation to pay the special tax may be prepaid and permanently satisfied. The City Council directs its responsible officers to study the proposed D~~d~~istrict and to file a report at or before the public hearing describing the proposed public facilities and services and an estimate of costs.

3. **Public Hearing**. Protests against the establishment of the CFD, the extent of the CFD or the furnishing of specified types of public facilities or services may be made orally or in writing by interested persons or taxpayers. If fifty percent (50%) or more of the registered voters, or six (6) registered voters, whichever is more, residing within the proposed CFD or the owners of one-half (1/2) or more of the area of land in the proposed CFD file written protests against the establishment of the CFD, the proceedings are abandoned. If the protests are directed toward certain types of facilities or services, or against a specified special tax, those specific items may be eliminated from the resolution forming the CFD. The hearing may be continued for up to thirty (30) days without special findings and up to six (6) months if the City Council makes specified findings.

4. **Resolution of Formation**. If the City Council decides to establish the CFD, it will adopt a Resolution of Formation containing similar information as contained in the Resolution of Intention.

5. **Election**. If the City Council determines to form the CFD, it submits the question of whether special taxes should be levied to an election of the voters (or land owners if less than twelve (12) registered voters) of the proposed CFD. Combined with the tax proposition, there may be a proposition on the question of incurring bonded indebtedness. The tax, in order to be levied, must be approved by two-thirds (2/3) of the votes cast and thereafter levied by adoption of an ordinance of the City Council. The Mello-Roos Act provides that the election shall be at the next general election or at a special election to be held between ninety (90) and one hundred and eighty (180) days following the close of the protest hearing. The election time limits may be shortened by the unanimous consent of the qualified electors within the proposed D~~d~~istrict and the concurrence of the election official conducting the election.

6. **Special Tax Bonds**. A CFD may be created solely to provide the services permitted by statute. However, most CFD's have been created specifically for the purpose of levying special taxes to service bonded indebtedness incurred by the CFD in order to finance the construction of facilities. The proceedings to authorize and incur bonded indebtedness usually parallel the proceedings for formation of the CFD and the authorization to levy the special tax, although the bond proceedings could be conducted separately and at a later date. The proceeding to authorize bonded indebtedness involves a Resolution of Intention, public hearing and election, all conducted in a manner very similar to proceedings to form the CFD and levy the tax. Government Code Sections 53341 and 53359 establish a limited period of time in which special taxes levied under the Mello-Roos Act may be challenged by a third party. For this reason, the City may choose to wait (60) days (a 'validation period') after the authorization to incur bonded indebtedness is approved before CFD bonds are sold. CFD bonds may be sold competitively or through negotiated sale and may bear fixed or variable interest rates. In some cases, specified facilities may be provided by a CFD for only a portion of the land within the CFD. In that event, the Act provides for the formation of improvement areas for which separate elections are conducted and to which a specified special tax applies.

COUNCIL COMMUNICATION

CC #: 9861
File #: 0201-02

Title:	Audit Services - Professional Services Agreement Amendment
Contact:	Nick Rosas 916-774-5314 nrosas@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 6.19.

RECOMMENDATION TO COUNCIL

Staff recommends that the City Council adopt the attached resolution authorizing the City Manager to execute the second amendment to the professional services agreement with Vavrinek, Trine, Day & Company for the purposes of providing additional financial audit services.

BACKGROUND

As stated in Article VII, Section 7.19 of the Roseville City Charter, the Council shall provide for a running audit of all accounts and books of the City by a firm of certified public accountants who are in no other way connected with the City government.

In June 2015, Vavrinek, Trine, Day & Co., LLP was selected to perform audit services through a competitive bid process, and the agreement for audit services was approved with Council Resolution 15-280.

FISCAL IMPACT

The cost of the financial audit services is $181,900.00 per year, for a total of $363,800.00 over the two-year period, part of which will be paid for by the General Fund. The cost of the first year of the audit services has been budgeted for in the FY 2018-19 budget. The cost of the second year of the audit services will be included in the FY 2019-20 budget, pending City Council approval.

ECONOMIC DEVELOPMENT / JOBS CREATED

Not applicable.

ENVIRONMENTAL REVIEW

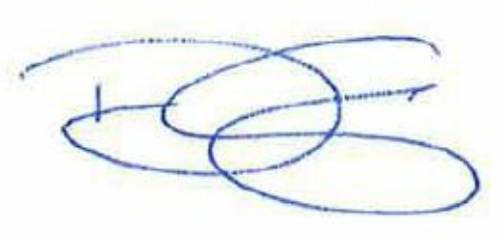
The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environmental (CEQA

Guidelines §15061(b)(3)). The approval of the second amendment to the professional services agreement for audit services does not include the potential for a significant environmental effect and therefore is not subject to CEQA.

Respectfully Submitted,

Nick Rosas, Accounting Supervisor

Dennis Kauffman, Chief Financial Officer



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Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-88

Professional Services Agreement Amendment

RESOLUTION NO. 19-88

APPROVING A SECOND AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND VAVRINEK, TRINE, DAY & COMPANY, LLP, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE

WHEREAS, a second amendment to professional services agreement for audit services, by and between the City of Roseville and Vavrinek, Trine, Day & Company, LLP, has been reviewed by the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said second amendment is hereby approved and that the City Manager is authorized to execute it on behalf of the City of Roseville.

PASSED AND ADOPTED by the Council of the City of Roseville this ___ day of _____, 2019, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

SECOND AMENDMENT TO

AGREEMENT FOR AUDIT SERVICES

THIS SECOND AMENDMENT TO AGREEMENT is made and entered into this ___ day of _____, 20__, by and between the City of Roseville, a municipal corporation ("CITY"), and Vavrinek, Trine, Day & Co., LLP, a limited liability partnership ("AUDITOR"), and

W I T N E S S E T H:

WHEREAS, CITY and AUDITOR previously entered into an Agreement for Audit Services dated July 1, 2015 and amended May 10, 2017 ("Agreement"); and

WHEREAS, CITY desires to amend the Agreement to include additional services as described in AUDITOR's letter/proposal dated August 24, 2018, which is attached hereto as Exhibit "A" and incorporated herein by reference; and

WHEREAS, AUDITOR is willing and able to provide such additional services; and

NOW, THEREFORE, the parties agree as follows:

1. AUDITOR shall provide additional services as described in Exhibit "A" of this Second Amendment to Agreement.

2. Paragraph 5 of the Agreement is amended by adding an additional paragraph to read as follows:

"CITY shall pay three hundred sixty-three thousand, eight hundred dollars ($363,800.00), in consideration of the additional services as set forth in Exhibit "A" to the Second Amendment to Agreement."

3. All other provisions of the Agreement shall remain unchanged and in full force and effect.

IN WITNESS WHEREOF, the City of Roseville, a municipal corporation, has authorized the execution of this Second Amendment to Agreement in duplicate by its City Manager and attested to by its City Clerk under the authority of Resolution No. _____, adopted by the Council of the City of Roseville on the ___ day of _____, 20__, and AUDITOR has caused this Second Amendment to Agreement to be executed.

CITY OF ROSEVILLE, a municipal corporation

BY: _____
DOMINICK CASEY
City Manager

ATTEST:

BY: _____
SONIA OROZCO
City Clerk

VAVRINEK, TRINE, DAY & CO., LLP, a limited liability partnership

BY: _____
its: PARTNER

and

BY: _____
its: Partner

SIGNATURES CONTINUED ON FOLLOWING PAGE

APPROVED AS TO FORM:

BY: _____
ROBERT R. SCHMITT
City Attorney

APPROVED AS TO SUBSTANCE:

BY: _____
DENNIS KAUFFMAN
Chief Financial Officer

EXHIBIT "A"

VAVRINEK, TRINE, DAY & CO., LLP
Certified Public Accountants

VALUE THE *difference*

August 24, 2018

Ms. Jacquelyn Flickinger, CPA
Controller
City of Roseville, California

Dear Ms. Flickinger:

We appreciate the opportunity to serve the City of Roseville (City) as the independent auditor. This letter is intended to set-forth the understanding that, at the request of the City we will continue to provide the City with independent auditing services for the fiscal years ending June 30, 2019 and 2020. The description of the auditing services we will provide the City is contained in our agreement for audit services dated July 1, 2015. This proposal demonstrates our capability and commitment to serve.

At the request of the City, we have prepared a fee quotation for auditing services for the fiscal years ending June 30, 2019 and 2020. Vavrinek, Trine, Day & Co., LLP is strongly committed to our governmental clients and we value serving as the City's independent auditors. In accordance with our Proposal for Audit Services, dated May 22, 2015, the FY 2019 and FY 2020 audit fee will be consistent with the FY 2018 fee. Our proposed fee is outlined as follows:

Description of Services	Proposed Audit Fees Not to Exceed Amounts 2018-19	2019-20
1. City of Roseville CAFR	$ 84,800	$ 84,800
2. GANN Limit	850	850
3. Single Audit (4 major programs)	19,000	19,000
4. South Placer Wastewater Authority	18,000	18,000
5. Bizz Johnson Interchange JPA	3,100	3,100
6. Roseville School Age Child Care	5,300	5,300
7. Roseville Natural Gas Financing Authority	5,500	5,500
8. Roseville Community Development Corporation	10,000	10,000
9. State Controller's Office Report	15,900	15,900
10. Electric Fund Statements (FERC)	5,300	5,300
11. Environmental Utilities Fund Statements	5,300	5,300
12. Roseville Housing Authority AUP (REAC)	850	850
13. OPEB Trust	8,000	8,000
Total for Fiscal Year (not-to-exceed)	$ 181,900	$ 181,900

QUOTED HOURLY RATES OF THE FIRM'S PROFESSIONALS:	2018-19	2019-20
Partner	$ 255	$ 255
Manager	200	200
Supervisor	170	170
Senior	125	125
Staff	95	95
Paraprofessional	74	74

2151 River Plaza Dr., Suite 308, Sacramento, CA 95833 P 916.570.1880 F 916.570.1875 W vtdcpa.com

We feel that Vavrinek, Trine, Day & Co., LLP is the best selection for the City. There are numerous changes affecting governmental agencies including new accounting standards issued by the Governmental Accounting Standards Board (GASB), and new federal uniform grant guidance requirements for Federal Awards. As one of the leading firms in governmental auditing in California, we have invested significant time and resources to proactively address these changes and provide efficient and timely audits.

Our investment of time and resources includes:

- Providing several training sessions to industry groups and clients regarding new GASB pronouncements and Single Audit reporting requirements including GASB 74 and GASB 75.
- Providing in excess of 80 hours per year of governmental continuing professional education (CPE) to our staff working on governmental audits.
- Attendance at national training sessions so that we can address implementation issues with key representatives of the Office of Management and Budget (OMB), U.S. Government Accountability Office (GAO), American Institute of Certified Public Accountants (AICPA) and the various Offices of the Inspector General's (OIG) relating to all areas of governmental auditing.
- Investing a significant amount of time in developing our understanding of new Single Audit requirements, including the new uniform grant guidance of 2 CFR 200. We regularly present to industry groups on new reporting and compliance requirements.
- Researching new professional pronouncements so that we are at the leading edge in preparing our clients to respond to all new requirements.
- Devoting resources to a strict quality control program including the funding of a quality control department.

As a result of our efforts Vavrinek, Trine, Day & Co., LLP places within the top three California based CPA firms and is a top 100 CPA firm nationally, and provides governmental auditing services to over 300 governmental agencies.

We value serving as the City of Roseville's independent auditors. Should you have any questions, please feel free to call me at (916) 570-1880.

Sincerely,

Phillip M. White, Partner
Vavrinek, Trine, Day & Co., LLP

COUNCIL COMMUNICATION

CC #: 9843
File #: 0709-01

Title: Housing Element Annual Progress Report for Calendar Year 2018
Contact: Trisha Isom 916-746-1239 tisom@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 6.20.

RECOMMENDATION TO COUNCIL

Staff recommends that City Council adopt the attached resolution approving the Housing Element Annual Progress Report for Calendar Year 2018 and its submittal to the state, in accordance with Section 65400(b) of California Government Code and the Housing Successor's Annual Report of the Low and Moderate Income Housing Asset Fund for fiscal year 2017-18.

BACKGROUND

After each jurisdiction's General Plan Housing Element has been adopted, Section 65400(b) of the California Government Code requires the jurisdiction to provide an annual report to their legislative body, the State Office of Planning and Research (OPR) and the State Department of Housing and Community Development (HCD) on the status of the plan and progress in its implementation. The report must detail progress in meeting the City's share of regional housing needs, determined pursuant to California Government Code Section 65584, and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing pursuant to California Government Code 65583(c)(3).

On June 19, 2013, the City Council adopted the 2013-2021 Housing Element. HCD subsequently confirmed the updated Housing Element was in compliance with State Housing Element Law on August 22, 2013. The 2018 Housing Element progress report covers review of the City's housing policies, goals and objectives for this last year within the 9-year reporting period of 2013 through 2021. With the submission of the 2018 Housing Element Annual Progress Report to the HCD by April 1, 2019, the City of Roseville maintains its eligibility to receive State-administered grant funds, such as the Housing-Related Parks Program, the State's HOME Program and the CalHome Program. Additional interest at the state level in Housing Element compliance makes this reporting even more important this year, as it could also link to eligibility for transportation and other non-housing funds.

In the planning process leading up to the current Housing Element period, the Sacramento Area Council of Governments (SACOG) determined the Regional Housing Needs Allocation (RHNA) for the six county region, including the City of Roseville, in accordance with State law. The RHNA allocates to each local jurisdiction its fair share requirement for meeting the area's housing needs

in all income categories for the years 2013 through 2021 during this plan period. The City's fair share housing need, as determined by SACOG, is 8,478 dwelling units, comprised of the following income groups: 2,268 units for very low income families, 1,590 units for low income families, 1,577 units for moderate income families, and 3,043 units for above moderate income families over the designated planning period. To meet this need, the City is required to identify land that is able to accommodate these quantities and income levels of development and then tracks development throughout the planning period.

The City of Roseville has provided for the future production of affordable housing units through its local policy requiring ten percent of new housing specific plans to be affordable. Since its inception in 1989, this local policy has resulted in the production of 2,935 affordable units, with an average of 101 units per year. Beyond the ten percent requirement, the City has also incentivized affordable housing development through the provision of land and subsidized loans for this purpose. In addition to the 57 extremely low, very low, and low income rental units provided in Downtown Roseville this year under these efforts, the City is currently working to approve two additional rental projects in Old Town Roseville and several purchase units throughout the infill area that will net approximately 150 affordable units by 2020. Other projects, like the Campus Oaks Master Plan, have been able to exceed local affordable housing requirements using state bond financing options, which have led to greater affordability like the 42 very low income rental units to be provided in early 2019.

The attached Housing Element Annual Progress Report identifies housing activity and progress in meeting Roseville's portion of the RHNA during the 2018 calendar year. In addition to units referenced above, there were a total of 3 low income Accessory Dwelling Units (ADUs) produced in calendar year 2018, and there were 633 moderate income units and 472 above-moderate income units produced during the year. The 2018 report is the 6th year in the 9-year reporting period. The City of Roseville has met its obligations in providing the land inventory necessary to meet its RHNA requirements and continues to meet program and policy goals of local incentives and reductions in government barriers. Construction of sites can be challenging in the private market right now due to an insufficient labor supply for residential construction, particularly amidst the rebuilding efforts of Santa Rosa and Paradise.

Included with the Housing Element Annual Progress Report, the City is also required to submit the Housing Successor's Annual Report of the Low and Moderate Income Housing Asset Fund for each fiscal year. The City, acting as the Housing Successor, assumed the Low and Moderate Income fund of the former Redevelopment Agency of the City of Roseville. This report for fiscal year 2017-18 details the City's action in carrying out housing activities and affordable housing development.

As noted in the report, these funds are primarily used to provide homeless prevention grant funding, to assist in the development of affordable housing (Lohse Apartments by Mercy Housing at 623 Vernon Street completed and Main Street Plaza and Junction Station are pending), and the monitoring of existing affordable housing units in Roseville.

Most of the fund balance will be spent on the upcoming Main Street Plaza Apartments (65 units at Washington Boulevard and Main Street) and Junction Station Apartments (80 units at Pacific Street and Church Street), both starting construction during 2019. Because the law allows for the Housing Successor to address homelessness prevention, the City has been committed to using the allowable $250,000 annually towards Homeless Prevention and Rapid Rehousing grants to local non-profit partners working to address homelessness in Roseville. These grants have been very successful in preventing and reducing homelessness for local at-risk families.

Once the Housing Element Annual Progress Report with the accompanying Housing Successor Agency Annual Report are acted upon by the City Council, staff will submit these documents in compliance with state requirements.

FISCAL IMPACT

The staff cost of developing the 2018 Housing Element Annual Progress Report was included in the Fiscal Year 2018-2019 adopted budget.

ECONOMIC DEVELOPMENT / JOBS CREATED

The Housing Element Annual Progress Report does not promote or create jobs, but it does provide an important service by reporting on the development of housing for all income levels in our community, including affordable housing. This range of housing is an essential component to the foundation of our community's economic stability. The City also provides opportunities for housing development through its land inventory within the Housing Element, thereby creating the opportunity for additional construction jobs locally.

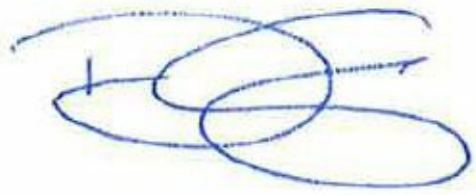
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment (CEQA Guidelines §15061(b)(3)). The Housing Element Annual Progress Report does not include the potential for a significant environmental effect, and therefore is not subject to CEQA. Individual housing projects would be reviewed separately under CEQA.

Respectfully Submitted,

Trisha Isom, Housing Analyst

Laura Matteoli, Economic Development Director



_____

Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-73

2018 Housing Successor Agency Annual Report

RESOLUTION NO. 19-73

APPROVING THE HOUSING ELEMENT ANNUAL PROGRESS REPORT AND THE HOUSING SUCCESSOR'S ANNUAL REPORT OF THE LOW AND MODERATE INCOME HOUSING ASSET FUND

WHEREAS, on June 19, 2013, the City Council approved the General Plan's Housing Element update, which was an eight-year document (2013-2021); and

WHEREAS, Section 65400 of the Government Code of the State of California requires an annual report to the City Council, the State Offices of Planning and Research and the State Department of Housing and Community Development; and

WHEREAS, the City Council has reviewed the Housing Element Annual Progress Report (Calendar Year 2018);

WHEREAS, the City Council has also reviewed the Housing Successor's Annual Report of the Low and Moderate Income Housing Asset Fund for fiscal year 2017-18; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Roseville hereby approves the Housing Element Annual Progress Report (Calendar Year 2018) and directs staff to submit it to State Offices of Planning and Research and the State Department of Housing and Community Development.

BE IT FURTHER RESOLVED that the Housing Successor's Annual Report of the Low and Moderate Income Housing Asset Fund for fiscal year 2017-18 is hereby approved

PASSED AND ADOPTED by the Council of the City of Roseville this ___ day of _____, 20__, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

Report of Required Information per Health and Safety Code 34176.1 (f)
City of Roseville Housing Successor
Fiscal Year 2017-18

1. Any amounts deposited into the Fund, with segregation of amounts deposited from payments pursuant to a Recognized Obligation Payment Schedule ("ROPS") from other sources.

Amount	*Source*	*Purpose*
$1,000.00	Interest on Investments Earned	Fund Balance-Reserved
$5,306	Principal & Int on Notes/Loans	Fund Balance-Reserved
$30,515	Other Revenue	Fund Balance-Reserved
$243,293	20% Deposit from City Loan Payoff	Fund Balance-Reserved
$153,286	Loan Payoffs-Program Income	Fund Balance-Reserved
$433,400	**Total Deposits**	

2. The balance in the Fund at the fiscal year end, with segregation of amounts held to meet obligations on a ROPS from other amounts.

Amount	*Description*
975,225	Ending Cash
$0	Interest Receivable
$0.00	Reserved for ROPS
$975,225	**Fund Balance 6/30/18**

3. A description of expenditures from the Fund by category for:

a. Monitoring and preserving the long-term affordability of units subject to affordability restrictions or covenants entered into by the redevelopment agency or the housing successor and administering permitted affordable housing activities. ***The amount that can be spent on monitoring and administration is capped at 2% of the value of the assets in the Fund or $200,000 whichever is greater.***

b. Homeless prevention and rapid rehousing services. ***This amount is limited to $250,000 annually.***

c. Development of housing affordable to households at or below 80% of area median income ("AMI").

Amount	*Description*
$65,788	a. Staff charges for Monitoring
$4,182	b. Misc Office Charges
$248,750	c. Homeless Prevention
$318,720	**Total Expenditures**

ATTACHMENT A

Report of Required Information per Health and Safety Code 34176.1 (f)
City of Roseville Housing Successor
Fiscal Year 2017-18

4. The statutory value of real property owned by the housing successor, the value of loans and grants receivable, and the sum of these two amounts.
"Statutory value of real property" means the value of properties formerly held by the former redevelopment agency as listed on the housing asset transfer form approved by the Department of Finance ("DOF") and the purchase price of properties purchased by the housing successor.

Amount	*Description*
$861,245	304 Washington Blvd
$5,760,000	Mercy Housing - Deferred Receivables-
$4,436,880	FTHB/commercial Deferred Receivables
$916,121	Deferred Interest-Receivable
$11,974,246	**Total Value of Land & A/R**

5. A description of any inter-jurisdictional transfers of monies from the Fund in the previous fiscal year as well as any transfer from prior fiscal years if the funds are still unencumbered and a description of and status update on any project for which transferred funds have been or will be expended if that project has not yet been placed in service.

none

6. A description of any project for which the housing successor receives or holds real property tax revenue pursuant to the ROPS and the status of that project.

none

7. For interests in real property acquired by the former redevelopment agency prior to February 1, 2012, a status update on compliance with the development of the property within five (5) years after the DOF approved the property as a housing asset, which would typically be the date of approval of the housing asset transfer list. For interests in real property acquired on or after February 1, 2012, a status update on the project.

Mercy Housing has secured a loan from the Housing Successor in the amount of $5,760,000 for the development of a 58-unit mixed-use affordable housing development at 623 Vernon Street, Roseville. The loan was approved by the City Council, acting as the Housing Successor, on November 16, 2016. The funds - the remainder of the 2006 housing bonds - were wired to the developer's escrow account in November 2016. The project is planned to be completed by Fall 2018.

In 2016, the Housing Successor committed $600,000 of funding from the low/moderate affordable housing funds towards the Junction Crossing affordable rental housing development at 120 Pacific Street. This project will include 80 affordable units available for low and very low income households. St. Anton, the developer of this project, anticipates construction starting in Fall 2018, at which point the Housing Successor will assist Junction Crossing with these funds in the form of a low-interest loan.

ATTACHMENT A

Report of Required Information per Health and Safety Code 34176.1 (f)
City of Roseville Housing Successor
Fiscal Year 2017-18

8. A description of any outstanding replacement housing and housing production obligations that transferred to the housing successor on February 1, 2012, the housing successor's progress in meeting those obligations, and the housing successor's plans to meet the unmet obligations.	The Agency will continue to work with 2-3 affordable housing developers. Going forward the Agency is hopeful that loan portfolio payoffs and 20% set-aside deposits from City loan payments will provide additional assistance for affordable housing developments.
9. Reporting on income targeting requirements does not need to be included until December 31, 2019 for the period from January 1, 2014 through the end of the fiscal year covered by the report (June 30, 2019 for most housing successors), and every five years thereafter. However, it may be useful for housing successors to track this information on an annual basis to ensure the requirement is met every five years. *The required income targeting expenditures are that, over a five year period, the funds remaining after expenditures for monitoring and administration and rapid rehousing services, if any, must be expended for the development of housing affordable to and occupied by households earning 80% or less of the AMI, with at least 30% of the funds expended on the development of housing affordable to and occupied by households earning 30% or less of the AMI and not more than 20% of the funds expended on the development of housing affordable to and occupied by households earning between 60% and 80% of the AMI.*	Not Required until 2019
10. The percentage of units of deed-restricted rental housing restricted to seniors and assisted individually or jointly by the housing successor, its former redevelopment agency, and its host jurisdiction within the previous 10 years in relation to the total number of units of deed-restricted rental housing assisted individually or jointly by the housing successor, its former redevelopment agency, and its host jurisdiction within the same time period. *If the percentage of assisted senior rental housing is more than 50 percent of the total of all assisted rental housing, no additional senior rental housing can be assisted until the percentage falls to 50 percent or less.*	

# of Units	*Description*
287	Senior Restricted Rental Housing Units
558	Non-Senior Restricted Rental Housing Units
845	**Total Units**
34%	% of Senior Restricted Rental Housing Units

In last 10 years:

# of Units	*Description*
49	Senior Restricted Rental Housing Units
58	Non-Senior Restricted Rental Housing Units
107	**Total Units**
46%	% of Senior Restricted Rental Housing Units

11. The amount of any excess surplus, the amount of time that the successor agency has had the excess surplus, and the housing successor's plan for eliminating the excess surplus. *The definition of excess surplus has been modified so that an "excess surplus" exists to the extent a housing successor holds unencumbered funds in its Fund in an amount that exceeds the greater of $1,000,000 or the total amount of deposits into the Fund for the preceding four fiscal years. The housing successor is required to spend the excess*	$0.00

ATTACHMENT A

surplus amount or transfer that amount to another jurisdiction as provided in Health and Safety Code Section 34176.1(c)(2) within three fiscal years. If not, the excess surplus amount must be transferred to HCD to use pursuant to the Multifamily Housing Program or the Joe Serna, Jr. Farmworker Housing Grant Program.	

ATTACHMENT A

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction	Roseville
Reporting Year	2018 (Jan. 1 - Dec. 31)

Note: + Optional field

Cells in grey contain auto-calculation formulas

Table A

Housing Development Applications Submitted

Project Identifier					Unit Types		Date Application Submitted	Proposed Units - Affordability by Household Incomes								Total Approved Units by Project	Total Disapproved Units by Project	Streamlining	Notes
1					2	3	4	5							6	7	8	9	10
Prior APN*	Current APN	Street Address	Project Name*	Local Jurisdiction Tracking ID*	Unit Category (SFA,SFD,2 to 4,5+,ADU,MH)	Tenure R=Renter O=Owner	Date Application Submitted	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Total PROPOSED Units by Project	Total APPROVED Units by project	Total DISAPPROVED Units by Project (Auto-calculated Can Be Overwritten)	Was APPLICATION SUBMITTED Pursuant to GC 65913.4(b)? (SB 35 Streamlining)	Notes*
Summary Row: Start Data Entry Below								43		20		8	443	132	646	646			
	490-400-004-000	3101 VILLAGE PLAZA DR			SFD	O	3/21/2018						56		56	56		No	
	496-050-072-000	3016 WELTON CI			SFD	O	4/2/2018						62		62	62		No	
	011-145-005-000	300 WASHINGTON BL			5+	R	6/1/2018	43		20		2			65	65		No	
	498-010-039-000	1050 VISTA GRANDE BL			SFD	O	8/15/2018						187		187	187		No	
	498-010-002-000	3070 PLEASANT GROVE BL			SFD	O	9/4/2018						88		88	88		No	
	482-420-008-000	1550 PARKSIDE WY			SFD	O	3/30/2018					6	50		56	56		No	
	481-260-024-000	8830 CRIMSON RIDGE WY			SFD	O	4/13/2018							132	132	132		No	

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction	Roseville	
Reporting Year	2018	(Jan. 1 - Dec. 31)

This table is auto-populated once you enter your jurisdiction name and current year data. Past year information comes from previous APRs.

Please contact HCD if your data is different than the material supplied here

Table B
Regional Housing Needs Allocation Progress
Permitted Units Issued by Affordability

Income Level		1	2									3	4
		RHNA Allocation by Income Level	2013	2014	2015	2016	2017	2018	2019	2020	2021	Total Units to Date (all years)	Total Remaining RHNA by Income Level
Very Low	Deed Restricted	2268				42	43					85	2183
	Non-Deed Restricted												
Low	Deed Restricted	1590				15						18	1572
	Non-Deed Restricted							3					
Moderate	Deed Restricted	1577						17				2807	
	Non-Deed Restricted		142	438	378	216	1000	616					
Above Moderate		3043	384	333	544	584	644	472				2961	82
Total RHNA		8478											
Total Units 44			526	771	922	857	1687	1108				5871	3837

Note: units serving extremely low-income households are included in the very low-income permitted units totals

Cells in grey contain auto-calculation formulas

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction	Roseville	
Reporting Year	2018	(Jan. 1 - Dec. 31)

Note: + Optional field

Cells in grey contain auto-calculation formulas

Table C
Sites Identified or Rezoned to Accommodate Shortfall Housing Need

Project Identifier				Date of Rezone	Affordability by Household Income				Type of Shortfall	Sites Description							
1				2	3				4	5	6	7	8		9	10	11
APN	Street Address	Project Name*	Local Jurisdiction Tracking ID*	Date of Rezone	Very-Low Income	Low-Income	Moderate Income	Above Moderate Income	Type of Shortfall	Parcel Size (Acres)	General Plan Designation	Zoning	Minimum Density Allowed	Maximum Density Allowed	Realistic Capacity	Vacant/Nonvacant	Description of Existing Uses
Summary Row: Start Data Entry Below																	

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction	Roseville	
Reporting Year	2018	(Jan. 1 - Dec. 31)

Table D

Program Implementation Status pursuant to GC Section 65583

Housing Programs Progress Report

Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.

1	2	3	4
Name of Program	**Objective**	**Timeframe in H.E**	**Status of Program Implementation**
Zoning Ordinance	Provide opportunities for affordable housing and updating thesecond unit ordinance	ongoing	current
Density Bonus	Increase opportunities for higher density	ongoing	current
Downtown Specific Plan - Underutilized Parcels	Continue to implement the Downtown Specifc Plan to support opportunities for infill development including high density and affordable housing	ongoing	Specific Plan adopted April 1, 2009 - Two new applications for high density affordable housing have been submitted in 2018 in the downtown area which have resulted in an increase of 145 affordable units to be built in downtown

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction	Roseville	
Reporting Period	2018	(Jan. 1 - Dec. 31)

Note: + Optional field

Cells in grey contain auto-calculation formulas

Table E

Commercial Development Bonus Approved pursuant to GC Section 65915.7

Project Identifier				Units Constructed as Part of Agreement				Description of Commercial Development Bonus	Commercial Development Bonus Date Approved
1				2				3	4
APN	Street Address	Project Name*	Local Jurisdiction Tracking ID*	Very Low Income	Low Income	Moderate Income	Above Moderate Income	Description of Commercial Development Bonus	Commercial Development Bonus Date Approved
Summary Row: Start Data Entry Below									

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction	Roseville	
Reporting Period	2018	(Jan. 1 - Dec. 31)

Note: + Optional field
Cells in grey contain auto-calculation formulas

Table F
Units Rehabilitated, Preserved and Acquired for Alternative Adequate Sites pursuant to Government Code section 65583.1(c)(2)

This table is optional. Jurisdictions may list (for informational purposes only) units that do not count toward RHNA, but were substantially rehabilitated, acquired or preserved. To enter units in this table as progress toward RHNA, please contact HCD at APR@hcd.ca.gov. HCD will provide a password to unlock the grey fields. Units may only be credited to the table below when a jurisdiction has included a program in its housing element to rehabilitate, preserve or acquire units to accommodate a portion of its RHNA which meet the specific criteria as outlined in Government Code section 65583.1(c)(2).

Activity Type	Units that Do Not Count Towards RHNA+ Listed for Informational Purposes Only				Units that Count Towards RHNA + Note - Because the statutory requirements severly limit what can be counted, please contact HCD to receive the password that will enable you to populate these fields.				The description should adequately document how each unit complies with subsection (c)(7) of Government Code Section 65583.1+
	Extremely Low-Income+	Very Low-Income+	Low-Income+	TOTAL UNITS+	Extremely Low-Income+	Very Low-Income+	Low-Income+	TOTAL UNITS+	
Rehabilitation Activity									
Preservation of Units At-Risk									
Acquisition of Units									
Total Units by Income									

Jurisdiction	Roseville	
Reporting Year	2018	(Jan. 1 - Dec. 31)

Permitted Units Issued by Affordability Summary		
Income Level		Current Year
Very Low	Deed Restricted	43
	Non-Deed Restricted	0
Low	Deed Restricted	20
	Non-Deed Restricted	0
Moderate	Deed Restricted	8
	Non-Deed Restricted	443
Above Moderate		132
Total Units 44		646

Note: units serving extremely low-income households are included in the very low-income permitted units totals

Entitlement Summary	
Total Housing Applications Submitted:	7
Number of Proposed Units in All Applications Received:	646
Total Housing Units Approved:	646
Total Housing Units Disapproved:	0

Use of SB 35 Streamlining Provisions	
Number of Applications for Streamlining	0
Number of Streamlining Applications Approved	0
Total Developments Approved with Streamlining	0
Total Units Constructed with Streamlining	0

Units Constructed - SB 35 Streamlining Permits			
Income	Rental	Ownership	Total
Very Low	0	0	0
Low	0	0	0
Moderate	0	0	0
Above Moderate	0	0	0
Total	0	0	0

Cells in grey contain auto-calculation formulas

COUNCIL COMMUNICATION

CC #: 9867
File #: 0600-01

Title: Staffing Allocation and Salary Schedule Changes
Contact: Stacey Peterson 916-774-5374 slpeterson@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 6.21.

RECOMMENDATION TO COUNCIL

As part of an ongoing assessment of the appropriate staffing structure to provide a high level of service to the community, staff is recommending the following changes to the City's staffing allocation schedule and salary schedule to meet business needs. It is recommended that City Council take the following actions:

1. Adopt an ordinance to approve the attached Management A & B salary schedules (Appendix B) reflecting the addition of Information Technology Client Services Supervisor (9542, B966) effective March 30, 2019; and
2. Motion to approve the attached citywide allocation schedule effective March 30, 2019.

BACKGROUND

As part of the Municipal Code, the Human Resources Department is charged with maintaining the City's classification plan. The Human Resources staff is continually evaluating staffing levels necessary to provide high service levels to the community. Staff reviews department workload and the allocation's impact on meeting the city's goals. As a result of a recent study, staff is requesting a new classification to recognize the scope and breadth of work assigned to the Senior Information Technology Analyst position responsible for procurement and supervising the technical staff who provide client services in the Information Technology (IT) Department. The Senior Information Technology Analyst supervises 5.0 full-time equivalent and 2.0 part-time IT Technicians who troubleshoot computer issues, replace devices, grant/remove system access, track inventory, manage incidents and procure/deploy/train on new applications/software. The breadth of responsibility over broad client services that support the entire City staff, in 70+ locations and a variety of automated software and systems warrants reclassification to a new Information Technology Client Services Supervisor classification.

From	To	Current Salary & Benefits	Proposed Salary & Benefits	Annual Impact

Senior Information Technology Analyst	IT Client Services Supervisor	$154,297	$ 162,012	$7,715

The fiscal impact, based on the remaining 8 pay periods in FY18/19, is $2,374.

FISCAL IMPACT

The total annual cost of the reclassification is $7,715. The total FY18/19 cost is $2,374 and there are sufficient funds in the FY18/19 Information Technology Department budget to cover the additional personnel expense. The additional cost of the reclassification will be incorporated into the rates charged to City departments in FY19/20, with approximately 58% (or $4,475) allocated to the General Fund.

ECONOMIC DEVELOPMENT / JOBS CREATED

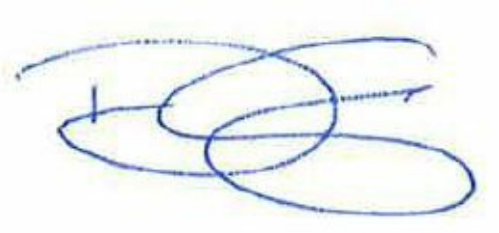
No new jobs are created by this action.

ENVIRONMENTAL REVIEW

Staffing changes are not considered a “project” as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines 15378). Consequently no CEQA action is required.

Respectfully Submitted,

Stacey Peterson, Human Resources Director



Dominick Casey, City Manager

ATTACHMENTS:

Description

Ordinance No. 6065

Mgt Salary Schedule A

Mgt Salary Schedule B

Allocation Schedule 3/20/19

ORDINANCE NO. 6065

ORDINANCE OF THE COUNCIL OF THE CITY OF ROSEVILLE AMENDING ORDINANCE NO. 6057, THE SALARY ORDINANCE FOR MANAGEMENT EMPLOYEES, AS AMENDED BY APPENDIX "B" TO BE EFFECTIVE MARCH 30, 2019, AS AN URGENCY MEASURE

THE CITY OF ROSEVILLE ORDAINS:

SECTION 1. Title and Purpose.

Ordinance No. 6057, the Salary Ordinance for Management Employees, is hereby amended as shown on Appendix "B" for salary schedules A and B attached hereto:

ADDITION OF CLASSIFICATION

Classification No.	Position Title	Salary Range
9542, B966	Information Technology Client Services Supervisor	5196

SECTION 2. Salary Plan Effective Date.

This Ordinance shall be effective March 30, 2019 as an urgency measure.

SECTION 3. Urgency Ordinance.

This ordinance is hereby declared to be an urgency measure, immediately necessary for the public peace, health and safety and shall take effect March 30, 2019. A statement of urgency is as follows:

It is necessary to amend the Salary Ordinance to comply with recently approved changes for the orderly and necessary continuance of operations of the City.

SECTION 4. Posting.

The City Clerk is hereby authorized and directed to post a true copy of the foregoing ordinance in each of three (3) conspicuous locations in the City and she shall immediately after such posting enter in the Ordinance Book under the record of the ordinance a certificate under her hand stating the time and place of said publication by posting.

PASSED AND ADOPTED by the Council of the City of Roseville this ____ day of _____, 2019, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
43 ACCOUNTING SUPERVISOR					
	STEP A	43.6093	3488.75	7558.95	90707.45
	STEP B	45.7898	3663.19	7936.90	95242.82
	STEP C	48.0793	3846.34	8333.75	100004.96
	STEP D	50.4833	4038.66	8750.43	105005.21
	STEP E	53.0074	4240.59	9187.96	110255.47
	STEP F	55.6578	4452.62	9647.35	115768.24
	STEP G	58.4407	4675.26	10129.72	121556.65
9427 ACCOUNTS PAYABLE SUPERVISOR					
	STEP A	41.6093	3328.74	7212.27	86547.28
	STEP B	43.6897	3495.18	7572.89	90874.64
	STEP C	45.8742	3669.94	7951.53	95418.38
	STEP D	48.1679	3853.43	8349.11	100189.29
	STEP E	50.5763	4046.11	8766.56	105198.76
	STEP F	53.1051	4248.41	9204.89	110458.70
	STEP G	55.7604	4460.83	9665.14	115981.63
45 ADMINISTRATIVE ANALYST I					
	STEP A	33.9261	2714.09	5880.52	70566.29
	STEP B	35.6224	2849.79	6174.55	74094.59
	STEP C	37.4034	2992.27	6483.26	77799.07
	STEP D	39.2738	3141.90	6807.46	81689.50
	STEP E	41.2374	3298.99	7147.82	85773.79
	STEP F	43.2993	3463.94	7505.21	90062.54
	STEP G	45.4643	3637.14	7880.48	94565.74
50 ADMINISTRATIVE ANALYST II					
	STEP A	37.3189	2985.51	6468.61	77623.31
	STEP B	39.1848	3134.78	6792.03	81504.38
	STEP C	41.1439	3291.51	7131.61	85579.31
	STEP D	43.2012	3456.10	7488.21	89858.50
	STEP E	45.3611	3628.89	7862.59	94351.09
	STEP F	47.6293	3810.34	8255.75	99068.94
	STEP G	50.0107	4000.86	8668.52	104022.26

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
86 ALTERNATIVE TRANSP ANALYST I					
	STEP A	34.4335	2754.68	5968.47	71621.68
	STEP B	36.1553	2892.42	6266.92	75203.02
	STEP C	37.9631	3037.05	6580.27	78963.25
	STEP D	39.8612	3188.90	6909.27	82911.30
	STEP E	41.8542	3348.34	7254.73	87056.74
	STEP F	43.9469	3515.75	7617.46	91409.55
	STEP G	46.1444	3691.55	7998.36	95980.35
88 ALTERNATIVE TRANSP ANALYST II					
	STEP A	37.3189	2985.51	6468.61	77623.31
	STEP B	39.1848	3134.78	6792.03	81504.38
	STEP C	41.1439	3291.51	7131.61	85579.31
	STEP D	43.2012	3456.10	7488.21	89858.50
	STEP E	45.3611	3628.89	7862.59	94351.09
	STEP F	47.6293	3810.34	8255.75	99068.94
	STEP G	50.0107	4000.86	8668.52	104022.26
90 ALTERNATIVE TRANSP MGR					
	STEP A	53.0707	4245.66	9198.92	110387.05
	STEP B	55.7242	4457.94	9658.87	115906.41
	STEP C	58.5104	4680.84	10141.81	121701.73
	STEP D	61.4360	4914.88	10648.90	127786.81
	STEP E	64.5078	5160.62	11181.35	134176.15
	STEP F	67.7332	5418.65	11740.41	140884.96
	STEP G	71.1198	5689.59	12327.43	147929.21
1505 AMI PROJECT MANAGER					
	STEP A	49.7966	3983.73	8631.41	103576.87
	STEP B	52.2864	4182.91	9062.98	108755.71
	STEP C	54.9007	4392.06	9516.12	114193.50
	STEP D	57.6458	4611.66	9991.93	119903.17
	STEP E	60.5280	4842.24	10491.53	125898.33
	STEP F	63.5544	5084.36	11016.10	132193.25
	STEP G	66.7322	5338.57	11566.91	138802.91

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
325 ASSISTANT CITY MANAGER					
	STEP A	79.3412	6347.29	13752.47	165029.60
	STEP B	83.3082	6664.66	14440.09	173281.08
	STEP C	87.4736	6997.89	15162.09	181945.14
	STEP D	91.8473	7347.78	15920.20	191042.39
	STEP E	96.4397	7715.17	16716.21	200594.51
	STEP F	101.2617	8100.93	17552.02	210624.24
	STEP G	106.3247	8505.98	18429.62	221155.45
395 ASSISTANT ELECTRIC UTILITY DIR					
	STEP A	82.4558	6596.47	14292.34	171508.13
	STEP B	86.5786	6926.29	15006.96	180083.54
	STEP C	90.9076	7272.60	15757.31	189087.71
	STEP D	95.4529	7636.23	16545.17	198542.10
	STEP E	100.2256	8018.05	17372.43	208469.20
	STEP F	105.2369	8418.95	18241.06	218892.66
	STEP G	110.4987	8839.90	19153.11	229837.30
411 ASSISTANT EU DIRECTOR					
	STEP A	65.0932	5207.46	11282.82	135393.87
	STEP B	68.3479	5467.83	11846.96	142163.56
	STEP C	71.7653	5741.22	12439.31	149271.74
	STEP D	75.3535	6028.28	13061.28	156735.33
	STEP E	79.1212	6329.70	13714.34	164572.10
	STEP F	83.0773	6646.18	14400.06	172800.70
	STEP G	87.2311	6978.49	15120.06	181440.74
510 ASSISTANT POLICE CHIEF					
	STEP A	69.3658	5549.26	12023.41	144280.86
	STEP B	72.8341	5826.73	12624.58	151494.93
	STEP C	76.4758	6118.06	13255.81	159069.66
	STEP D	80.2996	6423.97	13918.60	167023.17
	STEP E	84.3146	6745.17	14614.53	175374.37
	STEP F	88.5303	7082.42	15345.25	184143.02
	STEP G	92.9568	7436.54	16112.51	193350.14

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
245 ASST CITY ATTORNEY					
	STEP A	78.1644	6253.15	13548.49	162581.91
	STEP B	82.0726	6565.81	14225.92	170711.00
	STEP C	86.1762	6894.10	14937.21	179246.56
	STEP D	90.4850	7238.80	15684.07	188208.88
	STEP E	95.0093	7600.74	16468.28	197619.33
	STEP F	99.7598	7980.78	17291.69	207500.29
	STEP G	104.7477	8379.82	18156.28	217875.31
250 ASST CITY CLERK					
	STEP A	36.4809	2918.47	6323.36	75880.27
	STEP B	38.3049	3064.39	6639.52	79674.19
	STEP C	40.2202	3217.62	6971.50	83658.02
	STEP D	42.2312	3378.50	7320.07	87840.90
	STEP E	44.3428	3547.42	7686.09	92233.02
	STEP F	46.5599	3724.79	8070.38	96844.59
	STEP G	48.8879	3911.03	8473.90	101686.83
480 ASST FIRE CHIEF					
	STEP A	62.4844	4998.75	10830.63	129967.55
	STEP B	65.6085	5248.68	11372.14	136465.68
	STEP C	68.8891	5511.13	11940.78	143289.33
	STEP D	72.3335	5786.68	12537.81	150453.68
	STEP E	75.9501	6076.01	13164.68	157976.21
	STEP F	79.7476	6379.81	13822.92	165875.01
	STEP G	83.7351	6698.81	14514.08	174169.01
484 ASST HUMAN RESOURCES DIRECTOR					
	STEP A	51.2305	4098.44	8879.95	106559.44
	STEP B	53.7917	4303.34	9323.89	111886.74
	STEP C	56.4817	4518.54	9790.16	117481.94
	STEP D	59.3058	4744.46	10279.67	123356.06
	STEP E	62.2711	4981.69	10793.66	129523.89
	STEP F	65.3847	5230.78	11333.35	136000.18
	STEP G	68.6539	5492.31	11900.01	142800.11

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
920 BILLING SERVICES MANAGER					
	STEP A	48.7830	3902.64	8455.72	101468.64
	STEP B	51.2222	4097.77	8878.51	106542.08
	STEP C	53.7833	4302.66	9322.43	111869.18
	STEP D	56.4724	4517.79	9788.55	117462.64
	STEP E	59.2960	4743.68	10277.98	123335.77
	STEP F	62.2608	4980.87	10791.88	129502.56
	STEP G	65.3739	5229.91	11331.47	135977.69
1017 BLDG INSPECTION SUPERVISOR					
	STEP A	41.1373	3290.98	7130.47	85565.58
	STEP B	43.1942	3455.54	7486.99	89843.94
	STEP C	45.3539	3628.31	7861.34	94336.11
	STEP D	47.6215	3809.72	8254.39	99052.72
	STEP E	50.0027	4000.22	8667.13	104005.62
	STEP F	52.5029	4200.23	9100.50	109206.03
	STEP G	55.1279	4410.23	9555.50	114666.03
1043 BLDG OFFICIAL					
	STEP A	52.7268	4218.14	9139.31	109671.73
	STEP B	55.3631	4429.05	9596.28	115155.32
	STEP C	58.1313	4650.50	10076.09	120913.08
	STEP D	61.0379	4883.03	10579.89	126958.74
	STEP E	64.0897	5127.18	11108.89	133306.67
	STEP F	67.2942	5383.54	11664.33	139972.01
	STEP G	70.6589	5652.72	12247.55	146970.61
910 BUDGET ANALYST I					
	STEP A	35.1221	2809.77	6087.83	73053.97
	STEP B	36.8780	2950.24	6392.19	76706.24
	STEP C	38.7221	3097.77	6711.83	80541.97
	STEP D	40.6582	3252.66	7047.42	84569.06
	STEP E	42.6912	3415.30	7399.81	88797.70
	STEP F	44.8255	3586.04	7769.75	93237.04
	STEP G	47.0669	3765.35	8158.26	97899.15

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
915 BUDGET ANALYST II					
	STEP A	38.0646	3045.17	6597.86	79174.37
	STEP B	39.9677	3197.42	6927.73	83132.82
	STEP C	41.9663	3357.30	7274.16	87289.90
	STEP D	44.0645	3525.16	7637.85	91654.16
	STEP E	46.2677	3701.42	8019.73	96236.82
	STEP F	48.5812	3886.50	8420.74	101048.90
	STEP G	51.0102	4080.82	8841.77	106101.22
930 BUDGET MANAGER					
	STEP A	48.7830	3902.64	8455.72	101468.64
	STEP B	51.2222	4097.77	8878.51	106542.08
	STEP C	53.7833	4302.66	9322.43	111869.18
	STEP D	56.4724	4517.79	9788.55	117462.64
	STEP E	59.2960	4743.68	10277.98	123335.77
	STEP F	62.2608	4980.87	10791.88	129502.56
	STEP G	65.3739	5229.91	11331.47	135977.69
1245 CHIEF FINANCIAL OFFICER					
	STEP A	71.8515	5748.12	12454.26	149451.12
	STEP B	75.4441	6035.53	13076.98	156923.73
	STEP C	79.2163	6337.30	13730.83	164769.90
	STEP D	83.1771	6654.17	14417.36	173008.37
	STEP E	87.3360	6986.88	15138.24	181658.88
	STEP F	91.7028	7336.22	15895.15	190741.82
	STEP G	96.2879	7703.03	16689.90	200278.83
1180 CHIEF INFORMATION OFFICER					
	STEP A	64.6975	5175.80	11214.23	134570.80
	STEP B	67.9324	5434.59	11774.95	141299.34
	STEP C	71.3290	5706.32	12363.69	148364.31
	STEP D	74.8954	5991.64	12981.88	155782.53
	STEP E	78.6402	6291.22	13630.97	163571.65
	STEP F	82.5722	6605.78	14312.52	171750.24
	STEP G	86.7008	6936.07	15028.15	180337.75

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
1220 CITY CLERK					
	STEP A	56.6292	4530.34	9815.73	117788.74
	STEP B	59.4607	4756.86	10306.52	123678.26
	STEP C	62.4338	4994.70	10821.86	129862.30
	STEP D	65.5555	5244.44	11362.95	136355.44
	STEP E	68.8333	5506.66	11931.11	143173.26
	STEP F	72.2751	5782.01	12527.68	150332.21
	STEP G	75.8886	6071.09	13154.02	157848.29
1224 CITY LIBRARIAN					
	STEP A	51.0108	4080.86	8841.87	106102.46
	STEP B	53.5613	4284.90	9283.96	111407.50
	STEP C	56.2392	4499.14	9748.13	116977.54
	STEP D	59.0515	4724.12	10235.59	122827.12
	STEP E	62.0038	4960.30	10747.33	128967.90
	STEP F	65.1042	5208.34	11284.73	135416.74
	STEP G	68.3594	5468.75	11848.96	142187.55
1368 CODE ENFORCEMENT SUPERVISOR					
	STEP A	38.5454	3083.63	6681.20	80174.37
	STEP B	40.4726	3237.81	7015.26	84183.08
	STEP C	42.4963	3399.70	7366.02	88392.24
	STEP D	44.6211	3569.69	7734.32	92811.85
	STEP E	46.8521	3748.17	8121.04	97452.44
	STEP F	49.1947	3935.58	8527.09	102325.07
	STEP G	51.6545	4132.36	8953.44	107441.32
1370 CONTROLLER					
	STEP A	51.2221	4097.77	8878.50	106542.06
	STEP B	53.7833	4302.66	9322.43	111869.16
	STEP C	56.4724	4517.79	9788.55	117462.62
	STEP D	59.2960	4743.68	10277.98	123335.75
	STEP E	62.2608	4980.87	10791.88	129502.54
	STEP F	65.3739	5229.91	11331.47	135977.67
	STEP G	68.6426	5491.41	11898.05	142776.55

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
1646 DEPT GOVERN REL SUPERVISOR					
	STEP A	44.7823	3582.58	7762.27	93147.18
	STEP B	47.0214	3761.71	8150.38	97804.51
	STEP C	49.3724	3949.79	8557.88	102694.59
	STEP D	51.8411	4147.29	8985.79	107829.49
	STEP E	54.4331	4354.65	9435.07	113220.85
	STEP F	57.1548	4572.38	9906.83	118881.98
	STEP G	60.0125	4801.00	10402.17	124826.00
1645 DEPT PUBLIC INFO OFFICER					
	STEP A	40.6515	3252.12	7046.27	84555.19
	STEP B	42.6841	3414.73	7398.58	88782.94
	STEP C	44.8183	3585.47	7768.51	93222.09
	STEP D	47.0592	3764.74	8156.93	97883.20
	STEP E	49.4122	3952.98	8564.78	102777.36
	STEP F	51.8828	4150.62	8993.02	107916.22
	STEP G	54.4769	4358.16	9442.67	113312.04
1655 DEPUTY CITY ATTORNEY I					
	STEP A	56.1728	4493.82	9736.61	116839.38
	STEP B	58.9814	4718.51	10223.45	122681.35
	STEP C	61.9305	4954.44	10734.62	128815.41
	STEP D	65.0270	5202.16	11271.35	135256.18
	STEP E	68.2784	5462.27	11834.92	142018.99
	STEP F	71.6923	5735.38	12426.66	149119.94
	STEP G	75.2769	6022.15	13047.99	156575.94
1658 DEPUTY CITY ATTORNEY II					
	STEP A	61.7901	4943.21	10710.28	128523.37
	STEP B	64.8796	5190.37	11245.79	134949.54
	STEP C	68.1236	5449.89	11808.08	141697.01
	STEP D	71.5297	5722.38	12398.49	148781.86
	STEP E	75.1062	6008.50	13018.41	156220.96
	STEP F	78.8615	6308.92	13669.33	164032.01
	STEP G	82.8046	6624.37	14352.80	172233.61

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
1659 DEPUTY CITY MANAGER					
	STEP A	56.6293	4530.34	9815.75	117788.94
	STEP B	59.4607	4756.86	10306.52	123678.26
	STEP C	62.4338	4994.70	10821.86	129862.30
	STEP D	65.5555	5244.44	11362.95	136355.44
	STEP E	68.8334	5506.67	11931.12	143173.47
	STEP F	72.2751	5782.01	12527.68	150332.21
	STEP G	75.8887	6071.10	13154.04	157848.50
1674 DEVELOPMENT ANALYST I					
	STEP A	33.9261	2714.09	5880.52	70566.29
	STEP B	35.6224	2849.79	6174.55	74094.59
	STEP C	37.4034	2992.27	6483.26	77799.07
	STEP D	39.2738	3141.90	6807.46	81689.50
	STEP E	41.2374	3298.99	7147.82	85773.79
	STEP F	43.2993	3463.94	7505.21	90062.54
	STEP G	45.4643	3637.14	7880.48	94565.74
1675 DEVELOPMENT ANALYST II					
	STEP A	37.3189	2985.51	6468.61	77623.31
	STEP B	39.1848	3134.78	6792.03	81504.38
	STEP C	41.1439	3291.51	7131.61	85579.31
	STEP D	43.2012	3456.10	7488.21	89858.50
	STEP E	45.3611	3628.89	7862.59	94351.09
	STEP F	47.6293	3810.34	8255.75	99068.94
	STEP G	50.0107	4000.86	8668.52	104022.26
1676 DEVELOPMENT SERVICES DIRECTOR					
	STEP A	71.2755	5702.04	12354.43	148253.12
	STEP B	74.8393	5987.15	12972.15	155665.78
	STEP C	78.5813	6286.50	13620.76	163449.07
	STEP D	82.5103	6600.83	14301.79	171621.52
	STEP E	86.6359	6930.87	15016.88	180202.60
	STEP F	90.9677	7277.41	15767.73	189212.73
	STEP G	95.5160	7641.28	16556.11	198673.36

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
1695 DEVELOPMENT SERVICES MANAGER					
	STEP A	48.9520	3916.16	8485.02	101820.22
	STEP B	51.3996	4111.97	8909.27	106911.23
	STEP C	53.9696	4317.57	9354.73	112256.79
	STEP D	56.6681	4533.45	9822.47	117869.63
	STEP E	59.5015	4760.12	10313.59	123763.11
	STEP F	62.4766	4998.13	10829.27	129951.27
	STEP G	65.6004	5248.03	11370.74	136448.83
1280 DEVELOPMENT SVCS ADMINISTRATOR					
	STEP A	41.1373	3290.98	7130.47	85565.58
	STEP B	43.1942	3455.54	7486.99	89843.94
	STEP C	45.3539	3628.31	7861.34	94336.11
	STEP D	47.6215	3809.72	8254.39	99052.72
	STEP E	50.0027	4000.22	8667.13	104005.62
	STEP F	52.5029	4200.23	9100.50	109206.03
	STEP G	55.1279	4410.23	9555.50	114666.03
1710 ECONOMIC DEVELOPMENT DIRECTOR					
	STEP A	65.9539	5276.31	11432.01	137184.11
	STEP B	69.2518	5540.14	12003.65	144043.74
	STEP C	72.7144	5817.15	12603.83	151245.95
	STEP D	76.3500	6108.00	13234.00	158808.00
	STEP E	80.1676	6413.41	13895.72	166748.61
	STEP F	84.1760	6734.08	14590.51	175086.08
	STEP G	88.3848	7070.78	15320.03	183840.38
1711 ECONOMIC DEVLPMT SUPERVISOR					
	STEP A	45.5617	3644.94	7897.36	94768.33
	STEP B	47.8398	3827.18	8292.23	99506.75
	STEP C	50.2318	4018.54	8706.84	104482.08
	STEP D	52.7434	4219.47	9142.18	109706.19
	STEP E	55.3805	4430.44	9599.29	115191.50
	STEP F	58.1496	4651.96	10079.26	120951.07
	STEP G	61.0570	4884.56	10583.22	126998.63

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
1310 ELECTRIC BUSINESS ANALYST I					
	STEP A	42.0978	3367.83	7296.96	87563.47
	STEP B	44.2027	3536.22	7661.80	91941.64
	STEP C	46.4128	3713.03	8044.89	96538.72
	STEP D	48.7335	3898.68	8447.14	101365.66
	STEP E	51.1702	4093.61	8869.50	106433.94
	STEP F	53.7287	4298.29	9312.97	111755.64
	STEP G	56.4151	4513.21	9778.62	117343.42
1312 ELECTRIC BUSINESS ANALYST II					
	STEP A	46.3119	3704.95	8027.39	96328.68
	STEP B	48.6275	3890.20	8428.76	101145.12
	STEP C	51.0588	4084.71	8850.20	106202.37
	STEP D	53.6118	4288.94	9292.71	111512.49
	STEP E	56.2924	4503.39	9757.34	117088.11
	STEP F	59.1070	4728.56	10245.21	122942.52
	STEP G	62.0623	4964.99	10757.47	129089.65
2335 ELECTRIC COMPLIANCE ANALYST					
	STEP A	47.7581	3820.65	8278.07	99336.88
	STEP B	50.1460	4011.68	8691.98	104303.72
	STEP C	52.6533	4212.27	9126.58	109518.91
	STEP D	55.2860	4422.88	9582.90	114994.85
	STEP E	58.0503	4644.02	10062.05	120744.59
	STEP F	60.9528	4876.22	10565.15	126781.82
	STEP G	64.0004	5120.04	11093.41	133120.92
6285 ELECTRIC CUSTOMR PROGRAMS SUPV					
	STEP A	58.0974	4647.79	10070.21	120842.57
	STEP B	61.0023	4880.18	10573.73	126884.70
	STEP C	64.0524	5124.19	11102.41	133228.94
	STEP D	67.2550	5380.40	11657.53	139890.38
	STEP E	70.6177	5649.42	12240.41	146884.90
	STEP F	74.1486	5931.89	12852.43	154229.15
	STEP G	77.8561	6228.48	13495.05	161940.60

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
2284 ELECTRIC ENGINEERING TECH SUPV					
	STEP A	50.7605	4060.84	8798.48	105581.74
	STEP B	53.2985	4263.88	9238.40	110860.83
	STEP C	55.9634	4477.07	9700.32	116403.87
	STEP D	58.7616	4700.93	10185.34	122224.06
	STEP E	61.6996	4935.97	10694.61	128335.26
	STEP F	64.7846	5182.77	11229.34	134752.03
	STEP G	68.0239	5441.91	11790.80	141489.63
2338 ELECTRIC OPERATIONS MANAGER					
	STEP A	71.6936	5735.49	12426.90	149122.75
	STEP B	75.2783	6022.26	13048.24	156578.89
	STEP C	79.0422	6323.38	13700.65	164407.83
	STEP D	82.9943	6639.55	14385.69	172628.22
	STEP E	87.1441	6971.52	15104.97	181259.63
	STEP F	91.5013	7320.10	15860.22	190322.61
	STEP G	96.0763	7686.11	16653.23	199838.75
2339 ELECTRIC OPERATIONS SUPERVISOR					
	STEP A	65.1770	5214.16	11297.35	135568.20
	STEP B	68.4359	5474.87	11862.22	142346.61
	STEP C	71.8577	5748.61	12455.33	149463.94
	STEP D	75.4505	6036.04	13078.09	156937.14
	STEP E	79.2231	6337.85	13732.00	164784.00
	STEP F	83.1842	6654.74	14418.60	173023.20
	STEP G	87.3434	6987.48	15139.53	181674.36
2314 ELECTRIC RESOURCES ANALYST I					
	STEP A	50.3563	4028.51	8728.43	104741.14
	STEP B	52.8741	4229.93	9164.85	109978.19
	STEP C	55.5178	4441.43	9623.09	115477.10
	STEP D	58.2937	4663.50	10104.25	121250.96
	STEP E	61.2084	4896.67	10609.46	127313.51
	STEP F	64.2688	5141.51	11139.93	133679.18
	STEP G	67.4823	5398.58	11696.93	140363.14

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
2316 ELECTRIC RESOURCES ANALYST II					
	STEP A	55.3919	4431.36	9601.27	115215.25
	STEP B	58.1615	4652.92	10081.33	120976.01
	STEP C	61.0696	4885.57	10585.40	127024.81
	STEP D	64.1231	5129.85	11114.67	133376.05
	STEP E	67.3293	5386.34	11670.40	140044.86
	STEP F	70.6957	5655.66	12253.92	147047.10
	STEP G	74.2305	5938.44	12866.62	154399.45
2216 ELECTRIC RISK AND COMP SUPV					
	STEP A	60.4569	4836.55	10479.20	125750.40
	STEP B	63.4798	5078.38	11003.16	132037.92
	STEP C	66.6538	5332.30	11553.32	138639.82
	STEP D	69.9864	5598.92	12130.98	145571.81
	STEP E	73.4858	5878.86	12737.53	152850.40
	STEP F	77.1601	6172.80	13374.41	160492.92
	STEP G	81.0181	6481.44	14043.13	168517.56
2352 ELECTRIC SAFETY COORDINATOR					
	STEP A	37.3188	2985.50	6468.59	77623.10
	STEP B	39.1847	3134.78	6792.01	81504.18
	STEP C	41.1438	3291.50	7131.59	85579.10
	STEP D	43.2010	3456.08	7488.17	89858.08
	STEP E	45.3610	3628.88	7862.57	94350.88
	STEP F	47.6291	3810.33	8255.71	99068.53
	STEP G	50.0107	4000.86	8668.52	104022.26
2319 ELECTRIC SUBSTATION SUPERVISOR					
	STEP A	65.1770	5214.16	11297.35	135568.20
	STEP B	68.4359	5474.87	11862.22	142346.61
	STEP C	71.8577	5748.61	12455.33	149463.94
	STEP D	75.4505	6036.04	13078.09	156937.14
	STEP E	79.2231	6337.85	13732.00	164784.00
	STEP F	83.1842	6654.74	14418.60	173023.20
	STEP G	87.3434	6987.48	15139.53	181674.36

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
2358 ELECTRIC TECHNOLOGY SYST SUPV					
	STEP A	53.5611	4284.89	9283.93	111407.17
	STEP B	56.2392	4499.14	9748.13	116977.53
	STEP C	59.0512	4724.09	10235.53	122826.41
	STEP D	62.0037	4960.30	10747.31	128967.73
	STEP E	65.1039	5208.31	11284.68	135416.11
	STEP F	68.3591	5468.73	11848.91	142186.92
	STEP G	71.7771	5742.16	12441.36	149296.27
2320 ELECTRIC UTILITY DIRECTOR					
	STEP A	105.3938	8431.51	18268.26	219219.17
	STEP B	110.6635	8853.08	19181.68	230180.13
	STEP C	116.1967	9295.74	20140.76	241689.14
	STEP D	122.0065	9760.52	21147.80	253773.60
	STEP E	128.1069	10248.55	22205.19	266462.27
	STEP F	134.5122	10760.98	23315.45	279785.39
	STEP G	141.2378	11299.03	24481.22	293774.66
2215 ELECTRIC UTILITY FIN ADMNSTR					
	STEP A	57.0568	4564.54	9889.85	118678.15
	STEP B	59.9096	4792.77	10384.34	124612.06
	STEP C	62.9051	5032.41	10903.56	130842.66
	STEP D	66.0504	5284.03	11448.73	137384.79
	STEP E	69.3529	5548.23	12021.17	144254.03
	STEP F	72.8205	5825.64	12622.23	151466.73
	STEP G	76.4616	6116.93	13253.34	159040.07
2378 ELECTRONIC MAINT COORDINATOR					
	STEP A	40.0601	3204.81	6943.75	83325.01
	STEP B	42.0632	3365.06	7290.95	87491.46
	STEP C	44.1663	3533.30	7655.49	91865.90
	STEP D	46.3746	3709.97	8038.26	96459.17
	STEP E	48.6932	3895.46	8440.15	101281.86
	STEP F	51.1279	4090.23	8862.17	106346.03
	STEP G	53.6843	4294.74	9305.28	111663.34

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
2415 EMS QUAL ASSURANCE COORDINATOR					
	STEP A	46.0955	3687.64	7989.89	95878.64
	STEP B	48.4002	3872.02	8389.37	100672.42
	STEP C	50.8204	4065.63	8808.87	105706.43
	STEP D	53.3615	4268.92	9249.33	110991.92
	STEP E	56.0295	4482.36	9711.78	116541.36
	STEP F	58.8310	4706.48	10197.37	122368.48
	STEP G	61.7725	4941.80	10707.23	128486.80
2500 ENERGY SERVICES ACCOUNT REP I					
	STEP A	41.7529	3340.23	7237.16	86845.94
	STEP B	43.8405	3507.24	7599.02	91188.24
	STEP C	46.0325	3682.60	7978.97	95747.65
	STEP D	48.3341	3866.73	8377.92	100535.03
	STEP E	50.7509	4060.07	8796.82	105561.78
	STEP F	53.2884	4263.07	9236.66	110839.87
	STEP G	55.9528	4476.23	9698.49	116381.87
2501 ENERGY SERVICES ACCOUNT REP II					
	STEP A	45.9282	3674.26	7960.90	95530.75
	STEP B	48.2247	3857.97	8358.94	100307.29
	STEP C	50.6359	4050.87	8776.89	105322.65
	STEP D	53.1677	4253.41	9215.73	110588.78
	STEP E	55.8261	4466.09	9676.52	116118.22
	STEP F	58.6174	4689.39	10160.34	121924.13
	STEP G	61.5482	4923.86	10668.36	128020.34
1277 ENGINEERING MANAGER					
	STEP A	57.6313	4610.50	9989.43	119873.10
	STEP B	60.5130	4841.04	10488.92	125867.04
	STEP C	63.5383	5083.06	11013.31	132159.66
	STEP D	66.7154	5337.23	11564.00	138768.03
	STEP E	70.0510	5604.08	12142.17	145706.08
	STEP F	73.5535	5884.28	12749.27	152991.28
	STEP G	77.2312	6178.50	13386.74	160640.90

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
2540 ENVIRONMENTAL COORDINATOR					
	STEP A	42.9167	3433.34	7438.89	89266.74
	STEP B	45.0627	3605.02	7810.87	93730.42
	STEP C	47.3159	3785.27	8201.42	98417.07
	STEP D	49.6815	3974.52	8611.46	103337.52
	STEP E	52.1657	4173.26	9042.05	108504.66
	STEP F	54.7738	4381.90	9494.13	113929.50
	STEP G	57.5126	4601.01	9968.85	119626.21
1684 ENVIRONMENTAL UTIL DIRECTOR					
	STEP A	79.0353	6322.82	13699.45	164393.36
	STEP B	82.9870	6638.96	14384.42	172613.03
	STEP C	87.1364	6970.91	15103.64	181243.68
	STEP D	91.4932	7319.46	15858.82	190305.86
	STEP E	96.0679	7685.43	16651.76	199821.16
	STEP F	100.8713	8069.70	17484.35	209812.21
	STEP G	105.9148	8473.19	18358.57	220302.83
2565 EQUIPMENT MAINT. SUPERVISOR					
	STEP A	33.3813	2670.51	5786.10	69433.21
	STEP B	35.0504	2804.03	6075.41	72904.87
	STEP C	36.8029	2944.23	6379.18	76550.11
	STEP D	38.6431	3091.45	6698.13	80377.61
	STEP E	40.5752	3246.02	7033.04	84396.50
	STEP F	42.6040	3408.32	7384.69	88616.32
	STEP G	44.7342	3578.74	7753.93	93047.14
6520 ERP MANAGER					
	STEP A	49.7966	3983.73	8631.41	103576.87
	STEP B	52.2864	4182.91	9062.98	108755.71
	STEP C	54.9007	4392.06	9516.12	114193.50
	STEP D	57.6458	4611.66	9991.93	119903.17
	STEP E	60.5280	4842.24	10491.53	125898.33
	STEP F	63.5544	5084.36	11016.10	132193.25
	STEP G	66.7322	5338.57	11566.91	138802.91

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
2548 EU BUSINESS ADMINISTRATOR					
	STEP A	43.7743	3501.94	7587.55	91050.54
	STEP B	45.9630	3677.04	7966.92	95603.04
	STEP C	48.2612	3860.90	8365.27	100383.30
	STEP D	50.6742	4053.94	8783.53	105402.34
	STEP E	53.2079	4256.63	9222.70	110672.43
	STEP F	55.8684	4469.47	9683.86	116206.27
	STEP G	58.6617	4692.94	10168.03	122016.34
2541 EU COMPLIANCE ADMINISTRATOR					
	STEP A	42.9148	3433.18	7438.57	89262.78
	STEP B	45.0604	3604.83	7810.47	93725.63
	STEP C	47.3134	3785.07	8200.99	98411.87
	STEP D	49.6791	3974.33	8611.04	103332.53
	STEP E	52.1629	4173.03	9041.57	108498.83
	STEP F	54.7711	4381.69	9493.66	113923.89
	STEP G	57.5096	4600.77	9968.33	119619.97
2546 EU RATE ANALYST I					
	STEP A	35.1221	2809.77	6087.83	73053.97
	STEP B	36.8781	2950.25	6392.20	76706.45
	STEP C	38.7221	3097.77	6711.83	80541.97
	STEP D	40.6581	3252.65	7047.40	84568.85
	STEP E	42.6911	3415.29	7399.79	88797.49
	STEP F	44.8256	3586.05	7769.77	93237.25
	STEP G	47.0669	3765.35	8158.26	97899.15
2547 EU RATE ANALYST II					
	STEP A	38.0646	3045.17	6597.86	79174.37
	STEP B	39.9678	3197.42	6927.75	83133.02
	STEP C	41.9663	3357.30	7274.16	87289.90
	STEP D	44.0645	3525.16	7637.85	91654.16
	STEP E	46.2677	3701.42	8019.73	96236.82
	STEP F	48.5812	3886.50	8420.74	101048.90
	STEP G	51.0102	4080.82	8841.77	106101.22

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
3395 FACILITIES MANAGER					
	STEP A	41.9004	3352.03	7262.74	87152.83
	STEP B	43.9954	3519.63	7625.87	91510.43
	STEP C	46.1952	3695.62	8007.17	96086.02
	STEP D	48.5049	3880.39	8407.52	100890.19
	STEP E	50.9302	4074.42	8827.90	105934.82
	STEP F	53.4767	4278.14	9269.29	111231.54
	STEP G	56.1505	4492.04	9732.75	116793.04
4321 FACILITIES SUPERVISOR					
	STEP A	32.0975	2567.80	5563.57	66762.80
	STEP B	33.7023	2696.18	5841.73	70100.78
	STEP C	35.3875	2831.00	6133.83	73606.00
	STEP D	37.1569	2972.55	6440.53	77286.35
	STEP E	39.0147	3121.18	6762.55	81150.58
	STEP F	40.9654	3277.23	7100.67	85208.03
	STEP G	43.0137	3441.10	7455.71	89468.50
2900 FINANCE MANAGER					
	STEP A	46.4600	3716.80	8053.07	96636.80
	STEP B	48.7830	3902.64	8455.72	101468.64
	STEP C	51.2222	4097.78	8878.51	106542.18
	STEP D	53.7833	4302.66	9322.44	111869.26
	STEP E	56.4725	4517.80	9788.57	117462.80
	STEP F	59.2961	4743.69	10277.99	123335.89
	STEP G	62.2609	4980.87	10791.89	129502.67
3310 FINANCE SUPERVISOR					
	STEP A	37.9212	3033.69	6573.00	78876.04
	STEP B	39.8172	3185.38	6901.65	82819.84
	STEP C	41.8081	3344.65	7246.74	86960.84
	STEP D	43.8985	3511.88	7609.07	91308.88
	STEP E	46.0934	3687.47	7989.53	95874.32
	STEP F	48.3981	3871.85	8389.00	100668.04
	STEP G	50.8180	4065.44	8808.45	105701.44

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
3391 FIRE BATALLION CHIEF (8HR)					
	STEP A	53.2870	4262.96	9236.41	110836.91
	STEP B	55.9513	4476.11	9698.23	116378.75
	STEP C	58.7489	4699.91	10183.14	122197.69
	STEP D	61.6863	4934.91	10692.30	128307.58
	STEP E	64.7707	5181.65	11226.91	134722.95
	STEP F	68.0092	5440.73	11788.26	141459.10
	STEP G	71.4096	5712.77	12377.67	148532.06
905 FIRE BATTALION CHIEF					
	STEP A	38.0621	4262.96	9236.41	110836.91
	STEP B	39.9652	4476.11	9698.23	116378.75
	STEP C	41.9635	4699.91	10183.14	122197.69
	STEP D	44.0617	4934.91	10692.30	128307.58
	STEP E	46.2648	5181.65	11226.91	134722.95
	STEP F	48.5780	5440.73	11788.26	141459.10
	STEP G	51.0069	5712.77	12377.67	148532.06
3330 FIRE CHIEF					
	STEP A	74.2220	5937.76	12865.15	154381.76
	STEP B	77.9332	6234.66	13508.42	162101.06
	STEP C	81.8297	6546.38	14183.81	170205.78
	STEP D	85.9213	6873.70	14893.03	178716.30
	STEP E	90.2174	7217.39	15637.68	187652.19
	STEP F	94.7280	7578.24	16419.52	197034.24
	STEP G	99.4645	7957.16	17240.51	206886.16
3332 FIRE DIVISION CHIEF					
	STEP A	56.8040	4544.32	9846.03	118152.32
	STEP B	59.6442	4771.54	10338.33	124059.94
	STEP C	62.6264	5010.11	10855.24	130262.91
	STEP D	65.7577	5260.62	11398.00	136776.02
	STEP E	69.0456	5523.65	11967.90	143614.85
	STEP F	72.4979	5799.83	12566.30	150795.63
	STEP G	76.1227	6089.82	13194.60	158335.22

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
3392 FLEET MANAGER					
	STEP A	43.5764	3486.11	7553.24	90638.84
	STEP B	45.7552	3660.41	7930.90	95170.79
	STEP C	48.0429	3843.44	8327.44	99929.33
	STEP D	50.4451	4035.61	8743.82	104925.79
	STEP E	52.9673	4237.39	9181.01	110172.08
	STEP F	55.6157	4449.26	9640.06	115680.69
	STEP G	58.3965	4671.72	10122.06	121464.72
1647 GOVERN RELATIONS REP I					
	STEP A	33.9261	2714.09	5880.52	70566.29
	STEP B	35.6224	2849.79	6174.55	74094.59
	STEP C	37.4034	2992.27	6483.26	77799.07
	STEP D	39.2738	3141.90	6807.46	81689.50
	STEP E	41.2374	3298.99	7147.82	85773.79
	STEP F	43.2993	3463.94	7505.21	90062.54
	STEP G	45.4643	3637.14	7880.48	94565.74
1648 GOVERN RELATIONS REP II					
	STEP A	37.3189	2985.51	6468.61	77623.31
	STEP B	39.1848	3134.78	6792.03	81504.38
	STEP C	41.1439	3291.51	7131.61	85579.31
	STEP D	43.2012	3456.10	7488.21	89858.50
	STEP E	45.3611	3628.89	7862.59	94351.09
	STEP F	47.6293	3810.34	8255.75	99068.94
	STEP G	50.0107	4000.86	8668.52	104022.26
3451 GOVERNMENT RELATIONS ADMISTRAT					
	STEP A	48.9022	3912.18	8476.38	101716.57
	STEP B	51.3473	4107.78	8900.20	106802.40
	STEP C	53.9147	4313.17	9345.21	112142.52
	STEP D	56.6104	4528.83	9812.47	117749.64
	STEP E	59.4409	4755.27	10303.09	123637.12
	STEP F	62.4130	4993.04	10818.25	129818.98
	STEP G	65.5336	5242.69	11359.16	136309.93

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
3589 HOUSING MANAGER					
	STEP A	44.3119	3544.95	7680.73	92168.75
	STEP B	46.5293	3722.34	8065.08	96780.94
	STEP C	48.8559	3908.47	8468.36	101620.27
	STEP D	51.2987	4103.90	8891.77	106701.30
	STEP E	53.8635	4309.08	9336.34	112036.08
	STEP F	56.5568	4524.54	9803.18	117638.14
	STEP G	59.3846	4750.77	10293.33	123519.97
3590 HOUSING SUPERVISOR					
	STEP A	37.3189	2985.51	6468.61	77623.31
	STEP B	39.1848	3134.78	6792.03	81504.38
	STEP C	41.1439	3291.51	7131.61	85579.31
	STEP D	43.2012	3456.10	7488.21	89858.50
	STEP E	45.3611	3628.89	7862.59	94351.09
	STEP F	47.6293	3810.34	8255.75	99068.94
	STEP G	50.0107	4000.86	8668.52	104022.26
3594 HUMAN RESOURCES ANALYST I					
	STEP A	33.4965	2679.72	5806.06	69672.66
	STEP B	35.1713	2813.70	6096.36	73156.29
	STEP C	36.9299	2954.39	6401.18	76814.11
	STEP D	38.7764	3102.11	6721.23	80654.81
	STEP E	40.7152	3257.21	7057.30	84687.55
	STEP F	42.7509	3420.07	7410.16	88921.93
	STEP G	44.8885	3591.08	7780.67	93368.03
3596 HUMAN RESOURCES ANALYST II					
	STEP A	36.8461	2947.69	6386.66	76639.93
	STEP B	38.6884	3095.07	6705.99	80471.92
	STEP C	40.6228	3249.83	7041.29	84495.52
	STEP D	42.6540	3412.32	7393.36	88720.29
	STEP E	44.7867	3582.93	7763.03	93156.31
	STEP F	47.0260	3762.08	8151.18	97814.13
	STEP G	49.3773	3950.19	8558.74	102704.83

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
3598 HUMAN RESOURCES DIRECTOR					
	STEP A	65.4069	5232.55	11337.19	136046.31
	STEP B	68.6772	5494.18	11904.05	142848.63
	STEP C	72.1111	5768.89	12499.25	149991.06
	STEP D	75.7166	6057.33	13124.22	157490.61
	STEP E	79.5025	6360.20	13780.43	165365.14
	STEP F	83.4776	6678.21	14469.45	173633.40
	STEP G	87.6515	7012.12	15192.92	182315.07
3599 HUMAN RESOURCES MANAGER					
	STEP A	42.5017	3400.14	7366.96	88403.54
	STEP B	44.6268	3570.14	7735.31	92823.74
	STEP C	46.8583	3748.66	8122.11	97465.26
	STEP D	49.2011	3936.09	8528.19	102338.29
	STEP E	51.6612	4132.90	8954.61	107455.30
	STEP F	54.2444	4339.55	9402.36	112828.35
	STEP G	56.9566	4556.53	9872.48	118469.73
3625 INFO SECURITY ADMINISTRATOR					
	STEP A	44.1655	3533.24	7655.35	91864.18
	STEP B	46.3737	3709.90	8038.12	96457.39
	STEP C	48.6924	3895.39	8440.02	101280.26
	STEP D	51.1271	4090.16	8862.02	106344.28
	STEP E	53.6834	4294.67	9305.12	111661.49
	STEP F	56.3676	4509.41	9770.38	117244.56
	STEP G	59.1860	4734.88	10258.90	123106.79
3740 INTERPRETIVE SRVCS SUPERVISOR					
	STEP A	35.5414	2843.31	6160.51	73926.11
	STEP B	37.3183	2985.46	6468.51	77622.06
	STEP C	39.1844	3134.75	6791.96	81503.55
	STEP D	41.1436	3291.49	7131.56	85578.69
	STEP E	43.2008	3456.06	7488.14	89857.66
	STEP F	45.3607	3628.86	7862.52	94350.26
	STEP G	47.6288	3810.30	8255.66	99067.90
9542	IT CLIENT SERVICES SUPERVISOR				
	STEP A	38.7743	3101.94	6720.88	80650.54
	STEP B	40.7130	3257.04	7056.92	84683.06
	STEP C	42.7487	3419.89	7409.77	88917.22
	STEP D	44.8861	3590.89	7780.26	93363.08
	STEP E	47.1304	3770.43	8169.27	98031.23
	STEP F	49.4869	3958.95	8577.73	102932.79
	STEP G	51.9613	4156.90	9006.62	108079.43

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
3601 IT DIVISION MANAGER					
	STEP A	49.7966	3983.73	8631.41	103576.87
	STEP B	52.2864	4182.91	9062.98	108755.71
	STEP C	54.9007	4392.06	9516.12	114193.50
	STEP D	57.6458	4611.66	9991.93	119903.17
	STEP E	60.5280	4842.24	10491.53	125898.33
	STEP F	63.5544	5084.36	11016.10	132193.25
	STEP G	66.7322	5338.57	11566.91	138802.91
3602 IT PROGRAM MANAGER					
	STEP A	45.2696	3621.57	7846.73	94160.79
	STEP B	47.5331	3802.65	8239.07	98868.83
	STEP C	49.9097	3992.78	8651.02	103812.27
	STEP D	52.4052	4192.42	9083.57	109002.88
	STEP E	55.0255	4402.04	9537.75	114453.03
	STEP F	57.7768	4622.14	10014.64	120175.68
	STEP G	60.6656	4853.25	10515.37	126184.46
3810 KEY ACCOUNTS REPRESENTATIVE					
	STEP A	50.5186	4041.49	8756.56	105078.76
	STEP B	53.0446	4243.57	9194.39	110332.69
	STEP C	55.6968	4455.74	9654.11	115849.33
	STEP D	58.4816	4678.53	10136.82	121641.80
	STEP E	61.4057	4912.46	10643.66	127723.89
	STEP F	64.4760	5158.08	11175.84	134110.08
	STEP G	67.6998	5415.98	11734.63	140815.58
4246 LIBRARY SUPERVISOR					
	STEP A	32.7580	2620.64	5678.05	68136.64
	STEP B	34.3962	2751.70	5962.01	71544.10
	STEP C	36.1159	2889.27	6260.09	75121.07
	STEP D	37.9218	3033.74	6573.11	78877.34
	STEP E	39.8177	3185.42	6901.73	82820.82
	STEP F	41.8087	3344.70	7246.84	86962.10
	STEP G	43.8991	3511.93	7609.18	91310.13

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
4449 MANAGEMENT ANALYST					
	STEP A	39.1848	3134.78	6792.03	81504.38
	STEP B	41.1439	3291.51	7131.61	85579.31
	STEP C	43.2012	3456.10	7488.21	89858.50
	STEP D	45.3611	3628.89	7862.59	94351.09
	STEP E	47.6293	3810.34	8255.75	99068.94
	STEP F	50.0107	4000.86	8668.52	104022.26
	STEP G	52.5111	4200.89	9101.92	109223.09
4960 OPEN SPACE SUPERINTENDENT					
	STEP A	41.1428	3291.42	7131.42	85577.02
	STEP B	43.2001	3456.01	7488.02	89856.21
	STEP C	45.3601	3628.81	7862.42	94349.01
	STEP D	47.6281	3810.25	8255.54	99066.45
	STEP E	50.0098	4000.78	8668.37	104020.38
	STEP F	52.5099	4200.79	9101.72	109220.59
	STEP G	55.1354	4410.83	9556.80	114681.63
5020 PARK DEVELOPMENT ANALYST I					
	STEP A	33.9261	2714.09	5880.52	70566.29
	STEP B	35.6224	2849.79	6174.55	74094.59
	STEP C	37.4034	2992.27	6483.26	77799.07
	STEP D	39.2738	3141.90	6807.46	81689.50
	STEP E	41.2374	3298.99	7147.82	85773.79
	STEP F	43.2993	3463.94	7505.21	90062.54
	STEP G	45.4643	3637.14	7880.48	94565.74
5022 PARK DEVELOPMENT ANALYST II					
	STEP A	37.3189	2985.51	6468.61	77623.31
	STEP B	39.1848	3134.78	6792.03	81504.38
	STEP C	41.1439	3291.51	7131.61	85579.31
	STEP D	43.2012	3456.10	7488.21	89858.50
	STEP E	45.3611	3628.89	7862.59	94351.09
	STEP F	47.6293	3810.34	8255.75	99068.94
	STEP G	50.0107	4000.86	8668.52	104022.26

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
5024 PARK PLANNING & DEV SUPERINTEN					
	STEP A	41.1430	3291.44	7131.45	85577.44
	STEP B	43.2002	3456.02	7488.03	89856.42
	STEP C	45.3602	3628.82	7862.43	94349.22
	STEP D	47.6281	3810.25	8255.54	99066.45
	STEP E	50.0099	4000.79	8668.38	104020.59
	STEP F	52.5101	4200.81	9101.75	109221.01
	STEP G	55.1354	4410.83	9556.80	114681.63
9429 PARKS MANAGER					
	STEP A	45.3213	3625.71	7855.70	94268.40
	STEP B	47.5874	3806.99	8248.48	98981.82
	STEP C	49.9668	3997.34	8660.91	103930.91
	STEP D	52.4651	4197.21	9093.95	109127.45
	STEP E	55.0884	4407.07	9548.65	114583.82
	STEP F	57.8428	4627.42	10026.08	120313.02
	STEP G	60.7349	4858.79	10527.39	126328.67
5010 PARKS REC & LIB BUS ADMINISTR					
	STEP A	41.0501	3284.01	7115.35	85384.21
	STEP B	43.1028	3448.22	7471.15	89653.82
	STEP C	45.2577	3620.62	7844.67	94136.02
	STEP D	47.5206	3801.65	8236.90	98842.85
	STEP E	49.8968	3991.74	8648.78	103785.34
	STEP F	52.3914	4191.31	9081.18	108974.11
	STEP G	55.0110	4400.88	9535.24	114422.88
5082 PARKS REC & LIBRARIES DIRECTOR					
	STEP A	70.6179	5649.43	12240.43	146885.16
	STEP B	74.1488	5931.90	12852.45	154229.42
	STEP C	77.8562	6228.50	13495.07	161940.89
	STEP D	81.7490	6539.92	14169.83	170037.93
	STEP E	85.8365	6866.92	14878.32	178539.83
	STEP F	90.1283	7210.26	15622.24	187466.82
	STEP G	94.6347	7570.78	16403.35	196840.16

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
5090 PARKS SUPERINTENDENT					
	STEP A	41.1430	3291.44	7131.45	85577.44
	STEP B	43.2002	3456.02	7488.03	89856.42
	STEP C	45.3602	3628.82	7862.43	94349.22
	STEP D	47.6281	3810.25	8255.54	99066.45
	STEP E	50.0099	4000.79	8668.38	104020.59
	STEP F	52.5101	4200.81	9101.75	109221.01
	STEP G	55.1354	4410.83	9556.80	114681.63
5069 PARKS SUPERVISOR					
	STEP A	35.5414	2843.31	6160.51	73926.11
	STEP B	37.3184	2985.47	6468.52	77622.27
	STEP C	39.1845	3134.76	6791.98	81503.76
	STEP D	41.1436	3291.49	7131.56	85578.69
	STEP E	43.2008	3456.06	7488.14	89857.66
	STEP F	45.3607	3628.86	7862.52	94350.26
	STEP G	47.6288	3810.30	8255.66	99067.90
9428 PAYROLL SUPERVISOR					
	STEP A	41.6093	3328.74	7212.27	86547.28
	STEP B	43.6897	3495.18	7572.89	90874.64
	STEP C	45.8742	3669.94	7951.53	95418.38
	STEP D	48.1679	3853.43	8349.11	100189.29
	STEP E	50.5763	4046.11	8766.56	105198.76
	STEP F	53.1051	4248.41	9204.89	110458.70
	STEP G	55.7604	4460.83	9665.14	115981.63
1501 PERMITS SUPERVISOR					
	STEP A	37.3189	2985.51	6468.61	77623.31
	STEP B	39.1848	3134.78	6792.03	81504.38
	STEP C	41.1439	3291.51	7131.61	85579.31
	STEP D	43.2012	3456.10	7488.21	89858.50
	STEP E	45.3611	3628.89	7862.59	94351.09
	STEP F	47.6293	3810.34	8255.75	99068.94
	STEP G	50.0107	4000.86	8668.52	104022.26

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
5309 PLANNING MANAGER					
	STEP A	56.6293	4530.34	9815.75	117788.94
	STEP B	59.4607	4756.86	10306.52	123678.26
	STEP C	62.4338	4994.70	10821.86	129862.30
	STEP D	65.5555	5244.44	11362.95	136355.44
	STEP E	68.8334	5506.67	11931.12	143173.47
	STEP F	72.2751	5782.01	12527.68	150332.21
	STEP G	75.8887	6071.10	13154.04	157848.50
5400 POLICE CAPTAIN					
	STEP A	62.2656	4981.25	10792.70	129512.38
	STEP B	65.3788	5230.31	11332.33	135988.00
	STEP C	68.6478	5491.82	11898.95	142787.40
	STEP D	72.0802	5766.41	12493.90	149926.77
	STEP E	75.6842	6054.73	13118.59	157423.11
	STEP F	79.4684	6357.47	13774.52	165294.26
	STEP G	83.4418	6675.35	14463.25	173558.98
5410 POLICE CHIEF					
	STEP A	82.6974	6615.79	14334.22	172010.65
	STEP B	86.8323	6946.58	15050.93	180611.18
	STEP C	91.1739	7293.91	15803.48	189641.74
	STEP D	95.7326	7658.61	16593.65	199123.82
	STEP E	100.5192	8041.54	17423.33	209080.02
	STEP F	105.5452	8443.62	18294.50	219534.02
	STEP G	110.8225	8865.80	19209.23	230510.72
5420 POLICE LIEUTENANT					
	STEP A	54.7527	4380.22	9490.47	113885.62
	STEP B	57.4904	4599.23	9965.00	119580.03
	STEP C	60.3649	4829.19	10463.25	125558.99
	STEP D	63.3831	5070.65	10986.40	131836.85
	STEP E	66.5523	5324.18	11535.73	138428.78
	STEP F	69.8799	5590.39	12112.52	145350.19
	STEP G	73.3739	5869.91	12718.14	152617.71

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
5489 POLICE SERVICES ADMINISTRATOR					
	STEP A	44.4136	3553.09	7698.36	92380.27
	STEP B	46.6343	3730.74	8083.27	96999.29
	STEP C	48.9660	3917.28	8487.44	101849.25
	STEP D	51.4143	4113.14	8911.81	106941.71
	STEP E	53.9850	4318.80	9357.40	112288.80
	STEP F	56.6843	4534.74	9825.27	117903.24
	STEP G	59.5185	4761.48	10316.53	123798.40
5485 POLICE SOCIAL SVCS ADMINSTR					
	STEP A	44.7824	3582.59	7762.28	93147.39
	STEP B	47.0215	3761.72	8150.39	97804.72
	STEP C	49.3725	3949.80	8557.90	102694.80
	STEP D	51.8413	4147.30	8985.83	107829.90
	STEP E	54.4333	4354.66	9435.11	113221.26
	STEP F	57.1550	4572.40	9906.87	118882.40
	STEP G	60.0125	4801.00	10402.17	124826.00
5505 POWER ENGINEERING MANAGER					
	STEP A	71.6936	5735.49	12426.90	149122.75
	STEP B	75.2783	6022.26	13048.24	156578.89
	STEP C	79.0422	6323.38	13700.65	164407.83
	STEP D	82.9943	6639.55	14385.69	172628.22
	STEP E	87.1441	6971.52	15104.97	181259.63
	STEP F	91.5013	7320.10	15860.22	190322.61
	STEP G	96.0763	7686.11	16653.23	199838.75
5600 POWER GENERATION SUPERINTENDEN					
	STEP A	66.4312	5314.50	11514.75	138176.97
	STEP B	69.7528	5580.22	12090.48	145085.82
	STEP C	73.2404	5859.24	12695.01	152340.11
	STEP D	76.9025	6152.20	13329.76	159957.12
	STEP E	80.7476	6459.81	13996.25	167954.97
	STEP F	84.7850	6782.80	14696.06	176352.72
	STEP G	89.0242	7121.94	15430.86	185170.36

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
5530 POWER PLANT OPS & MAINT SUPVS					
	STEP A	63.2632	5061.05	10965.61	131587.36
	STEP B	66.4263	5314.10	11513.89	138166.73
	STEP C	69.7476	5579.81	12089.59	145075.06
	STEP D	73.2350	5858.80	12694.07	152328.82
	STEP E	76.8968	6151.74	13328.77	159945.26
	STEP F	80.7416	6459.33	13995.21	167942.52
	STEP G	84.7787	6782.29	14694.97	176339.65
5535 POWER SUPPLY & PORTFOLIO ADMST					
	STEP A	68.7248	5497.98	11912.29	142947.52
	STEP B	72.1610	5772.88	12507.91	150094.89
	STEP C	75.7691	6061.52	13133.30	157599.64
	STEP D	79.5575	6364.60	13789.97	165479.62
	STEP E	83.5354	6682.83	14479.47	173753.60
	STEP F	87.7122	7016.97	15203.44	182441.28
	STEP G	92.0978	7367.82	15963.61	191563.34
5519 PREVENTATIVE MAINT SUPERVISOR					
	STEP A	43.5705	3485.64	7552.22	90626.64
	STEP B	45.7488	3659.90	7929.79	95157.50
	STEP C	48.0362	3842.90	8326.27	99915.30
	STEP D	50.4382	4035.06	8742.62	104911.46
	STEP E	52.9602	4236.82	9179.77	110157.22
	STEP F	55.6083	4448.66	9638.77	115665.26
	STEP G	58.3884	4671.07	10120.66	121447.87
5514 PRINCIPAL ENGINEER					
	STEP A	51.2263	4098.10	8879.23	106550.70
	STEP B	53.7875	4303.00	9323.17	111878.00
	STEP C	56.4770	4518.16	9789.35	117472.16
	STEP D	59.3009	4744.07	10278.82	123345.87
	STEP E	62.2660	4981.28	10792.77	129513.28
	STEP F	65.3794	5230.35	11332.43	135989.15
	STEP G	68.6480	5491.84	11898.99	142787.84

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
5513 PRINCIPAL PLANNER					
	STEP A	47.3068	3784.54	8199.85	98398.14
	STEP B	49.6722	3973.78	8609.85	103318.18
	STEP C	52.1557	4172.46	9040.32	108483.86
	STEP D	54.7635	4381.08	9492.34	113908.08
	STEP E	57.5017	4600.14	9966.96	119603.54
	STEP F	60.3767	4830.14	10465.29	125583.54
	STEP G	63.3957	5071.66	10988.59	131863.06
5615 PUB AFFAIRS&COMMUNICATN ADMNST					
	STEP A	44.7824	3582.59	7762.28	93147.39
	STEP B	47.0215	3761.72	8150.39	97804.72
	STEP C	49.3725	3949.80	8557.90	102694.80
	STEP D	51.8413	4147.30	8985.83	107829.90
	STEP E	54.4333	4354.66	9435.11	113221.26
	STEP F	57.1550	4572.40	9906.87	118882.40
	STEP G	60.0125	4801.00	10402.17	124826.00
5610 PUBLIC AFFAIRS-COMMUNIC DIRECT					
	STEP A	56.6292	4530.34	9815.73	117788.74
	STEP B	59.4607	4756.86	10306.52	123678.26
	STEP C	62.4338	4994.70	10821.86	129862.30
	STEP D	65.5555	5244.44	11362.95	136355.44
	STEP E	68.8333	5506.66	11931.11	143173.26
	STEP F	72.2751	5782.01	12527.68	150332.21
	STEP G	75.8886	6071.09	13154.02	157848.29
5565 PUBLIC INFORMATION OFFICER					
	STEP A	42.9932	3439.45	7452.15	89425.76
	STEP B	45.1428	3611.42	7824.75	93897.05
	STEP C	47.4000	3792.00	8215.99	98591.90
	STEP D	49.7699	3981.60	8626.79	103521.49
	STEP E	52.2584	4180.68	9058.13	108697.57
	STEP F	54.8714	4389.71	9511.04	114132.45
	STEP G	57.6149	4609.19	9986.59	119839.07

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
5635 PUBLIC WORKS DIRECTOR					
	STEP A	73.1393	5851.14	12677.48	152129.71
	STEP B	76.7962	6143.70	13311.35	159736.19
	STEP C	80.6361	6450.88	13976.92	167723.00
	STEP D	84.6679	6773.43	14675.76	176109.15
	STEP E	88.9013	7112.10	15409.55	184914.61
	STEP F	93.3463	7467.71	16180.03	194160.34
	STEP G	98.0136	7841.09	16989.03	203868.36
5652 PURCHASING & WAREHOUSE MANAGER					
	STEP A	44.4826	3558.61	7710.31	92523.75
	STEP B	46.7067	3736.54	8095.83	97149.94
	STEP C	49.0420	3923.36	8500.62	102007.44
	STEP D	51.4941	4119.53	8925.65	107107.81
	STEP E	54.0688	4325.51	9371.93	112463.20
	STEP F	56.7723	4541.78	9840.53	118086.36
	STEP G	59.6109	4768.87	10332.56	123990.68
6125 RECREATION MANAGER					
	STEP A	47.0054	3760.43	8147.60	97771.23
	STEP B	49.3558	3948.46	8555.01	102660.06
	STEP C	51.8233	4145.86	8982.71	107792.46
	STEP D	54.4146	4353.17	9431.86	113182.37
	STEP E	57.1354	4570.83	9903.47	118841.63
	STEP F	59.9923	4799.38	10398.67	124783.98
	STEP G	62.9917	5039.34	10918.56	131022.74
6145 RECREATION SUPERINTENDENT					
	STEP A	41.1430	3291.44	7131.45	85577.44
	STEP B	43.2002	3456.02	7488.03	89856.42
	STEP C	45.3602	3628.82	7862.43	94349.22
	STEP D	47.6281	3810.25	8255.54	99066.45
	STEP E	50.0099	4000.79	8668.38	104020.59
	STEP F	52.5101	4200.81	9101.75	109221.01
	STEP G	55.1354	4410.83	9556.80	114681.63

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
6147 RECREATION SUPERVISOR					
	STEP A	35.5414	2843.31	6160.51	73926.11
	STEP B	37.3184	2985.47	6468.52	77622.27
	STEP C	39.1845	3134.76	6791.98	81503.76
	STEP D	41.1436	3291.49	7131.56	85578.69
	STEP E	43.2008	3456.06	7488.14	89857.66
	STEP F	45.3607	3628.86	7862.52	94350.26
	STEP G	47.6288	3810.30	8255.66	99067.90
6244 REFUSE & STORMWATER MANAGER					
	STEP A	57.6313	4610.50	9989.43	119873.10
	STEP B	60.5130	4841.04	10488.92	125867.04
	STEP C	63.5383	5083.06	11013.31	132159.66
	STEP D	66.7154	5337.23	11564.00	138768.03
	STEP E	70.0510	5604.08	12142.17	145706.08
	STEP F	73.5535	5884.28	12749.27	152991.28
	STEP G	77.2312	6178.50	13386.74	160640.90
6231 REFUSE SUPERINTENDENT					
	STEP A	40.8726	3269.81	7084.58	85015.01
	STEP B	42.9162	3433.30	7438.81	89265.70
	STEP C	45.0619	3604.95	7810.73	93728.75
	STEP D	47.3153	3785.22	8201.32	98415.82
	STEP E	49.6808	3974.46	8611.34	103336.06
	STEP F	52.1648	4173.18	9041.90	108502.78
	STEP G	54.7731	4381.85	9494.00	113928.05
6235 REFUSE SUPERVISOR					
	STEP A	34.4344	2754.75	5968.63	71623.55
	STEP B	36.1561	2892.49	6267.06	75204.69
	STEP C	37.9641	3037.13	6580.44	78965.33
	STEP D	39.8615	3188.92	6909.33	82911.92
	STEP E	41.8546	3348.37	7254.80	87057.57
	STEP F	43.9471	3515.77	7617.50	91409.97
	STEP G	46.1447	3691.58	7998.41	95980.98

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
6450 RISK MANAGER					
	STEP A	51.2305	4098.44	8879.95	106559.44
	STEP B	53.7920	4303.36	9323.95	111887.36
	STEP C	56.4817	4518.54	9790.16	117481.94
	STEP D	59.3058	4744.46	10279.67	123356.06
	STEP E	62.2711	4981.69	10793.66	129523.89
	STEP F	65.3847	5230.78	11333.35	136000.18
	STEP G	68.6539	5492.31	11900.01	142800.11
6500 SAFETY COORDINATOR					
	STEP A	37.3188	2985.50	6468.59	77623.10
	STEP B	39.1847	3134.78	6792.01	81504.18
	STEP C	41.1438	3291.50	7131.59	85579.10
	STEP D	43.2010	3456.08	7488.17	89858.08
	STEP E	45.3610	3628.88	7862.57	94350.88
	STEP F	47.6291	3810.33	8255.71	99068.53
	STEP G	50.0107	4000.86	8668.52	104022.26
7161 SENIOR GIS ANALYST					
	STEP A	35.4589	2836.71	6146.21	73754.51
	STEP B	37.2318	2978.54	6453.51	77442.14
	STEP C	39.0934	3127.47	6776.19	81314.27
	STEP D	41.0482	3283.86	7115.02	85380.26
	STEP E	43.1005	3448.04	7470.75	89649.04
	STEP F	45.2556	3620.45	7844.30	94131.65
	STEP G	47.5183	3801.46	8236.51	98838.06
7130 SR BUSINESS SYSTEMS ANALYST					
	STEP A	35.4616	2836.93	6146.68	73760.13
	STEP B	37.2347	2978.78	6454.01	77448.18
	STEP C	39.0964	3127.71	6776.71	81320.51
	STEP D	41.0512	3284.10	7115.54	85386.50
	STEP E	43.1038	3448.30	7471.33	89655.90
	STEP F	45.2590	3620.72	7844.89	94138.72
	STEP G	47.5218	3801.74	8237.11	98845.34

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
7145 SR DATABASE ANALYST					
	STEP A	38.9454	3115.63	6750.54	81006.43
	STEP B	40.8928	3271.42	7088.09	85057.02
	STEP C	42.9374	3434.99	7442.48	89309.79
	STEP D	45.0842	3606.74	7814.59	93775.14
	STEP E	47.3385	3787.08	8205.34	98464.08
	STEP F	49.7053	3976.42	8615.59	103387.02
	STEP G	52.1906	4175.25	9046.37	108556.45
7123 SR DEPUTY CITY ATTORNEY					
	STEP A	67.9690	5437.52	11781.30	141375.59
	STEP B	71.3675	5709.40	12370.36	148444.37
	STEP C	74.9359	5994.87	12988.88	155866.59
	STEP D	78.6827	6294.61	13638.33	163659.92
	STEP E	82.6168	6609.34	14320.24	171842.91
	STEP F	86.7476	6939.81	15036.25	180435.06
	STEP G	91.0850	7286.80	15788.07	189456.81
1281 SR DEVELOPMENT SERVICES ANALYS					
	STEP A	35.6131	2849.05	6172.94	74075.25
	STEP B	37.3937	2991.50	6481.57	77778.90
	STEP C	39.2634	3141.07	6805.66	81667.87
	STEP D	41.2266	3298.13	7145.94	85751.33
	STEP E	43.2879	3463.03	7503.24	90038.83
	STEP F	45.4523	3636.18	7878.40	94540.78
	STEP G	47.7249	3817.99	8272.32	99267.79
7128 SR ELECTRIC BUSINESS ANALYST					
	STEP A	50.9436	4075.49	8830.22	105962.62
	STEP B	53.4907	4279.26	9271.73	111260.75
	STEP C	56.1653	4493.22	9735.32	116823.79
	STEP D	58.9735	4717.88	10222.08	122664.98
	STEP E	61.9222	4953.78	10733.19	128798.23
	STEP F	65.0183	5201.47	11269.84	135238.14
	STEP G	68.2693	5461.54	11833.34	142000.04

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
7163 SR ENERGY SERVICES ACCOUNT REP					
	STEP A	50.5186	4041.49	8756.56	105078.76
	STEP B	53.0446	4243.57	9194.39	110332.69
	STEP C	55.6968	4455.74	9654.11	115849.33
	STEP D	58.4816	4678.53	10136.82	121641.80
	STEP E	61.4057	4912.46	10643.66	127723.89
	STEP F	64.4760	5158.08	11175.84	134110.08
	STEP G	67.6998	5415.98	11734.63	140815.58
7142 SR ENGINEER					
	STEP A	43.5792	3486.34	7553.73	90644.74
	STEP B	45.7582	3660.66	7931.42	95177.06
	STEP C	48.0461	3843.69	8327.99	99935.89
	STEP D	50.4485	4035.88	8744.41	104932.88
	STEP E	52.9707	4237.66	9181.59	110179.06
	STEP F	55.6194	4449.55	9640.70	115688.35
	STEP G	58.4003	4672.02	10122.72	121472.62
7150 SR HUMAN RESOURCES ANALYST					
	STEP A	39.1848	3134.78	6792.03	81504.38
	STEP B	41.1439	3291.51	7131.61	85579.31
	STEP C	43.2012	3456.10	7488.21	89858.50
	STEP D	45.3611	3628.89	7862.59	94351.09
	STEP E	47.6293	3810.34	8255.75	99068.94
	STEP F	50.0107	4000.86	8668.52	104022.26
	STEP G	52.5111	4200.89	9101.92	109223.09
7194 SR IT ANALYST					
	STEP A	36.9279	2954.23	6400.84	76810.04
	STEP B	38.7743	3101.94	6720.88	80650.54
	STEP C	40.7130	3257.04	7056.92	84683.06
	STEP D	42.7487	3419.89	7409.77	88917.22
	STEP E	44.8861	3590.89	7780.26	93363.08
	STEP F	47.1304	3770.43	8169.27	98031.23
	STEP G	49.4869	3958.95	8577.73	102932.79

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
7180 SR PLANNER					
	STEP A	41.1373	3290.98	7130.47	85565.58
	STEP B	43.1942	3455.54	7486.99	89843.94
	STEP C	45.3539	3628.31	7861.34	94336.11
	STEP D	47.6215	3809.72	8254.39	99052.72
	STEP E	50.0027	4000.22	8667.13	104005.62
	STEP F	52.5029	4200.23	9100.50	109206.03
	STEP G	55.1279	4410.23	9555.50	114666.03
7151 SR POWER ENGINEER					
	STEP A	63.4501	5076.01	10998.02	131976.27
	STEP B	66.6226	5329.81	11547.92	138575.08
	STEP C	69.9538	5596.30	12125.32	145503.83
	STEP D	73.4515	5876.12	12731.59	152779.03
	STEP E	77.1240	6169.92	13368.16	160417.98
	STEP F	80.9802	6478.42	14036.57	168438.88
	STEP G	85.0292	6802.34	14738.40	176860.82
5555 SR POWER PLANT ENGINEER					
	STEP A	63.4501	5076.01	10998.02	131976.27
	STEP B	66.6226	5329.81	11547.92	138575.08
	STEP C	69.9538	5596.30	12125.32	145503.83
	STEP D	73.4515	5876.12	12731.59	152779.03
	STEP E	77.1240	6169.92	13368.16	160417.98
	STEP F	80.9802	6478.42	14036.57	168438.88
	STEP G	85.0292	6802.34	14738.40	176860.82
7522 STREET MAINTENANCE SUPERVISOR					
	STEP A	33.2846	2662.77	5769.33	69231.97
	STEP B	34.9488	2795.90	6057.79	72693.50
	STEP C	36.6962	2935.70	6360.67	76328.10
	STEP D	38.5310	3082.48	6678.71	80144.48
	STEP E	40.4576	3236.61	7012.65	84151.81
	STEP F	42.4805	3398.44	7363.29	88359.44
	STEP G	44.6045	3568.36	7731.45	92777.36

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
7520 STREET MAINTENANCE SUPT					
	STEP A	43.5705	3485.64	7552.22	90626.64
	STEP B	45.7488	3659.90	7929.79	95157.50
	STEP C	48.0362	3842.90	8326.27	99915.30
	STEP D	50.4382	4035.06	8742.62	104911.46
	STEP E	52.9602	4236.82	9179.77	110157.22
	STEP F	55.6083	4448.66	9638.77	115665.26
	STEP G	58.3884	4671.07	10120.66	121447.87
8762 URBAN FORESTER					
	STEP A	35.5414	2843.31	6160.51	73926.11
	STEP B	37.3183	2985.46	6468.51	77622.06
	STEP C	39.1844	3134.75	6791.96	81503.55
	STEP D	41.1436	3291.49	7131.56	85578.69
	STEP E	43.2008	3456.06	7488.14	89857.66
	STEP F	45.3607	3628.86	7862.52	94350.26
	STEP G	47.6288	3810.30	8255.66	99067.90
9047 WATER CONSERVATION ADMINSTR					
	STEP A	39.2069	3136.55	6795.86	81550.35
	STEP B	41.1673	3293.38	7135.67	85627.98
	STEP C	43.2256	3458.05	7492.44	89909.25
	STEP D	45.3869	3630.95	7867.06	94404.75
	STEP E	47.6562	3812.50	8260.41	99124.90
	STEP F	50.0394	4003.15	8673.50	104081.95
	STEP G	52.5411	4203.29	9107.12	109285.49
9084 WATER DISTRIBUTION SUPERVISOR					
	STEP A	35.5414	2843.31	6160.51	73926.11
	STEP B	37.3184	2985.47	6468.52	77622.27
	STEP C	39.1845	3134.76	6791.98	81503.76
	STEP D	41.1436	3291.49	7131.56	85578.69
	STEP E	43.2008	3456.06	7488.14	89857.66
	STEP F	45.3607	3628.86	7862.52	94350.26
	STEP G	47.6288	3810.30	8255.66	99067.90

Appendix B

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
9085 WATER DISTRIBUTION SUPT					
	STEP A	42.9210	3433.68	7439.64	89275.68
	STEP B	45.7417	3659.34	7928.56	95142.74
	STEP C	48.0288	3842.30	8324.99	99899.90
	STEP D	50.4303	4034.42	8741.25	104895.02
	STEP E	52.9518	4236.14	9178.31	110139.74
	STEP F	55.5995	4447.96	9637.25	115646.96
	STEP G	58.3793	4670.34	10119.08	121428.94
9101 WATER QUALITY LAB SUPERVISOR					
	STEP A	37.3171	2985.37	6468.30	77619.57
	STEP B	39.1829	3134.63	6791.70	81500.43
	STEP C	41.1421	3291.37	7131.30	85575.57
	STEP D	43.1991	3455.93	7487.84	89854.13
	STEP E	45.3592	3628.74	7862.26	94347.14
	STEP F	47.6271	3810.17	8255.36	99064.37
	STEP G	50.0083	4000.66	8668.11	104017.26
9175 WATER TRMT PLT CHIEF OPERATOR					
	STEP A	42.6478	3411.82	7392.29	88707.42
	STEP B	44.7803	3582.42	7761.92	93143.02
	STEP C	47.0192	3761.54	8149.99	97799.94
	STEP D	49.3703	3949.62	8557.52	102690.22
	STEP E	51.8386	4147.09	8985.36	107824.29
	STEP F	54.4307	4354.46	9434.65	113215.86
	STEP G	57.1521	4572.17	9906.36	118876.37
9244 WATER UTILITY MANAGER					
	STEP A	57.6313	4610.50	9989.43	119873.10
	STEP B	60.5130	4841.04	10488.92	125867.04
	STEP C	63.5383	5083.06	11013.31	132159.66
	STEP D	66.7154	5337.23	11564.00	138768.03
	STEP E	70.0510	5604.08	12142.17	145706.08
	STEP F	73.5535	5884.28	12749.27	152991.28
	STEP G	77.2312	6178.50	13386.74	160640.90

CITY OF ROSEVILLE
SALARY SCHEDULE - A

Effective Date: 03/30/19

Management A

Title	Step	Hourly	Bi-weekly	Monthly	Annual
8980 WSTWTR COLLECTION SUPT					
	STEP A	43.5636	3485.09	7551.02	90612.29
	STEP B	45.7417	3659.34	7928.56	95142.74
	STEP C	48.0288	3842.30	8324.99	99899.90
	STEP D	50.4303	4034.42	8741.25	104895.02
	STEP E	52.9518	4236.14	9178.31	110139.74
	STEP F	55.5995	4447.96	9637.25	115646.96
	STEP G	58.3793	4670.34	10119.08	121428.94
8978 WSTWTR COLLECTION SUPV					
	STEP A	35.5415	2843.32	6160.53	73926.32
	STEP B	37.3184	2985.47	6468.52	77622.27
	STEP C	39.1845	3134.76	6791.98	81503.76
	STEP D	41.1436	3291.49	7131.56	85578.69
	STEP E	43.2009	3456.07	7488.16	89857.87
	STEP F	45.3607	3628.86	7862.52	94350.26
	STEP G	47.6288	3810.30	8255.66	99067.90
9040 WSTWTR TRMT PLT CHIEF OPERATOR					
	STEP A	46.9127	3753.02	8131.53	97578.42
	STEP B	49.2585	3940.68	8538.14	102457.68
	STEP C	51.7211	4137.69	8964.99	107579.89
	STEP D	54.3074	4344.59	9413.28	112959.39
	STEP E	57.0225	4561.80	9883.90	118606.80
	STEP F	59.8738	4789.90	10378.13	124537.50
	STEP G	62.8673	5029.38	10897.00	130763.98
9045 WSTWTR UTILITY MANAGER					
	STEP A	57.6313	4610.50	9989.43	119873.10
	STEP B	60.5130	4841.04	10488.92	125867.04
	STEP C	63.5383	5083.06	11013.31	132159.66
	STEP D	66.7154	5337.23	11564.00	138768.03
	STEP E	70.0510	5604.08	12142.17	145706.08
	STEP F	73.5535	5884.28	12749.27	152991.28
	STEP G	77.2312	6178.50	13386.74	160640.90

CITY OF ROSEVILLE
SALARY SCHEDULE - B

Effective Date: 03/30/2019

Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B701 ACCOUNTING SUPERVISOR					
	STEP A	43.6089	3488.71	7558.87	90706.47
	STEP B	44.6858	3574.87	7745.55	92946.55
	STEP C	45.7894	3663.15	7936.83	95241.96
	STEP D	46.9202	3753.62	8132.84	97594.06
	STEP E	48.0790	3846.32	8333.69	100004.24
	STEP F	49.2663	3941.31	8539.50	102473.94
	STEP G	50.4830	4038.64	8750.39	105004.64
	STEP H	51.7297	4138.38	8966.49	107597.84
	STEP I	53.0072	4240.58	9187.92	110255.07
	STEP J	54.3163	4345.31	9414.83	112977.93
	STEP K	55.6577	4452.62	9647.34	115768.03
	STEP L	57.0322	4562.58	9885.59	118627.04
	STEP M	58.4407	4675.26	10129.72	121556.65
B853 ACCOUNTS PAYABLE SUPERVISOR					
	STEP A	41.6088	3328.71	7212.20	86546.34
	STEP B	42.6364	3410.91	7390.31	88683.69
	STEP C	43.6893	3495.15	7572.82	90873.82
	STEP D	44.7683	3581.46	7759.84	93118.04
	STEP E	45.8739	3669.91	7951.47	95417.69
	STEP F	47.0068	3760.54	8147.84	97774.12
	STEP G	48.1677	3853.41	8349.06	100188.75
	STEP H	49.3572	3948.58	8555.25	102663.01
	STEP I	50.5761	4046.09	8766.53	105198.38
	STEP J	51.8252	4146.01	8983.03	107796.36
	STEP K	53.1050	4248.40	9204.87	110458.50
	STEP L	54.4165	4353.32	9432.20	113186.38
	STEP M	55.7604	4460.83	9665.14	115981.63
B702 ADMINISTRATIVE ANALYST I					
	STEP A	33.9261	2714.09	5880.52	70566.29
	STEP B	34.7636	2781.09	6025.69	72308.29
	STEP C	35.6221	2849.77	6174.50	74093.97
	STEP D	36.5018	2920.14	6326.98	75923.74
	STEP E	37.4033	2992.26	6483.24	77798.86
	STEP F	38.3270	3066.16	6643.35	79720.16
	STEP G	39.2736	3141.89	6807.42	81689.09
	STEP H	40.2434	3219.47	6975.52	83706.27
	STEP I	41.2373	3298.98	7147.80	85773.58
	STEP J	42.2556	3380.45	7324.30	87891.65
	STEP K	43.2992	3463.94	7505.19	90062.34
	STEP L	44.3686	3549.49	7690.56	92286.69
	STEP M	45.4643	3637.14	7880.48	94565.74

CITY OF ROSEVILLE
SALARY SCHEDULE - B

Effective Date: 03/30/2019

Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B703 ADMINISTRATIVE ANALYST II					
	STEP A	37.3189	2985.51	6468.61	77623.31
	STEP B	38.2400	3059.20	6628.27	79539.20
	STEP C	39.1843	3134.74	6791.95	81503.34
	STEP D	40.1520	3212.16	6959.68	83516.16
	STEP E	41.1436	3291.49	7131.56	85578.69
	STEP F	42.1598	3372.78	7307.70	87692.38
	STEP G	43.2009	3456.07	7488.16	89857.87
	STEP H	44.2678	3541.42	7673.09	92077.02
	STEP I	45.3610	3628.88	7862.57	94350.88
	STEP J	46.4813	3718.50	8056.76	96681.10
	STEP K	47.6291	3810.33	8255.71	99068.53
	STEP L	48.8054	3904.43	8459.60	101515.23
	STEP M	50.0107	4000.86	8668.52	104022.26
B704 ALTERNATIVE TRANSP ANALYST I					
	STEP A	34.4335	2754.68	5968.47	71621.68
	STEP B	35.2836	2822.69	6115.82	73389.89
	STEP C	36.1550	2892.40	6266.87	75202.40
	STEP D	37.0479	2963.83	6421.64	77059.63
	STEP E	37.9629	3037.03	6580.24	78962.83
	STEP F	38.9004	3112.03	6742.74	80912.83
	STEP G	39.8611	3188.89	6909.26	82911.09
	STEP H	40.8455	3267.64	7079.89	84958.64
	STEP I	41.8542	3348.34	7254.73	87056.74
	STEP J	42.8878	3431.02	7433.89	89206.62
	STEP K	43.9470	3515.76	7617.48	91409.76
	STEP L	45.0323	3602.58	7805.60	93667.18
	STEP M	46.1444	3691.55	7998.36	95980.35
B705 ALTERNATIVE TRANSP ANALYST II					
	STEP A	37.3189	2985.51	6468.61	77623.31
	STEP B	38.2400	3059.20	6628.27	79539.20
	STEP C	39.1843	3134.74	6791.95	81503.34
	STEP D	40.1520	3212.16	6959.68	83516.16
	STEP E	41.1436	3291.49	7131.56	85578.69
	STEP F	42.1598	3372.78	7307.70	87692.38
	STEP G	43.2009	3456.07	7488.16	89857.87
	STEP H	44.2678	3541.42	7673.09	92077.02
	STEP I	45.3610	3628.88	7862.57	94350.88
	STEP J	46.4813	3718.50	8056.76	96681.10
	STEP K	47.6291	3810.33	8255.71	99068.53
	STEP L	48.8054	3904.43	8459.60	101515.23
	STEP M	50.0107	4000.86	8668.52	104022.26

CITY OF ROSEVILLE
SALARY SCHEDULE - B

Effective Date: 03/30/2019

Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B706 ALTERNATIVE TRANSP MANAGER					
	STEP A	53.0701	4245.61	9198.82	110385.86
	STEP B	54.3807	4350.46	9426.00	113111.95
	STEP C	55.7237	4457.90	9658.78	115905.36
	STEP D	57.0999	4567.99	9897.31	118767.76
	STEP E	58.5100	4680.80	10141.74	121700.85
	STEP F	59.9550	4796.40	10392.20	124706.37
	STEP G	61.4356	4914.85	10648.84	127786.12
	STEP H	62.9529	5036.23	10911.83	130941.93
	STEP I	64.5075	5160.60	11181.31	134175.67
	STEP J	66.1006	5288.05	11457.44	137489.27
	STEP K	67.7330	5418.64	11740.39	140884.71
	STEP L	69.4058	5552.46	12030.33	144364.00
	STEP M	71.1198	5689.59	12327.43	147929.21
B957 AMI PROJECT MANAGER					
	STEP A	49.7960	3983.68	8631.31	103575.75
	STEP B	51.0258	4082.06	8844.47	106133.65
	STEP C	52.2859	4182.87	9062.89	108754.73
	STEP D	53.5772	4286.17	9286.71	111440.54
	STEP E	54.9003	4392.03	9516.06	114192.67
	STEP F	56.2561	4500.49	9751.06	117012.78
	STEP G	57.6454	4611.64	9991.88	119902.52
	STEP H	59.0691	4725.52	10238.64	122863.64
	STEP I	60.5278	4842.23	10491.49	125897.88
	STEP J	62.0226	4961.81	10750.59	129007.05
	STEP K	63.5543	5084.35	11016.08	132193.01
	STEP L	65.1239	5209.91	11288.14	135457.65
	STEP M	66.7322	5338.57	11566.91	138802.91
B711 ASSISTANT CITY ATTORNEY					
	STEP A	78.1635	6253.08	13548.35	162580.15
	STEP B	80.0939	6407.51	13882.94	166595.23
	STEP C	82.0719	6565.75	14225.79	170709.47
	STEP D	84.0987	6727.90	14577.11	174925.31
	STEP E	86.1756	6894.05	14937.11	179245.26
	STEP F	88.3038	7064.30	15305.99	183671.90
	STEP G	90.4846	7238.76	15683.99	188207.87
	STEP H	92.7192	7417.53	16071.32	192855.85
	STEP I	95.0089	7600.72	16468.22	197618.61
	STEP J	97.3553	7788.42	16874.92	202499.00
	STEP K	99.7596	7980.77	17291.66	207499.92
	STEP L	102.2232	8177.86	17718.69	212624.34
	STEP M	104.7477	8379.82	18156.28	217875.31

CITY OF ROSEVILLE
SALARY SCHEDULE - B

Effective Date: 03/30/2019

Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B712 ASSISTANT CITY CLERK					
	STEP A	36.4809	2918.47	6323.36	75880.27
	STEP B	37.3814	2990.51	6479.44	77753.31
	STEP C	38.3046	3064.37	6639.46	79673.57
	STEP D	39.2506	3140.05	6803.44	81641.25
	STEP E	40.2199	3217.59	6971.45	83657.39
	STEP F	41.2132	3297.06	7143.62	85723.46
	STEP G	42.2310	3378.48	7320.04	87840.48
	STEP H	43.2739	3461.91	7500.81	90009.71
	STEP I	44.3426	3547.41	7686.05	92232.61
	STEP J	45.4377	3635.02	7875.87	94510.42
	STEP K	46.5598	3724.78	8070.37	96844.38
	STEP L	47.7097	3816.78	8269.68	99236.18
	STEP M	48.8879	3911.03	8473.90	101686.83
B707 ASSISTANT CITY MANAGER					
	STEP A	79.3403	6347.22	13752.32	165027.82
	STEP B	81.2997	6503.97	14091.95	169103.35
	STEP C	83.3075	6664.60	14439.96	173279.52
	STEP D	85.3648	6829.19	14796.57	177558.83
	STEP E	87.4730	6997.84	15161.99	181943.83
	STEP F	89.6332	7170.66	15536.43	186437.11
	STEP G	91.8468	7347.74	15920.11	191041.36
	STEP H	94.1151	7529.20	16313.28	195759.32
	STEP I	96.4393	7715.15	16716.15	200593.79
	STEP J	98.8210	7905.68	17128.97	205547.66
	STEP K	101.2615	8100.92	17551.99	210623.86
	STEP L	103.7622	8300.98	17985.45	215825.43
	STEP M	106.3247	8505.98	18429.62	221155.45
B708 ASSISTANT ELECTRIC UTILITY DIR					
	STEP A	82.4549	6596.40	14292.19	171506.27
	STEP B	84.4912	6759.30	14645.15	175741.79
	STEP C	86.5778	6926.23	15006.83	180081.91
	STEP D	88.7160	7097.28	15377.43	184529.22
	STEP E	90.9069	7272.55	15757.20	189086.35
	STEP F	93.1519	7452.15	16146.34	193756.03
	STEP G	95.4524	7636.19	16545.09	198541.02
	STEP H	97.8097	7824.78	16953.68	203444.19
	STEP I	100.2252	8018.02	17372.37	208468.45
	STEP J	102.7004	8216.03	17801.40	213616.79
	STEP K	105.2367	8418.93	18241.02	218892.27
	STEP L	107.8356	8626.85	18691.50	224298.03
	STEP M	110.4987	8839.90	19153.11	229837.30

CITY OF ROSEVILLE
SALARY SCHEDULE - B

Effective Date: 03/30/2019

Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B709 ASSISTANT EU DIRECTOR					
	STEP A	65.0925	5207.40	11282.70	135392.41
	STEP B	66.7000	5336.00	11561.34	138736.06
	STEP C	68.3473	5467.78	11846.86	142162.28
	STEP D	70.0352	5602.81	12139.43	145673.12
	STEP E	71.7647	5741.18	12439.22	149270.67
	STEP F	73.5370	5882.96	12746.42	152957.05
	STEP G	75.3531	6028.25	13061.21	156734.48
	STEP H	77.2140	6177.12	13383.77	160605.20
	STEP I	79.1209	6329.67	13714.29	164571.50
	STEP J	81.0749	6485.99	14052.98	168635.76
	STEP K	83.0771	6646.17	14400.03	172800.39
	STEP L	85.1288	6810.30	14755.66	177067.87
	STEP M	87.2311	6978.49	15120.06	181440.74
B713 ASSISTANT FIRE CHIEF					
	STEP A	62.4844	4998.75	10830.63	129967.55
	STEP B	64.0268	5122.14	11097.98	133175.74
	STEP C	65.6080	5248.64	11372.05	136464.64
	STEP D	67.2283	5378.26	11652.91	139834.86
	STEP E	68.8886	5511.09	11940.69	143288.29
	STEP F	70.5898	5647.18	12235.57	146826.78
	STEP G	72.3331	5786.65	12537.74	150452.85
	STEP H	74.1194	5929.55	12847.36	154168.35
	STEP I	75.9499	6075.99	13164.65	157975.79
	STEP J	77.8256	6226.05	13489.77	161877.25
	STEP K	79.7476	6379.81	13822.92	165875.01
	STEP L	81.7170	6537.36	14164.28	169971.36
	STEP M	83.7351	6698.81	14514.08	174169.01
B710 ASSISTANT POLICE CHIEF					
	STEP A	69.3658	5549.26	12023.41	144280.86
	STEP B	71.0781	5686.25	12320.20	147842.45
	STEP C	72.8334	5826.67	12624.46	151493.47
	STEP D	74.6321	5970.57	12936.23	155234.77
	STEP E	76.4752	6118.02	13255.70	159068.42
	STEP F	78.3639	6269.11	13583.08	162996.91
	STEP G	80.2991	6423.93	13918.51	167022.13
	STEP H	82.2822	6582.58	14262.25	171146.98
	STEP I	84.3143	6745.14	14614.48	175373.74
	STEP J	86.3965	6911.72	14975.39	179704.72
	STEP K	88.5301	7082.41	15345.22	184142.61
	STEP L	90.7165	7257.32	15724.19	188690.32
	STEP M	92.9568	7436.54	16112.51	193350.14

CITY OF ROSEVILLE
SALARY SCHEDULE - B

Effective Date: 03/30/2019

Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B845 ASST HUMAN RESOURCES DIRECTOR					
	STEP A	51.2305	4098.44	8879.95	106559.44
	STEP B	52.4952	4199.62	9099.17	109190.02
	STEP C	53.7916	4303.33	9323.88	111886.53
	STEP D	55.1201	4409.61	9554.15	114649.81
	STEP E	56.4813	4518.50	9790.09	117481.10
	STEP F	57.8761	4630.09	10031.86	120382.29
	STEP G	59.3055	4744.44	10279.62	123355.44
	STEP H	60.7701	4861.61	10533.48	126401.81
	STEP I	62.2708	4981.66	10793.61	129523.26
	STEP J	63.8086	5104.69	11060.16	132721.89
	STEP K	65.3844	5230.75	11333.30	135999.55
	STEP L	66.9992	5359.94	11613.19	139358.34
	STEP M	68.6539	5492.31	11900.01	142800.11
B714 BILLING SERVICES MANAGER					
	STEP A	48.7825	3902.60	8455.63	101467.55
	STEP B	49.9872	3998.98	8664.45	103973.39
	STEP C	51.2217	4097.74	8878.43	106541.12
	STEP D	52.4867	4198.93	9097.69	109172.26
	STEP E	53.7829	4302.63	9322.36	111868.37
	STEP F	55.1111	4408.89	9552.59	114631.08
	STEP G	56.4721	4517.77	9788.50	117462.00
	STEP H	57.8668	4629.34	10030.24	120362.85
	STEP I	59.2958	4743.67	10277.94	123335.33
	STEP J	60.7602	4860.82	10531.77	126381.22
	STEP K	62.2607	4980.86	10791.86	129502.33
	STEP L	63.7983	5103.87	11058.38	132700.52
	STEP M	65.3739	5229.91	11331.47	135977.69
B717 BLDG OFFICIAL					
	STEP A	52.7262	4218.10	9139.21	109670.54
	STEP B	54.0283	4322.27	9364.91	112378.97
	STEP C	55.3626	4429.01	9596.19	115154.28
	STEP D	56.7299	4538.39	9833.18	117998.13
	STEP E	58.1309	4650.47	10076.02	120912.21
	STEP F	59.5665	4765.32	10324.85	123898.26
	STEP G	61.0375	4883.00	10579.84	126958.05
	STEP H	62.5449	5003.59	10841.12	130093.41
	STEP I	64.0895	5127.16	11108.85	133306.19
	STEP J	65.6723	5253.78	11383.19	136598.32
	STEP K	67.2941	5383.53	11664.31	139971.75
	STEP L	68.9560	5516.48	11952.37	143428.50
	STEP M	70.6589	5652.72	12247.55	146970.61

CITY OF ROSEVILLE
SALARY SCHEDULE - B

Effective Date: 03/30/2019

Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B718 BUDGET ANALYST I					
	STEP A	35.1221	2809.77	6087.83	73053.97
	STEP B	35.9890	2879.12	6238.09	74857.12
	STEP C	36.8778	2950.22	6392.15	76705.82
	STEP D	37.7886	3023.09	6550.02	78600.29
	STEP E	38.7218	3097.74	6711.78	80541.34
	STEP F	39.6780	3174.24	6877.52	82530.24
	STEP G	40.6579	3252.63	7047.37	84568.43
	STEP H	41.6620	3332.96	7221.41	86656.96
	STEP I	42.6909	3415.27	7399.76	88797.07
	STEP J	43.7451	3499.61	7582.48	90989.81
	STEP K	44.8255	3586.04	7769.75	93237.04
	STEP L	45.9325	3674.60	7961.63	95539.60
	STEP M	47.0669	3765.35	8158.26	97899.15
B719 BUDGET ANALYST II					
	STEP A	38.0646	3045.17	6597.86	79174.37
	STEP B	39.0042	3120.34	6760.73	81128.74
	STEP C	39.9675	3197.40	6927.70	83132.40
	STEP D	40.9545	3276.36	7098.78	85185.36
	STEP E	41.9660	3357.28	7274.11	87289.28
	STEP F	43.0023	3440.18	7453.73	89444.78
	STEP G	44.0643	3525.14	7637.81	91653.74
	STEP H	45.1525	3612.20	7826.43	93917.20
	STEP I	46.2676	3701.41	8019.72	96236.61
	STEP J	47.4102	3792.82	8217.77	98613.22
	STEP K	48.5811	3886.49	8420.72	101048.69
	STEP L	49.7808	3982.46	8628.67	103544.06
	STEP M	51.0102	4080.82	8841.77	106101.22
B720 BUDGET MANAGER					
	STEP A	48.7825	3902.60	8455.63	101467.55
	STEP B	49.9872	3998.98	8664.45	103973.39
	STEP C	51.2217	4097.74	8878.43	106541.12
	STEP D	52.4867	4198.93	9097.69	109172.26
	STEP E	53.7829	4302.63	9322.36	111868.37
	STEP F	55.1111	4408.89	9552.59	114631.08
	STEP G	56.4721	4517.77	9788.50	117462.00
	STEP H	57.8668	4629.34	10030.24	120362.85
	STEP I	59.2958	4743.67	10277.94	123335.33
	STEP J	60.7602	4860.82	10531.77	126381.22
	STEP K	62.2607	4980.86	10791.86	129502.33
	STEP L	63.7983	5103.87	11058.38	132700.52
	STEP M	65.3739	5229.91	11331.47	135977.69

CITY OF ROSEVILLE
SALARY SCHEDULE - B

Effective Date: 03/30/2019

Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B715 BUILDING INSPECTION SUPERVISOR					
	STEP A	41.1373	3290.98	7130.47	85565.58
	STEP B	42.1528	3372.22	7306.49	87677.82
	STEP C	43.1938	3455.50	7486.93	89843.10
	STEP D	44.2606	3540.85	7671.84	92062.05
	STEP E	45.3536	3628.29	7861.29	94335.49
	STEP F	46.4736	3717.89	8055.42	96665.09
	STEP G	47.6214	3809.71	8254.38	99052.51
	STEP H	48.7974	3903.79	8458.22	101498.59
	STEP I	50.0024	4000.19	8667.08	104004.99
	STEP J	51.2374	4098.99	8881.15	106573.79
	STEP K	52.5027	4200.22	9100.47	109205.62
	STEP L	53.7993	4303.94	9325.21	111902.54
	STEP M	55.1279	4410.23	9555.50	114666.03
B723 CHIEF FINANCIAL OFFICER					
	STEP A	71.8515	5748.12	12454.26	149451.12
	STEP B	73.6252	5890.02	12761.70	153140.42
	STEP C	75.4434	6035.47	13076.86	156922.27
	STEP D	77.3066	6184.53	13399.81	160797.73
	STEP E	79.2158	6337.26	13730.74	164768.86
	STEP F	81.1721	6493.77	14069.83	168837.97
	STEP G	83.1767	6654.14	14417.29	173007.54
	STEP H	85.2308	6818.46	14773.34	177280.06
	STEP I	87.3357	6986.86	15138.19	181658.26
	STEP J	89.4925	7159.40	15512.03	186144.40
	STEP K	91.7026	7336.21	15895.12	190741.41
	STEP L	93.9673	7517.38	16287.67	195451.98
	STEP M	96.2879	7703.03	16689.90	200278.83
B724 CHIEF INFORMATION OFFICER					
	STEP A	64.6968	5175.74	11214.11	134569.35
	STEP B	66.2946	5303.56	11491.06	137892.67
	STEP C	67.9318	5434.54	11774.84	141298.07
	STEP D	69.6094	5568.75	12065.63	144787.57
	STEP E	71.3285	5706.28	12363.60	148363.24
	STEP F	73.0900	5847.20	12668.93	152027.22
	STEP G	74.8950	5991.60	12981.81	155781.68
	STEP H	76.7446	6139.57	13302.41	159628.87
	STEP I	78.6399	6291.19	13630.92	163571.06
	STEP J	80.5820	6446.56	13967.55	167610.61
	STEP K	82.5721	6605.77	14312.49	171749.93
	STEP L	84.6113	6768.90	14665.96	175991.46
	STEP M	86.7008	6936.07	15028.15	180337.75

CITY OF ROSEVILLE
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Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B725 CITY CLERK					
	STEP A	51.2403	4099.23	8881.66	106579.89
	STEP B	52.5058	4200.46	9101.00	109211.99
	STEP C	53.8024	4304.20	9325.76	111909.09
	STEP D	55.1312	4410.49	9556.07	114672.79
	STEP E	56.4927	4519.41	9792.06	117504.75
	STEP F	57.8878	4631.03	10033.89	120406.65
	STEP G	59.3174	4745.39	10281.68	123380.21
	STEP H	60.7823	4862.59	10535.60	126427.21
	STEP I	62.2834	4982.67	10795.79	129549.46
	STEP J	63.8215	5105.72	11062.40	132748.81
	STEP K	65.3977	5231.81	11335.60	136027.18
	STEP L	67.0127	5361.02	11615.54	139386.50
	STEP M	68.6677	5493.42	11902.40	142828.79
B726 CITY LIBRARIAN					
	STEP A	45.4289	3634.31	7874.34	94492.10
	STEP B	46.5508	3724.06	8068.81	96825.68
	STEP C	47.7004	3816.03	8268.07	99216.89
	STEP D	48.8784	3910.27	8472.26	101667.15
	STEP E	50.0855	4006.84	8681.49	104177.92
	STEP F	51.3225	4105.80	8895.89	106750.70
	STEP G	52.5899	4207.19	9115.58	109387.01
	STEP H	53.8887	4311.09	9340.70	112088.43
	STEP I	55.2195	4417.56	9571.38	114856.57
	STEP J	56.5832	4526.66	9807.76	117693.07
	STEP K	57.9806	4638.45	10049.97	120599.62
	STEP L	59.4125	4753.00	10298.16	123577.94
	STEP M	60.8797	4870.38	10552.49	126629.83
B962 CODE ENFORCEMENT SUPERVISOR					
	STEP A	38.5450	3083.60	6681.12	80173.50
	STEP B	39.4969	3159.75	6846.12	82153.46
	STEP C	40.4723	3237.78	7015.19	84182.33
	STEP D	41.4718	3317.74	7188.44	86261.29
	STEP E	42.4960	3399.68	7365.97	88391.60
	STEP F	43.5454	3483.64	7547.88	90574.52
	STEP G	44.6208	3569.67	7734.28	92811.35
	STEP H	45.7228	3657.82	7925.28	95103.42
	STEP I	46.8520	3748.16	8121.01	97452.09
	STEP J	48.0090	3840.72	8321.56	99858.77
	STEP K	49.1947	3935.57	8527.07	102324.88
	STEP L	50.4096	4032.77	8737.66	104851.90
	STEP M	51.6545	4132.36	8953.44	107441.32

CITY OF ROSEVILLE
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Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B852 CONTROLLER					
	STEP A	51.2216	4097.73	8878.41	106540.91
	STEP B	52.4866	4198.92	9097.67	109172.04
	STEP C	53.7828	4302.62	9322.35	111868.15
	STEP D	55.1110	4408.88	9552.57	114630.85
	STEP E	56.4720	4517.76	9788.48	117461.77
	STEP F	57.8666	4629.33	10030.22	120362.61
	STEP G	59.2957	4743.66	10277.92	123335.08
	STEP H	60.7601	4860.81	10531.75	126380.97
	STEP I	62.2606	4980.85	10791.84	129502.07
	STEP J	63.7982	5103.86	11058.35	132700.25
	STEP K	65.3738	5229.90	11331.45	135977.42
	STEP L	66.9882	5359.06	11611.29	139335.52
	STEP M	68.6426	5491.41	11898.05	142776.55
B965 DEPT GOVERN REL SUPERVISOR					
	STEP A	44.7823	3582.58	7762.27	93147.18
	STEP B	45.8877	3671.02	7953.87	95446.42
	STEP C	47.0209	3761.67	8150.29	97803.47
	STEP D	48.1822	3854.58	8351.58	100218.98
	STEP E	49.3721	3949.77	8557.83	102693.97
	STEP F	50.5914	4047.31	8769.18	105230.11
	STEP G	51.8408	4147.26	8985.74	107828.86
	STEP H	53.1210	4249.68	9207.64	110491.68
	STEP I	54.4329	4354.63	9435.04	113220.43
	STEP J	55.7772	4462.18	9668.05	116016.58
	STEP K	57.1547	4572.38	9906.81	118881.78
	STEP L	58.5662	4685.30	10151.47	121817.70
	STEP M	60.0125	4801.00	10402.17	124826.00
B728 DEPT PUBLIC INFO OFFICER					
	STEP A	40.6511	3252.09	7046.19	84554.27
	STEP B	41.6550	3332.40	7220.20	86642.42
	STEP C	42.6837	3414.70	7398.51	88782.14
	STEP D	43.7378	3499.03	7581.23	90974.71
	STEP E	44.8180	3585.44	7768.45	93221.42
	STEP F	45.9248	3673.99	7960.30	95523.62
	STEP G	47.0590	3764.72	8156.89	97882.67
	STEP H	48.2211	3857.69	8358.33	100299.98
	STEP I	49.4120	3952.96	8564.75	102776.99
	STEP J	50.6323	4050.58	8776.26	105315.17
	STEP K	51.8827	4150.62	8993.00	107916.03
	STEP L	53.1640	4253.12	9215.09	110581.12
	STEP M	54.4769	4358.16	9442.67	113312.04

CITY OF ROSEVILLE
SALARY SCHEDULE - B

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Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B729 DEPUTY CITY ATTORNEY I					
	STEP A	56.1722	4493.77	9736.51	116838.11
	STEP B	57.5594	4604.75	9976.96	119723.55
	STEP C	58.9809	4718.47	10223.35	122680.24
	STEP D	60.4375	4835.00	10475.83	125709.95
	STEP E	61.9300	4954.40	10734.54	128814.48
	STEP F	63.4595	5076.76	10999.64	131995.69
	STEP G	65.0267	5202.13	11271.29	135255.45
	STEP H	66.6326	5330.60	11549.64	138595.72
	STEP I	68.2781	5462.25	11834.87	142018.48
	STEP J	69.9643	5597.14	12127.15	145525.77
	STEP K	71.6922	5735.37	12426.64	149119.67
	STEP L	73.4627	5877.01	12733.53	152802.33
	STEP M	75.2769	6022.15	13047.99	156575.94
B730 DEPUTY CITY ATTORNEY II					
	STEP A	61.7894	4943.15	10710.16	128521.98
	STEP B	63.3154	5065.23	10974.66	131695.96
	STEP C	64.8790	5190.32	11245.69	134948.32
	STEP D	66.4813	5318.50	11523.42	138281.00
	STEP E	68.1231	5449.85	11808.00	141695.99
	STEP F	69.8054	5584.44	12099.61	145195.32
	STEP G	71.5294	5722.35	12398.42	148781.06
	STEP H	73.2958	5863.67	12704.61	152455.36
	STEP I	75.1060	6008.48	13018.37	156220.39
	STEP J	76.9608	6156.86	13339.87	160078.41
	STEP K	78.8614	6308.91	13669.31	164031.71
	STEP L	80.8090	6464.72	14006.89	168082.64
	STEP M	82.8046	6624.37	14352.80	172233.61
B731 DEPUTY CITY MANAGER					
	STEP A	56.6293	4530.34	9815.75	117788.94
	STEP B	58.0272	4642.18	10058.05	120696.58
	STEP C	59.4603	4756.82	10306.45	123677.42
	STEP D	60.9287	4874.30	10560.97	126731.70
	STEP E	62.4334	4994.67	10821.79	129861.47
	STEP F	63.9752	5118.02	11089.03	133068.42
	STEP G	65.5552	5244.42	11362.90	136354.82
	STEP H	67.1741	5373.93	11643.51	139722.13
	STEP I	68.8331	5506.65	11931.07	143172.85
	STEP J	70.5330	5642.64	12225.72	146708.64
	STEP K	72.2749	5781.99	12527.65	150331.79
	STEP L	74.0598	5924.78	12837.03	154044.38
	STEP M	75.8887	6071.10	13154.04	157848.50

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Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B732 DEVELOPMENT ANALYST I					
	STEP A	33.9261	2714.09	5880.52	70566.29
	STEP B	34.7636	2781.09	6025.69	72308.29
	STEP C	35.6221	2849.77	6174.50	74093.97
	STEP D	36.5018	2920.14	6326.98	75923.74
	STEP E	37.4033	2992.26	6483.24	77798.86
	STEP F	38.3270	3066.16	6643.35	79720.16
	STEP G	39.2736	3141.89	6807.42	81689.09
	STEP H	40.2434	3219.47	6975.52	83706.27
	STEP I	41.2373	3298.98	7147.80	85773.58
	STEP J	42.2556	3380.45	7324.30	87891.65
	STEP K	43.2992	3463.94	7505.19	90062.34
	STEP L	44.3686	3549.49	7690.56	92286.69
	STEP M	45.4643	3637.14	7880.48	94565.74
B733 DEVELOPMENT ANALYST II					
	STEP A	37.3189	2985.51	6468.61	77623.31
	STEP B	38.2400	3059.20	6628.27	79539.20
	STEP C	39.1843	3134.74	6791.95	81503.34
	STEP D	40.1520	3212.16	6959.68	83516.16
	STEP E	41.1436	3291.49	7131.56	85578.69
	STEP F	42.1598	3372.78	7307.70	87692.38
	STEP G	43.2009	3456.07	7488.16	89857.87
	STEP H	44.2678	3541.42	7673.09	92077.02
	STEP I	45.3610	3628.88	7862.57	94350.88
	STEP J	46.4813	3718.50	8056.76	96681.10
	STEP K	47.6291	3810.33	8255.71	99068.53
	STEP L	48.8054	3904.43	8459.60	101515.23
	STEP M	50.0107	4000.86	8668.52	104022.26
B734 DEVELOPMENT SERVICES DIRECTOR					
	STEP A	71.2748	5701.98	12354.29	148251.52
	STEP B	73.0350	5842.80	12659.39	151912.74
	STEP C	74.8386	5987.09	12972.03	155664.38
	STEP D	76.6869	6134.95	13292.39	159508.66
	STEP E	78.5807	6286.46	13620.66	163447.89
	STEP F	80.5213	6441.71	13957.03	167484.40
	STEP G	82.5099	6600.79	14301.72	171620.59
	STEP H	84.5476	6763.81	14654.91	175858.94
	STEP I	86.6356	6930.84	15016.83	180201.95
	STEP J	88.7751	7102.01	15387.68	184652.21
	STEP K	90.9675	7277.40	15767.70	189212.39
	STEP L	93.2140	7457.12	16157.10	193885.17
	STEP M	95.5160	7641.28	16556.11	198673.36

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Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B735 DEVELOPMENT SERVICES MANAGER					
	STEP A	48.9515	3916.12	8484.93	101819.12
	STEP B	50.1604	4012.83	8694.47	104333.64
	STEP C	51.3992	4111.93	8909.19	106910.26
	STEP D	52.6685	4213.48	9129.21	109550.52
	STEP E	53.9692	4317.54	9354.66	112255.98
	STEP F	55.3020	4424.16	9585.69	115028.25
	STEP G	56.6678	4533.42	9822.42	117868.99
	STEP H	58.0673	4645.38	10064.99	120779.88
	STEP I	59.5013	4760.10	10313.56	123762.66
	STEP J	60.9707	4877.66	10568.26	126819.11
	STEP K	62.4765	4998.12	10829.25	129951.03
	STEP L	64.0194	5121.55	11096.69	133160.30
	STEP M	65.6004	5248.03	11370.74	136448.83
B950 DEVELOPMENT SVCS ADMINISTRATOR					
	STEP A	41.1373	3290.98	7130.47	85565.58
	STEP B	42.1528	3372.22	7306.49	87677.82
	STEP C	43.1938	3455.50	7486.93	89843.10
	STEP D	44.2606	3540.85	7671.84	92062.05
	STEP E	45.3536	3628.29	7861.29	94335.49
	STEP F	46.4736	3717.89	8055.42	96665.09
	STEP G	47.6214	3809.71	8254.38	99052.51
	STEP H	48.7974	3903.79	8458.22	101498.59
	STEP I	50.0024	4000.19	8667.08	104004.99
	STEP J	51.2374	4098.99	8881.15	106573.79
	STEP K	52.5027	4200.22	9100.47	109205.62
	STEP L	53.7993	4303.94	9325.21	111902.54
	STEP M	55.1279	4410.23	9555.50	114666.03
B964 ECONOMIC DEV SUPV					
	STEP A	45.5612	3644.90	7897.28	94767.31
	STEP B	46.6864	3734.91	8092.31	97107.68
	STEP C	47.8394	3827.15	8292.15	99505.85
	STEP D	49.0208	3921.66	8496.94	101963.25
	STEP E	50.2314	4018.51	8706.78	104481.33
	STEP F	51.4719	4117.75	8921.80	107061.60
	STEP G	52.7431	4219.45	9142.13	109705.59
	STEP H	54.0456	4323.65	9367.91	112414.88
	STEP I	55.3803	4430.43	9599.26	115191.08
	STEP J	56.7480	4539.84	9836.32	118035.84
	STEP K	58.1494	4651.96	10079.24	120950.85
	STEP L	59.5855	4766.84	10328.15	123937.86
	STEP M	61.0570	4884.56	10583.22	126998.63

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B736 ECONOMIC DEVELOPMENT DIRECTOR					
	STEP A	65.9539	5276.31	11432.01	137184.11
	STEP B	67.5822	5406.58	11714.25	140570.98
	STEP C	69.2512	5540.10	12003.54	144042.50
	STEP D	70.9614	5676.91	12299.98	147599.71
	STEP E	72.7139	5817.11	12603.74	151244.91
	STEP F	74.5097	5960.78	12915.01	154980.18
	STEP G	76.3498	6107.98	13233.97	158807.58
	STEP H	78.2352	6258.82	13560.77	162729.22
	STEP I	80.1674	6413.39	13895.68	166748.19
	STEP J	82.1471	6571.77	14238.83	170865.97
	STEP K	84.1759	6734.07	14590.49	175085.87
	STEP L	86.2547	6900.38	14950.81	179409.78
	STEP M	88.3848	7070.78	15320.03	183840.38
B738 ELECTRIC BUSINESS ANALYST I					
	STEP A	42.0974	3367.79	7296.88	87562.52
	STEP B	43.1370	3450.96	7477.08	89724.97
	STEP C	44.2023	3536.19	7661.73	91940.81
	STEP D	45.2939	3623.51	7850.95	94211.38
	STEP E	46.4125	3713.00	8044.84	96538.03
	STEP F	47.5587	3804.70	8243.51	98922.13
	STEP G	48.7332	3898.66	8447.09	101365.11
	STEP H	49.9367	3994.94	8655.70	103868.42
	STEP I	51.1700	4093.60	8869.46	106433.56
	STEP J	52.4337	4194.69	9088.50	109062.04
	STEP K	53.7286	4298.29	9312.95	111755.44
	STEP L	55.0555	4404.44	9542.95	114515.35
	STEP M	56.4151	4513.21	9778.62	117343.42
B739 ELECTRIC BUSINESS ANALYST II					
	STEP A	46.3114	3704.91	8027.30	96327.64
	STEP B	47.4551	3796.41	8225.55	98706.55
	STEP C	48.6270	3890.16	8428.68	101144.20
	STEP D	49.8279	3986.23	8636.84	103642.06
	STEP E	51.0585	4084.68	8850.13	106201.61
	STEP F	52.3194	4185.55	9068.70	108824.36
	STEP G	53.6115	4288.92	9292.66	111511.89
	STEP H	54.9355	4394.84	9522.15	114265.78
	STEP I	56.2922	4503.37	9757.31	117087.69
	STEP J	57.6824	4614.59	9998.27	119979.29
	STEP K	59.1069	4728.55	10245.19	122942.30
	STEP L	60.5666	4845.33	10498.21	125978.48
	STEP M	62.0623	4964.99	10757.47	129089.65

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B740 ELECTRIC COMPLIANCE ANALYST					
	STEP A	47.7576	3820.61	8277.98	99335.80
	STEP B	48.9370	3914.96	8482.42	101789.00
	STEP C	50.1456	4011.65	8691.90	104302.78
	STEP D	51.3840	4110.72	8906.55	106878.64
	STEP E	52.6529	4212.24	9126.51	109518.12
	STEP F	53.9533	4316.26	9351.90	112222.78
	STEP G	55.2857	4422.85	9582.85	114994.23
	STEP H	56.6510	4532.08	9819.51	117834.13
	STEP I	58.0501	4644.01	10062.01	120744.16
	STEP J	59.4837	4758.69	10310.50	123726.06
	STEP K	60.9527	4876.22	10565.13	126781.60
	STEP L	62.4580	4996.64	10826.05	129912.59
	STEP M	64.0004	5120.04	11093.41	133120.92
B941 ELECTRIC CUSTOMR PROGRAMS SUPV					
	STEP A	58.0968	4647.74	10070.11	120841.27
	STEP B	59.5315	4762.52	10318.80	123825.56
	STEP C	61.0017	4880.14	10573.63	126883.56
	STEP D	62.5082	5000.66	10834.76	130017.07
	STEP E	64.0519	5124.15	11102.33	133227.98
	STEP F	65.6337	5250.70	11376.51	136518.17
	STEP G	67.2546	5380.37	11657.47	139889.63
	STEP H	68.9155	5513.24	11945.36	143344.34
	STEP I	70.6175	5649.40	12240.36	146884.37
	STEP J	72.3615	5788.92	12542.65	150511.83
	STEP K	74.1485	5931.88	12852.41	154228.87
	STEP L	75.9797	6078.37	13169.81	158037.71
	STEP M	77.8561	6228.48	13495.05	161940.60
B741 ELECTRIC ENGINEERING TECH SUPV					
	STEP A	50.7599	4060.79	8798.38	105580.60
	STEP B	52.0135	4161.08	9015.67	108188.02
	STEP C	53.2980	4263.84	9238.32	110859.83
	STEP D	54.6142	4369.14	9466.47	113597.62
	STEP E	55.9630	4477.04	9700.25	116403.03
	STEP F	57.3451	4587.60	9939.81	119277.72
	STEP G	58.7613	4700.90	10185.28	122223.40
	STEP H	60.2124	4816.99	10436.82	125241.83
	STEP I	61.6994	4935.95	10694.57	128334.80
	STEP J	63.2232	5057.85	10958.68	131504.16
	STEP K	64.7845	5182.76	11229.32	134751.78
	STEP L	66.3844	5310.75	11506.63	138079.61
	STEP M	68.0239	5441.91	11790.80	141489.63

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B743 ELECTRIC OPERATIONS MANAGER					
	STEP A	71.6929	5735.43	12426.76	149121.14
	STEP B	73.4634	5877.07	12733.65	152803.83
	STEP C	75.2776	6022.21	13048.12	156577.48
	STEP D	77.1367	6170.94	13370.36	160444.31
	STEP E	79.0417	6323.33	13700.55	164406.65
	STEP F	80.9937	6479.49	14038.90	168466.83
	STEP G	82.9939	6639.51	14385.61	172627.29
	STEP H	85.0435	6803.48	14740.87	176890.49
	STEP I	87.1437	6971.50	15104.91	181258.98
	STEP J	89.2958	7143.67	15477.95	185735.35
	STEP K	91.5011	7320.09	15860.19	190322.27
	STEP L	93.7608	7500.86	16251.87	195022.47
	STEP M	96.0763	7686.11	16653.23	199838.75
B945 ELECTRIC OPERATIONS SUPERVISOR					
	STEP A	65.1763	5214.11	11297.23	135566.74
	STEP B	66.7859	5342.87	11576.22	138914.69
	STEP C	68.4353	5474.82	11862.11	142345.33
	STEP D	70.1253	5610.03	12155.06	145860.69
	STEP E	71.8571	5748.57	12455.24	149462.86
	STEP F	73.6317	5890.54	12762.83	153154.00
	STEP G	75.4501	6036.01	13078.02	156936.29
	STEP H	77.3135	6185.08	13401.00	160811.99
	STEP I	79.2228	6337.82	13731.95	164783.40
	STEP J	81.1793	6494.34	14071.07	168852.89
	STEP K	83.1841	6654.73	14418.57	173022.88
	STEP L	85.2384	6819.07	14774.65	177295.86
	STEP M	87.3434	6987.48	15139.53	181674.36
B746 ELECTRIC RESOURCES ANALYST I					
	STEP A	50.3558	4028.46	8728.33	104740.00
	STEP B	51.5994	4127.95	8943.89	107326.66
	STEP C	52.8737	4229.89	9164.77	109977.20
	STEP D	54.1794	4334.35	9391.10	112693.20
	STEP E	55.5174	4441.40	9623.02	115476.27
	STEP F	56.8885	4551.08	9860.67	118328.07
	STEP G	58.2934	4663.47	10104.19	121250.30
	STEP H	59.7330	4778.64	10353.72	124244.70
	STEP I	61.2082	4896.66	10609.42	127313.05
	STEP J	62.7198	5017.58	10871.43	130457.17
	STEP K	64.2687	5141.50	11139.91	133678.94
	STEP L	65.8559	5268.47	11415.02	136980.28
	STEP M	67.4823	5398.58	11696.93	140363.14

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B747 ELECTRIC RESOURCES ANALYST II					
	STEP A	55.3913	4431.31	9601.17	115214.00
	STEP B	56.7593	4540.74	9838.28	118059.33
	STEP C	58.1610	4652.88	10081.24	120974.92
	STEP D	59.5974	4767.79	10330.21	123962.52
	STEP E	61.0692	4885.53	10585.32	127023.90
	STEP F	62.5773	5006.19	10846.74	130160.88
	STEP G	64.1228	5129.82	11114.61	133375.33
	STEP H	65.7063	5256.51	11389.10	136669.17
	STEP I	67.3290	5386.32	11670.36	140044.35
	STEP J	68.9918	5519.34	11958.57	143502.89
	STEP K	70.6956	5655.65	12253.90	147046.83
	STEP L	72.4415	5795.32	12556.53	150678.30
	STEP M	74.2305	5938.44	12866.62	154399.45
B956 ELECTRIC RISK AND COMP SUPV					
	STEP A	60.4563	4836.50	10479.09	125749.04
	STEP B	61.9493	4955.94	10737.88	128854.54
	STEP C	63.4792	5078.34	11003.06	132036.73
	STEP D	65.0469	5203.75	11274.79	135297.51
	STEP E	66.6533	5332.26	11553.23	138638.82
	STEP F	68.2993	5463.95	11838.55	142062.64
	STEP G	69.9861	5598.89	12130.92	145571.02
	STEP H	71.7144	5737.16	12430.50	149166.04
	STEP I	73.4855	5878.84	12737.49	152849.85
	STEP J	75.3003	6024.02	13052.05	156624.63
	STEP K	77.1599	6172.79	13374.39	160492.63
	STEP L	79.0655	6325.24	13704.68	164456.16
	STEP M	81.0181	6481.44	14043.13	168517.56
B750 ELECTRIC SAFETY COORDINATOR					
	STEP A	37.3188	2985.50	6468.59	77623.10
	STEP B	38.2400	3059.20	6628.27	79539.20
	STEP C	39.1843	3134.74	6791.95	81503.34
	STEP D	40.1520	3212.16	6959.68	83516.16
	STEP E	41.1436	3291.49	7131.56	85578.69
	STEP F	42.1598	3372.78	7307.70	87692.38
	STEP G	43.2009	3456.07	7488.16	89857.87
	STEP H	44.2678	3541.42	7673.09	92077.02
	STEP I	45.3610	3628.88	7862.57	94350.88
	STEP J	46.4813	3718.50	8056.76	96681.10
	STEP K	47.6291	3810.33	8255.71	99068.53
	STEP L	48.8054	3904.43	8459.60	101515.23
	STEP M	50.0107	4000.86	8668.52	104022.26

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B751 ELECTRIC SUBSTATION SUPERVISOR					
	STEP A	65.1763	5214.11	11297.23	135566.74
	STEP B	66.7859	5342.87	11576.22	138914.69
	STEP C	68.4353	5474.82	11862.11	142345.33
	STEP D	70.1253	5610.03	12155.06	145860.69
	STEP E	71.8571	5748.57	12455.24	149462.86
	STEP F	73.6317	5890.54	12762.83	153154.00
	STEP G	75.4501	6036.01	13078.02	156936.29
	STEP H	77.3135	6185.08	13401.00	160811.99
	STEP I	79.2228	6337.82	13731.95	164783.40
	STEP J	81.1793	6494.34	14071.07	168852.89
	STEP K	83.1841	6654.73	14418.57	173022.88
	STEP L	85.2384	6819.07	14774.65	177295.86
	STEP M	87.3434	6987.48	15139.53	181674.36
B752 ELECTRIC TECHNOLOGY SYST. SUPV					
	STEP A	53.5606	4284.84	9283.83	111405.97
	STEP B	54.8833	4390.66	9513.10	114157.25
	STEP C	56.2387	4499.10	9748.04	116976.48
	STEP D	57.6276	4610.20	9988.78	119865.33
	STEP E	59.0507	4724.06	10235.46	122825.52
	STEP F	60.5090	4840.72	10488.24	125858.82
	STEP G	62.0034	4960.27	10747.25	128967.03
	STEP H	63.5346	5082.77	11012.67	132152.00
	STEP I	65.1037	5208.29	11284.64	135415.63
	STEP J	66.7115	5336.92	11563.32	138759.85
	STEP K	68.3590	5468.72	11848.89	142186.66
	STEP L	70.0472	5603.77	12141.51	145698.11
	STEP M	71.7771	5742.16	12441.36	149296.27
B753 ELECTRIC UTILITY DIRECTOR					
	STEP A	105.3927	8431.42	18268.07	219216.80
	STEP B	107.9955	8639.64	18719.22	224630.58
	STEP C	110.6625	8853.00	19181.50	230178.06
	STEP D	113.3954	9071.64	19655.21	235862.53
	STEP E	116.1959	9295.67	20140.62	241687.40
	STEP F	119.0654	9525.23	20638.01	247656.11
	STEP G	122.0059	9760.47	21147.69	253772.22
	STEP H	125.0189	10001.51	21669.95	260039.38
	STEP I	128.1064	10248.51	22205.11	266461.31
	STEP J	131.2701	10501.61	22753.49	273041.84
	STEP K	134.5120	10760.96	23315.41	279784.88
	STEP L	137.8339	11026.71	23891.20	286694.45
	STEP M	141.2378	11299.03	24481.22	293774.66

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B955 ELECTRIC UTILITY FIN ADMNSTR					
	STEP A	57.0562	4564.49	9889.74	118676.87
	STEP B	58.4652	4677.22	10133.98	121607.71
	STEP C	59.9091	4792.73	10384.24	124610.93
	STEP D	61.3886	4911.09	10640.69	127688.33
	STEP E	62.9047	5032.37	10903.48	130841.72
	STEP F	64.4582	5156.65	11172.75	134072.98
	STEP G	66.0500	5284.00	11448.67	137384.05
	STEP H	67.6812	5414.50	11731.41	140776.89
	STEP I	69.3527	5548.21	12021.13	144253.51
	STEP J	71.0654	5685.23	12318.00	147816.00
	STEP K	72.8204	5825.63	12622.21	151466.46
	STEP L	74.6188	5969.50	12933.92	155207.08
	STEP M	76.4616	6116.93	13253.34	159040.07
B754 ELECTRONIC MAINT COORDINATOR					
	STEP A	36.0024	2880.19	6240.42	74884.99
	STEP B	36.8916	2951.33	6394.54	76734.53
	STEP C	37.8026	3024.21	6552.45	78629.41
	STEP D	38.7361	3098.89	6714.26	80571.09
	STEP E	39.6928	3175.42	6880.09	82561.02
	STEP F	40.6730	3253.84	7049.99	84599.84
	STEP G	41.6775	3334.20	7224.10	86689.20
	STEP H	42.7068	3416.54	7402.51	88830.14
	STEP I	43.7615	3500.92	7585.33	91023.92
	STEP J	44.8422	3587.38	7772.65	93271.78
	STEP K	45.9496	3675.97	7964.60	95575.17
	STEP L	47.0844	3766.75	8161.30	97935.55
	STEP M	48.2472	3859.78	8362.85	100354.18
B755 EMS QUAL ASSURANCE COORDINATOR					
	STEP A	46.0955	3687.64	7989.89	95878.64
	STEP B	47.2334	3778.67	8187.12	98245.47
	STEP C	48.3999	3871.99	8389.32	100671.79
	STEP D	49.5953	3967.62	8596.52	103158.22
	STEP E	50.8201	4065.61	8808.82	105705.81
	STEP F	52.0751	4166.01	9026.35	108316.21
	STEP G	53.3611	4268.89	9249.26	110991.09
	STEP H	54.6789	4374.31	9477.68	113732.11
	STEP I	56.0293	4482.34	9711.75	116540.94
	STEP J	57.4130	4593.04	9951.59	119419.04
	STEP K	58.8308	4706.46	10197.34	122368.06
	STEP L	60.2837	4822.70	10449.17	125390.10
	STEP M	61.7725	4941.80	10707.23	128486.80

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B939 ENERGY SERVICES ACCOUNT REP I					
	STEP A	41.7524	3340.19	7237.08	86845.00
	STEP B	42.7835	3422.68	7415.81	88989.73
	STEP C	43.8401	3507.21	7598.95	91187.42
	STEP D	44.9228	3593.82	7786.61	93439.38
	STEP E	46.0322	3682.58	7978.91	95746.96
	STEP F	47.1690	3773.52	8175.96	98111.53
	STEP G	48.3339	3866.71	8377.87	100534.49
	STEP H	49.5275	3962.20	8584.77	103017.29
	STEP I	50.7507	4060.05	8796.78	105561.40
	STEP J	52.0040	4160.32	9014.03	108168.35
	STEP K	53.2883	4263.06	9236.64	110839.67
	STEP L	54.6043	4368.34	9464.75	113576.97
	STEP M	55.9528	4476.23	9698.49	116381.87
B756 ENERGY SERVICES ACCT REP II					
	STEP A	45.9277	3674.22	7960.81	95529.72
	STEP B	47.0620	3764.96	8157.41	97888.92
	STEP C	48.2242	3857.94	8358.87	100306.38
	STEP D	49.4152	3953.21	8565.30	102783.55
	STEP E	50.6355	4050.84	8776.82	105321.89
	STEP F	51.8860	4150.88	8993.58	107922.92
	STEP G	53.1674	4253.39	9215.68	110588.18
	STEP H	54.4804	4358.43	9443.27	113319.27
	STEP I	55.8259	4466.07	9676.48	116117.80
	STEP J	57.2045	4576.36	9915.45	118985.45
	STEP K	58.6173	4689.38	10160.33	121923.91
	STEP L	60.0649	4805.19	10411.25	124934.95
	STEP M	61.5482	4923.86	10668.36	128020.34
B757 ENGINEERING MANAGER					
	STEP A	57.6313	4610.50	9989.43	119873.10
	STEP B	59.0537	4724.30	10235.97	122831.70
	STEP C	60.5121	4840.97	10488.76	125865.17
	STEP D	62.0065	4960.52	10747.79	128973.52
	STEP E	63.5378	5083.02	11013.22	132158.62
	STEP F	65.1070	5208.56	11285.21	135422.56
	STEP G	66.7149	5337.19	11563.92	138766.99
	STEP H	68.3624	5468.99	11849.48	142193.79
	STEP I	70.0507	5604.06	12142.12	145705.46
	STEP J	71.7808	5742.46	12442.01	149304.06
	STEP K	73.5534	5884.27	12749.26	152991.07
	STEP L	75.3699	6029.59	13064.12	156769.39
	STEP M	77.2312	6178.50	13386.74	160640.90

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Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B758 ENVIRONMENTAL COORDINATOR					
	STEP A	42.9167	3433.34	7438.89	89266.74
	STEP B	43.9762	3518.10	7622.54	91470.50
	STEP C	45.0622	3604.98	7810.78	93729.38
	STEP D	46.1751	3694.01	8003.68	96044.21
	STEP E	47.3155	3785.24	8201.35	98416.24
	STEP F	48.4840	3878.72	8403.89	100846.72
	STEP G	49.6812	3974.50	8611.41	103336.90
	STEP H	50.9082	4072.66	8824.09	105889.06
	STEP I	52.1655	4173.24	9042.02	108504.24
	STEP J	53.4537	4276.30	9265.31	111183.70
	STEP K	54.7738	4381.90	9494.13	113929.50
	STEP L	56.1265	4490.12	9728.59	116743.12
	STEP M	57.5126	4601.01	9968.85	119626.21
B759 ENVIRONMENTAL UTIL DIRECTOR					
	STEP A	79.0344	6322.75	13699.30	164391.58
	STEP B	80.9862	6478.90	14037.62	168451.40
	STEP C	82.9863	6638.90	14384.29	172611.47
	STEP D	85.0357	6802.86	14739.52	176874.29
	STEP E	87.1358	6970.86	15103.53	181242.37
	STEP F	89.2877	7143.01	15476.53	185718.33
	STEP G	91.4927	7319.42	15858.74	190304.83
	STEP H	93.7522	7500.18	16250.38	195004.60
	STEP I	96.0675	7685.40	16651.70	199820.44
	STEP J	98.4400	7875.20	17062.93	204755.20
	STEP K	100.8711	8069.69	17484.32	209811.84
	STEP L	103.3622	8268.97	17916.11	214993.35
	STEP M	105.9148	8473.19	18358.57	220302.83
B760 EQUIPMENT MAINT SUPERVISOR					
	STEP A	33.3810	2670.48	5786.04	69432.45
	STEP B	34.2054	2736.43	5928.93	71147.16
	STEP C	35.0501	2804.01	6075.35	72904.21
	STEP D	35.9157	2873.26	6225.39	74704.65
	STEP E	36.8027	2944.21	6379.13	76549.56
	STEP F	37.7116	3016.92	6536.67	78440.03
	STEP G	38.6429	3091.43	6698.10	80377.18
	STEP H	39.5972	3167.78	6863.51	82362.17
	STEP I	40.5751	3246.01	7033.02	84396.19
	STEP J	41.5771	3326.17	7206.70	86480.44
	STEP K	42.6039	3408.31	7384.68	88616.16
	STEP L	43.6561	3492.49	7567.05	90804.62
	STEP M	44.7342	3578.74	7753.93	93047.14

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Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B851 ERP MANAGER					
	STEP A	49.7960	3983.68	8631.31	103575.75
	STEP B	51.0258	4082.06	8844.47	106133.65
	STEP C	52.2859	4182.87	9062.89	108754.73
	STEP D	53.5772	4286.17	9286.71	111440.54
	STEP E	54.9003	4392.03	9516.06	114192.67
	STEP F	56.2561	4500.49	9751.06	117012.78
	STEP G	57.6454	4611.64	9991.88	119902.52
	STEP H	59.0691	4725.52	10238.64	122863.64
	STEP I	60.5278	4842.23	10491.49	125897.88
	STEP J	62.0226	4961.81	10750.59	129007.05
	STEP K	63.5543	5084.35	11016.08	132193.01
	STEP L	65.1239	5209.91	11288.14	135457.65
	STEP M	66.7322	5338.57	11566.91	138802.91
B847 EU BUSINESS SERVICES ADMINISTR					
	STEP A	43.7743	3501.94	7587.55	91050.54
	STEP B	44.8548	3588.38	7774.83	93297.98
	STEP C	45.9626	3677.01	7966.85	95602.21
	STEP D	47.0977	3767.82	8163.60	97963.22
	STEP E	48.2608	3860.86	8365.21	100382.46
	STEP F	49.4527	3956.22	8571.80	102861.62
	STEP G	50.6739	4053.91	8783.48	105401.71
	STEP H	51.9253	4154.02	9000.39	108004.62
	STEP I	53.2077	4256.62	9222.67	110672.02
	STEP J	54.5218	4361.74	9450.45	113405.34
	STEP K	55.8683	4469.46	9683.84	116206.06
	STEP L	57.2479	4579.83	9922.97	119075.63
	STEP M	58.6617	4692.94	10168.03	122016.34
B761 EU COMPLIANCE ADMINISTRATOR					
	STEP A	42.9148	3433.18	7438.57	89262.78
	STEP B	43.9739	3517.91	7622.14	91465.71
	STEP C	45.0599	3604.79	7810.38	93724.59
	STEP D	46.1727	3693.82	8003.27	96039.22
	STEP E	47.3130	3785.04	8200.92	98411.04
	STEP F	48.4814	3878.51	8403.44	100841.31
	STEP G	49.6787	3974.30	8610.97	103331.70
	STEP H	50.9055	4072.44	8823.62	105883.44
	STEP I	52.1628	4173.02	9041.55	108498.62
	STEP J	53.4510	4276.08	9264.84	111178.08
	STEP K	54.7709	4381.67	9493.62	113923.47
	STEP L	56.1236	4489.89	9728.09	116737.09
	STEP M	57.5096	4600.77	9968.33	119619.97

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B848 EU RATE ANALYST I					
	STEP A	35.1221	2809.77	6087.83	73053.97
	STEP B	35.9890	2879.12	6238.09	74857.12
	STEP C	36.8778	2950.22	6392.15	76705.82
	STEP D	37.7886	3023.09	6550.02	78600.29
	STEP E	38.7218	3097.74	6711.78	80541.34
	STEP F	39.6780	3174.24	6877.52	82530.24
	STEP G	40.6579	3252.63	7047.37	84568.43
	STEP H	41.6620	3332.96	7221.41	86656.96
	STEP I	42.6909	3415.27	7399.76	88797.07
	STEP J	43.7451	3499.61	7582.48	90989.81
	STEP K	44.8255	3586.04	7769.75	93237.04
	STEP L	45.9325	3674.60	7961.63	95539.60
	STEP M	47.0669	3765.35	8158.26	97899.15
B849 EU RATE ANALYST II					
	STEP A	38.0646	3045.17	6597.86	79174.37
	STEP B	39.0042	3120.34	6760.73	81128.74
	STEP C	39.9675	3197.40	6927.70	83132.40
	STEP D	40.9545	3276.36	7098.78	85185.36
	STEP E	41.9660	3357.28	7274.11	87289.28
	STEP F	43.0023	3440.18	7453.73	89444.78
	STEP G	44.0643	3525.14	7637.81	91653.74
	STEP H	45.1525	3612.20	7826.43	93917.20
	STEP I	46.2676	3701.41	8019.72	96236.61
	STEP J	47.4102	3792.82	8217.77	98613.22
	STEP K	48.5811	3886.49	8420.72	101048.69
	STEP L	49.7808	3982.46	8628.67	103544.06
	STEP M	51.0102	4080.82	8841.77	106101.22
B762 FACILITIES MANAGER					
	STEP A	43.5759	3486.07	7553.16	90637.86
	STEP B	44.6520	3572.16	7739.69	92876.26
	STEP C	45.7548	3660.38	7930.83	95169.93
	STEP D	46.8847	3750.78	8126.69	97520.25
	STEP E	48.0426	3843.41	8327.38	99928.61
	STEP F	49.2291	3938.32	8533.04	102396.44
	STEP G	50.4448	4035.59	8743.77	104925.22
	STEP H	51.6906	4135.25	8959.70	107516.46
	STEP I	52.9672	4237.37	9180.97	110171.68
	STEP J	54.2752	4342.02	9407.71	112892.48
	STEP K	55.6156	4449.25	9640.04	115680.48
	STEP L	56.9891	4559.13	9878.11	118537.32
	STEP M	58.3965	4671.72	10122.06	121464.72

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Title	Step	Hourly	Bi-weekly	Monthly	Annual
B118 FACILITIES SUPERVISOR					
	STEP A	32.1263	2570.10	5568.55	66822.65
	STEP B	32.9197	2633.57	5706.08	68472.90
	STEP C	33.7326	2698.61	5846.99	70163.91
	STEP D	34.5657	2765.26	5991.39	71896.68
	STEP E	35.4193	2833.55	6139.35	73672.24
	STEP F	36.2941	2903.52	6290.97	75491.65
	STEP G	37.1904	2975.23	6446.33	77355.99
	STEP H	38.1088	3048.71	6605.53	79266.37
	STEP I	39.0500	3124.00	6768.66	81223.94
	STEP J	40.0143	3201.15	6935.82	83229.84
	STEP K	41.0025	3280.20	7107.11	85285.29
	STEP L	42.0151	3361.21	7282.62	87391.49
	STEP M	43.0527	3444.22	7462.48	89549.71
B764 FINANCE MANAGER					
	STEP A	48.7825	3902.60	8455.63	101467.55
	STEP B	49.9872	3998.98	8664.45	103973.39
	STEP C	51.2217	4097.74	8878.43	106541.12
	STEP D	52.4867	4198.93	9097.69	109172.26
	STEP E	53.7829	4302.63	9322.36	111868.37
	STEP F	55.1111	4408.89	9552.59	114631.08
	STEP G	56.4721	4517.77	9788.50	117462.00
	STEP H	57.8668	4629.34	10030.24	120362.85
	STEP I	59.2958	4743.67	10277.94	123335.33
	STEP J	60.7602	4860.82	10531.77	126381.22
	STEP K	62.2607	4980.86	10791.86	129502.33
	STEP L	63.7983	5103.87	11058.38	132700.52
	STEP M	65.3739	5229.91	11331.47	135977.69
B765 FINANCE SUPERVISOR					
	STEP A	37.9208	3033.66	6572.93	78875.19
	STEP B	38.8573	3108.58	6735.26	80823.09
	STEP C	39.8169	3185.35	6901.59	82819.10
	STEP D	40.8002	3264.02	7072.03	84864.40
	STEP E	41.8078	3344.62	7246.68	86960.21
	STEP F	42.8403	3427.22	7425.65	89107.78
	STEP G	43.8983	3511.86	7609.03	91308.38
	STEP H	44.9824	3598.59	7796.94	93563.34
	STEP I	46.0933	3687.46	7989.50	95873.98
	STEP J	47.2316	3778.53	8186.81	98241.68
	STEP K	48.3980	3871.84	8388.99	100667.86
	STEP L	49.5932	3967.46	8596.16	103153.95
	STEP M	50.8180	4065.44	8808.45	105701.44

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Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B766 FIRE BATALLION CHIEF (8)					
	STEP A	52.2184	4177.47	9051.19	108614.27
	STEP B	52.9144	4233.15	9171.83	110061.95
	STEP C	54.2213	4337.70	9398.36	112780.30
	STEP D	55.5603	4444.82	9630.45	115565.42
	STEP E	56.9324	4554.59	9868.28	118419.39
	STEP F	58.3384	4667.07	10111.99	121343.87
	STEP G	59.7791	4782.33	10361.71	124340.53
	STEP H	61.2555	4900.44	10617.62	127411.44
	STEP I	62.7682	5021.46	10879.82	130557.86
	STEP J	64.3183	5145.46	11148.51	133782.06
	STEP K	65.9068	5272.54	11423.85	137086.14
	STEP L	67.5344	5402.75	11705.96	140471.55
	STEP M	69.2022	5536.18	11995.05	143940.58
B767 FIRE BATTALION CHIEF					
	STEP A	36.8854	4131.16	8950.86	107410.28
	STEP B	37.7960	4233.15	9171.83	110061.95
	STEP C	38.7294	4337.69	9398.33	112780.01
	STEP D	39.6859	4444.82	9630.45	115565.34
	STEP E	40.6660	4554.59	9868.28	118419.39
	STEP F	41.6703	4667.07	10111.99	121343.91
	STEP G	42.6993	4782.32	10361.70	124340.36
	STEP H	43.7538	4900.43	10617.59	127411.07
	STEP I	44.8344	5021.45	10879.81	130557.77
	STEP J	45.9416	5145.46	11148.49	133781.94
	STEP K	47.0763	5272.55	11423.85	137086.19
	STEP L	48.2389	5402.76	11705.97	140471.68
	STEP M	49.4301	5536.17	11995.04	143940.45
B768 FIRE CHIEF					
	STEP A	74.2220	5937.76	12865.15	154381.76
	STEP B	76.0541	6084.33	13182.71	158192.53
	STEP C	77.9323	6234.58	13508.27	162099.18
	STEP D	79.8569	6388.55	13841.86	166102.35
	STEP E	81.8291	6546.33	14183.71	170204.53
	STEP F	83.8499	6707.99	14533.98	174407.79
	STEP G	85.9207	6873.66	14892.92	178715.06
	STEP H	88.0426	7043.41	15260.72	183128.61
	STEP I	90.2169	7217.35	15637.60	187651.15
	STEP J	92.4448	7395.58	16023.77	192285.18
	STEP K	94.7279	7578.23	16419.50	197034.03
	STEP L	97.0673	7765.38	16825.00	201899.98
	STEP M	99.4645	7957.16	17240.51	206886.16

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Title	Step	Hourly	Bi-weekly	Monthly	Annual
B769 FIRE DIVISION CHIEF					
	STEP A	56.8040	4544.32	9846.03	118152.32
	STEP B	58.2061	4656.49	10089.06	121068.69
	STEP C	59.6436	4771.49	10338.22	124058.69
	STEP D	61.1166	4889.33	10593.54	127122.53
	STEP E	62.6259	5010.07	10855.16	130261.87
	STEP F	64.1725	5133.80	11123.23	133478.80
	STEP G	65.7573	5260.58	11397.93	136775.18
	STEP H	67.3812	5390.50	11679.41	140152.90
	STEP I	69.0453	5523.62	11967.85	143614.22
	STEP J	70.7505	5660.04	12263.42	147161.04
	STEP K	72.4977	5799.82	12566.27	150795.22
	STEP L	74.2881	5943.05	12876.60	154519.25
	STEP M	76.1227	6089.82	13194.60	158335.22
B770 FLEET MANAGER					
	STEP A	43.5759	3486.07	7553.16	90637.86
	STEP B	44.6520	3572.16	7739.69	92876.26
	STEP C	45.7548	3660.38	7930.83	95169.93
	STEP D	46.8847	3750.78	8126.69	97520.25
	STEP E	48.0426	3843.41	8327.38	99928.61
	STEP F	49.2291	3938.32	8533.04	102396.44
	STEP G	50.4448	4035.59	8743.77	104925.22
	STEP H	51.6906	4135.25	8959.70	107516.46
	STEP I	52.9672	4237.37	9180.97	110171.68
	STEP J	54.2752	4342.02	9407.71	112892.48
	STEP K	55.6156	4449.25	9640.04	115680.48
	STEP L	56.9891	4559.13	9878.11	118537.32
	STEP M	58.3965	4671.72	10122.06	121464.72
B558 GOVERN RELATIONS REP I					
	STEP A	33.9261	2714.09	5880.52	70566.29
	STEP B	34.7636	2781.09	6025.69	72308.29
	STEP C	35.6221	2849.77	6174.50	74093.97
	STEP D	36.5018	2920.14	6326.98	75923.74
	STEP E	37.4033	2992.26	6483.24	77798.86
	STEP F	38.3270	3066.16	6643.35	79720.16
	STEP G	39.2736	3141.89	6807.42	81689.09
	STEP H	40.2434	3219.47	6975.52	83706.27
	STEP I	41.2373	3298.98	7147.80	85773.58
	STEP J	42.2556	3380.45	7324.30	87891.65
	STEP K	43.2992	3463.94	7505.19	90062.34
	STEP L	44.3686	3549.49	7690.56	92286.69
	STEP M	45.4643	3637.14	7880.48	94565.74

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Title	Step	Hourly	Bi-weekly	Monthly	Annual
B559 GOVERN RELATIONS REP II					
	STEP A	37.3189	2985.51	6468.61	77623.31
	STEP B	38.2400	3059.20	6628.27	79539.20
	STEP C	39.1843	3134.74	6791.95	81503.34
	STEP D	40.1520	3212.16	6959.68	83516.16
	STEP E	41.1436	3291.49	7131.56	85578.69
	STEP F	42.1598	3372.78	7307.70	87692.38
	STEP G	43.2009	3456.07	7488.16	89857.87
	STEP H	44.2678	3541.42	7673.09	92077.02
	STEP I	45.3610	3628.88	7862.57	94350.88
	STEP J	46.4813	3718.50	8056.76	96681.10
	STEP K	47.6291	3810.33	8255.71	99068.53
	STEP L	48.8054	3904.43	8459.60	101515.23
	STEP M	50.0107	4000.86	8668.52	104022.26
B771 GOVERNMENT RELATIONS ADMIN					
	STEP A	48.9017	3912.13	8476.29	101715.47
	STEP B	50.1093	4008.75	8685.62	104227.43
	STEP C	51.3468	4107.75	8900.12	106801.43
	STEP D	52.6149	4209.19	9119.92	109439.00
	STEP E	53.9143	4313.14	9345.14	112141.71
	STEP F	55.2457	4419.66	9575.93	114911.16
	STEP G	56.6101	4528.81	9812.42	117749.01
	STEP H	58.0081	4640.65	10054.74	120656.94
	STEP I	59.4407	4755.26	10303.06	123636.68
	STEP J	60.9087	4872.69	10557.50	126690.01
	STEP K	62.4129	4993.03	10818.23	129818.75
	STEP L	63.9542	5116.34	11085.40	133024.75
	STEP M	65.5336	5242.69	11359.16	136309.93
B844 HOUSING MANAGER					
	STEP A	44.3119	3544.95	7680.73	92168.75
	STEP B	45.4075	3632.60	7870.63	94447.60
	STEP C	46.5289	3722.31	8065.01	96780.11
	STEP D	47.6781	3814.25	8264.20	99170.45
	STEP E	48.8556	3908.45	8468.30	101619.65
	STEP F	50.0620	4004.96	8677.41	104128.96
	STEP G	51.2984	4103.87	8891.72	106700.67
	STEP H	52.5652	4205.22	9111.30	109335.62
	STEP I	53.8633	4309.06	9336.31	112035.66
	STEP J	55.1936	4415.49	9566.89	114802.69
	STEP K	56.5567	4524.54	9803.16	117637.94
	STEP L	57.9533	4636.26	10045.24	120542.86
	STEP M	59.3846	4750.77	10293.33	123519.97

CITY OF ROSEVILLE
SALARY SCHEDULE - B

Effective Date: 03/30/2019

Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B772 HOUSING SUPERVISOR					
	STEP A	37.3189	2985.51	6468.61	77623.31
	STEP B	38.2400	3059.20	6628.27	79539.20
	STEP C	39.1843	3134.74	6791.95	81503.34
	STEP D	40.1520	3212.16	6959.68	83516.16
	STEP E	41.1436	3291.49	7131.56	85578.69
	STEP F	42.1598	3372.78	7307.70	87692.38
	STEP G	43.2009	3456.07	7488.16	89857.87
	STEP H	44.2678	3541.42	7673.09	92077.02
	STEP I	45.3610	3628.88	7862.57	94350.88
	STEP J	46.4813	3718.50	8056.76	96681.10
	STEP K	47.6291	3810.33	8255.71	99068.53
	STEP L	48.8054	3904.43	8459.60	101515.23
	STEP M	50.0107	4000.86	8668.52	104022.26
B773 HUMAN RESOURCES ANALYST I					
	STEP A	33.4961	2679.69	5805.99	69671.91
	STEP B	34.3233	2745.87	5949.38	71392.52
	STEP C	35.1710	2813.68	6096.30	73155.63
	STEP D	36.0396	2883.16	6246.86	74962.29
	STEP E	36.9296	2954.37	6401.13	76813.55
	STEP F	37.8416	3027.33	6559.21	78710.54
	STEP G	38.7761	3102.09	6721.20	80654.38
	STEP H	39.7338	3178.70	6887.18	82646.22
	STEP I	40.7150	3257.20	7057.27	84687.25
	STEP J	41.7205	3337.64	7231.56	86778.69
	STEP K	42.7509	3420.07	7410.15	88921.77
	STEP L	43.8066	3504.53	7593.15	91117.78
	STEP M	44.8885	3591.08	7780.67	93368.03
B774 HUMAN RESOURCES ANALYST II					
	STEP A	36.8457	2947.66	6386.59	76639.10
	STEP B	37.7557	3020.45	6544.31	78531.78
	STEP C	38.6881	3095.05	6705.93	80471.20
	STEP D	39.6435	3171.48	6871.54	82458.51
	STEP E	40.6226	3249.80	7041.24	84494.91
	STEP F	41.6258	3330.06	7215.13	86581.60
	STEP G	42.6538	3412.30	7393.32	88719.82
	STEP H	43.7071	3496.57	7575.90	90910.84
	STEP I	44.7865	3582.92	7763.00	93155.97
	STEP J	45.8926	3671.41	7954.71	95456.55
	STEP K	47.0259	3762.07	8151.16	97813.95
	STEP L	48.1873	3854.98	8352.46	100229.56
	STEP M	49.3773	3950.19	8558.74	102704.83

CITY OF ROSEVILLE
SALARY SCHEDULE - B

Effective Date: 03/30/2019

Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B775 HUMAN RESOURCES DIRECTOR					
	STEP A	65.4062	5232.49	11337.07	136044.84
	STEP B	67.0214	5361.72	11617.05	139404.60
	STEP C	68.6766	5494.13	11903.95	142847.34
	STEP D	70.3726	5629.81	12197.92	146375.10
	STEP E	72.1106	5768.85	12499.16	149989.98
	STEP F	73.8914	5911.31	12807.84	153694.13
	STEP G	75.7162	6057.30	13124.15	157489.76
	STEP H	77.5861	6206.89	13448.26	161379.13
	STEP I	79.5022	6360.17	13780.38	165364.55
	STEP J	81.4656	6517.25	14120.70	169448.39
	STEP K	83.4774	6678.20	14469.42	173633.09
	STEP L	85.5390	6843.12	14826.76	177921.13
	STEP M	87.6515	7012.12	15192.92	182315.07
B776 HUMAN RESOURCES MANAGER					
	STEP A	42.5017	3400.14	7366.96	88403.54
	STEP B	43.5510	3484.08	7548.84	90586.08
	STEP C	44.6266	3570.13	7735.28	92823.33
	STEP D	45.7286	3658.29	7926.29	95115.49
	STEP E	46.8580	3748.64	8122.05	97464.64
	STEP F	48.0152	3841.22	8322.63	99871.62
	STEP G	49.2010	3936.08	8528.17	102338.08
	STEP H	50.4160	4033.28	8738.77	104865.28
	STEP I	51.6612	4132.90	8954.61	107455.30
	STEP J	52.9370	4234.96	9175.75	110108.96
	STEP K	54.2443	4339.54	9402.35	112828.14
	STEP L	55.5839	4446.71	9634.54	115614.51
	STEP M	56.9566	4556.53	9872.48	118469.73
B777 INFO SECURITY ADMINISTRATOR					
	STEP A	44.1650	3533.20	7655.27	91863.19
	STEP B	45.2557	3620.46	7844.32	94131.84
	STEP C	46.3733	3709.87	8038.04	96456.52
	STEP D	47.5186	3801.49	8236.55	98838.61
	STEP E	48.6921	3895.37	8439.96	101279.53
	STEP F	49.8946	3991.57	8648.39	103780.73
	STEP G	51.1268	4090.14	8861.98	106343.70
	STEP H	52.3894	4191.15	9080.83	108969.97
	STEP I	53.6832	4294.66	9305.09	111661.09
	STEP J	55.0090	4400.72	9534.89	114418.67
	STEP K	56.3675	4509.40	9770.36	117244.35
	STEP L	57.7595	4620.76	10011.65	120139.82
	STEP M	59.1860	4734.88	10258.90	123106.79

CITY OF ROSEVILLE
SALARY SCHEDULE - B

Effective Date: 03/30/2019

Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B778	INTERPRETIVE SVCS SUPERVISOR				
	STEP A	31.8553	2548.42	5521.59	66259.02
	STEP B	32.6420	2611.36	5657.95	67895.36
	STEP C	33.4481	2675.85	5797.67	69572.05
	STEP D	34.2742	2741.94	5940.86	71290.34
	STEP E	35.1206	2809.65	6087.57	73050.85
	STEP F	35.9879	2879.03	6237.90	74854.83
	STEP G	36.8768	2950.14	6391.98	76703.74
	STEP H	37.7874	3022.99	6549.82	78597.79
	STEP I	38.7206	3097.65	6711.57	80538.85
	STEP J	39.6769	3174.15	6877.33	82527.95
	STEP K	40.6568	3252.54	7047.18	84566.14
	STEP L	41.6608	3332.86	7221.21	86654.46
	STEP M	42.6897	3415.18	7399.55	88794.58
B966	IT CLIENT SERVICES SUPERVISOR				
	STEP A	38.7743	3101.94	6720.88	80650.54
	STEP B	39.7314	3178.51	6886.78	82641.39
	STEP C	40.7126	3257.01	7056.86	84682.30
	STEP D	41.7181	3337.45	7231.13	86773.62
	STEP E	42.7484	3419.87	7409.71	88916.58
	STEP F	43.8041	3504.33	7592.70	91112.46
	STEP G	44.8859	3590.87	7780.21	93362.57
	STEP H	45.9944	3679.55	7972.35	95668.26
	STEP I	47.1302	3770.42	8169.24	98030.88
	STEP J	48.2942	3863.53	8370.99	100451.85
	STEP K	49.4868	3958.95	8577.72	102932.61
	STEP L	50.7090	4056.72	8789.55	105474.63
	STEP M	51.9613	4156.90	9006.62	108079.43
B779	IT DIVISION MANAGER				
	STEP A	47.7034	3816.27	8268.59	99223.11
	STEP B	48.8815	3910.52	8472.79	101673.52
	STEP C	50.0887	4007.09	8682.04	104184.45
	STEP D	51.3257	4106.05	8896.45	106757.39
	STEP E	52.5932	4207.46	9116.16	109393.87
	STEP F	53.8920	4311.36	9341.29	112095.46
	STEP G	55.2230	4417.84	9571.98	114863.77
	STEP H	56.5868	4526.94	9808.37	117700.45
	STEP I	57.9842	4638.74	10050.60	120607.18
	STEP J	59.4162	4753.30	10298.81	123585.69
	STEP K	60.8835	4870.68	10553.15	126637.77
	STEP L	62.3871	4990.97	10813.77	129765.21
	STEP M	63.9278	5114.23	11080.82	132969.89
B781	IT PROGRAM MANAGER				
	STEP A	43.3683	3469.47	7517.18	90206.13
	STEP B	44.4394	3555.15	7702.82	92433.86
	STEP C	45.5368	3642.95	7893.05	94716.61
	STEP D	46.6614	3732.91	8087.98	97055.73
	STEP E	47.8138	3825.10	8287.72	99452.62
	STEP F	48.9946	3919.57	8492.39	101908.70
	STEP G	50.2045	4016.36	8702.12	104425.44
	STEP H	51.4444	4115.55	8917.03	107004.33
	STEP I	52.7149	4217.19	9137.24	109646.91
	STEP J	54.0167	4321.34	9362.90	112354.75
	STEP K	55.3507	4428.06	9594.12	115129.46
	STEP L	56.7176	4537.41	9831.06	117972.70
	STEP M	58.1183	4649.47	10073.85	120886.15

CITY OF ROSEVILLE
SALARY SCHEDULE - B

Effective Date: 03/30/2019

Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B782 KEY ACCOUNTS REPRESENTATIVE					
	STEP A	50.5181	4041.45	8756.47	105077.62
	STEP B	51.7657	4141.25	8972.72	107672.62
	STEP C	53.0441	4243.53	9194.31	110331.70
	STEP D	54.3541	4348.33	9421.37	113056.45
	STEP E	55.6964	4455.71	9654.04	115848.49
	STEP F	57.0719	4565.75	9892.46	118709.49
	STEP G	58.4813	4678.51	10136.76	121641.14
	STEP H	59.9256	4794.05	10387.10	124645.19
	STEP I	61.4055	4912.44	10643.62	127723.43
	STEP J	62.9220	5033.76	10906.47	130877.68
	STEP K	64.4759	5158.07	11175.82	134109.84
	STEP L	66.0682	5285.45	11451.82	137421.81
	STEP M	67.6998	5415.98	11734.63	140815.58
B783 LIBRARY SUPERVISOR					
	STEP A	32.7580	2620.64	5678.05	68136.64
	STEP B	33.5668	2685.34	5818.25	69818.94
	STEP C	34.3957	2751.66	5961.92	71543.06
	STEP D	35.2452	2819.62	6109.17	73310.02
	STEP E	36.1156	2889.25	6260.04	75120.45
	STEP F	37.0075	2960.60	6414.63	76975.60
	STEP G	37.9215	3033.72	6573.06	78876.72
	STEP H	38.8579	3108.63	6735.37	80824.43
	STEP I	39.8176	3185.41	6901.72	82820.61
	STEP J	40.8009	3264.07	7072.16	84865.87
	STEP K	41.8086	3344.69	7246.82	86961.89
	STEP L	42.8410	3427.28	7425.77	89109.28
	STEP M	43.8991	3511.93	7609.18	91310.13
B784 MANAGEMENT ANALYST					
	STEP A	39.1848	3134.78	6792.03	81504.38
	STEP B	40.1519	3212.15	6959.66	83515.95
	STEP C	41.1434	3291.47	7131.52	85578.27
	STEP D	42.1596	3372.77	7307.66	87691.97
	STEP E	43.2008	3456.06	7488.14	89857.66
	STEP F	44.2676	3541.41	7673.05	92076.61
	STEP G	45.3608	3628.86	7862.54	94350.46
	STEP H	46.4811	3718.49	8056.72	96680.69
	STEP I	47.6290	3810.32	8255.69	99068.32
	STEP J	48.8053	3904.42	8459.59	101515.02
	STEP K	50.0105	4000.84	8668.49	104021.84
	STEP L	51.2456	4099.65	8882.57	106590.85
	STEP M	52.5111	4200.89	9101.92	109223.09

CITY OF ROSEVILLE
SALARY SCHEDULE - B

Effective Date: 03/30/2019

Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B787 OPEN SPACE SUPERINTENDENT					
	STEP A	39.4094	3152.75	6830.97	81971.59
	STEP B	40.3827	3230.61	6999.66	83995.96
	STEP C	41.3800	3310.40	7172.53	86070.32
	STEP D	42.4019	3392.15	7349.66	88195.91
	STEP E	43.4490	3475.92	7531.17	90374.00
	STEP F	44.5221	3561.76	7717.16	92605.87
	STEP G	45.6216	3649.73	7907.74	94892.87
	STEP H	46.7482	3739.86	8103.03	97236.34
	STEP I	47.9027	3832.22	8303.14	99637.69
	STEP J	49.0857	3926.86	8508.20	102098.35
	STEP K	50.2980	4023.84	8718.31	104619.77
	STEP L	51.5401	4123.21	8933.62	107203.46
	STEP M	52.8130	4225.04	9154.25	109850.95
B788 PARK DEVELOPMENT ANALYST I					
	STEP A	33.9261	2714.09	5880.52	70566.29
	STEP B	34.7636	2781.09	6025.69	72308.29
	STEP C	35.6221	2849.77	6174.50	74093.97
	STEP D	36.5018	2920.14	6326.98	75923.74
	STEP E	37.4033	2992.26	6483.24	77798.86
	STEP F	38.3270	3066.16	6643.35	79720.16
	STEP G	39.2736	3141.89	6807.42	81689.09
	STEP H	40.2434	3219.47	6975.52	83706.27
	STEP I	41.2373	3298.98	7147.80	85773.58
	STEP J	42.2556	3380.45	7324.30	87891.65
	STEP K	43.2992	3463.94	7505.19	90062.34
	STEP L	44.3686	3549.49	7690.56	92286.69
	STEP M	45.4643	3637.14	7880.48	94565.74
B789 PARK DEVELOPMENT ANALYST II					
	STEP A	37.3189	2985.51	6468.61	77623.31
	STEP B	38.2400	3059.20	6628.27	79539.20
	STEP C	39.1843	3134.74	6791.95	81503.34
	STEP D	40.1520	3212.16	6959.68	83516.16
	STEP E	41.1436	3291.49	7131.56	85578.69
	STEP F	42.1598	3372.78	7307.70	87692.38
	STEP G	43.2009	3456.07	7488.16	89857.87
	STEP H	44.2678	3541.42	7673.09	92077.02
	STEP I	45.3610	3628.88	7862.57	94350.88
	STEP J	46.4813	3718.50	8056.76	96681.10
	STEP K	47.6291	3810.33	8255.71	99068.53
	STEP L	48.8054	3904.43	8459.60	101515.23
	STEP M	50.0107	4000.86	8668.52	104022.26

CITY OF ROSEVILLE
SALARY SCHEDULE - B

Effective Date: 03/30/2019

Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B790 PARK PLANNING & DEV SUPERINTEN					
	STEP A	39.4094	3152.75	6830.97	81971.59
	STEP B	40.3827	3230.61	6999.66	83995.96
	STEP C	41.3800	3310.40	7172.53	86070.32
	STEP D	42.4019	3392.15	7349.66	88195.91
	STEP E	43.4490	3475.92	7531.17	90374.00
	STEP F	44.5221	3561.76	7717.16	92605.87
	STEP G	45.6216	3649.73	7907.74	94892.87
	STEP H	46.7482	3739.86	8103.03	97236.34
	STEP I	47.9027	3832.22	8303.14	99637.69
	STEP J	49.0857	3926.86	8508.20	102098.35
	STEP K	50.2980	4023.84	8718.31	104619.77
	STEP L	51.5401	4123.21	8933.62	107203.46
	STEP M	52.8130	4225.04	9154.25	109850.95
B855 PARKS MANAGER					
	STEP A	45.3209	3625.67	7855.61	94267.38
	STEP B	46.4401	3715.21	8049.62	96595.40
	STEP C	47.5870	3806.96	8248.41	98980.92
	STEP D	48.7622	3900.98	8452.11	101425.36
	STEP E	49.9664	3997.31	8660.85	103930.16
	STEP F	51.2004	4096.03	8874.73	106496.82
	STEP G	52.4648	4197.19	9093.91	109126.86
	STEP H	53.7605	4300.84	9318.49	111821.86
	STEP I	55.0882	4407.05	9548.62	114583.41
	STEP J	56.4486	4515.89	9784.43	117413.16
	STEP K	57.8427	4627.42	10026.07	120312.80
	STEP L	59.2712	4741.69	10273.67	123284.04
	STEP M	60.7349	4858.79	10527.39	126328.67
B793 PARKS REC & LIB BUS ADMINISTR					
	STEP A	39.4176	3153.41	6832.39	81988.69
	STEP B	40.3911	3231.29	7001.12	84013.48
	STEP C	41.3886	3311.09	7174.02	86088.28
	STEP D	42.4107	3392.86	7351.19	88214.31
	STEP E	43.4581	3476.65	7532.74	90392.85
	STEP F	44.5313	3562.51	7718.77	92625.20
	STEP G	45.6311	3650.49	7909.39	94912.67
	STEP H	46.7580	3740.64	8104.72	97256.63
	STEP I	47.9127	3833.02	8304.87	99658.48
	STEP J	49.0960	3927.68	8509.97	102119.65
	STEP K	50.3085	4024.68	8720.13	104641.59
	STEP L	51.5509	4124.07	8935.49	107225.82
	STEP M	52.8240	4225.92	9156.16	109873.87

CITY OF ROSEVILLE
SALARY SCHEDULE - B

Effective Date: 03/30/2019

Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B794 PARKS REC& LIBRARIES DIRECTOR					
	STEP A	70.6171	5649.37	12240.30	146883.57
	STEP B	72.3611	5788.88	12542.58	150511.01
	STEP C	74.1481	5931.85	12852.34	154228.03
	STEP D	75.9793	6078.34	13169.74	158036.84
	STEP E	77.8556	6228.45	13494.98	161939.72
	STEP F	79.7784	6382.27	13828.25	165938.98
	STEP G	81.7486	6539.89	14169.75	170037.01
	STEP H	83.7674	6701.39	14519.69	174236.25
	STEP I	85.8361	6866.89	14878.27	178539.19
	STEP J	87.9560	7036.48	15245.70	182948.39
	STEP K	90.1281	7210.25	15622.21	187466.48
	STEP L	92.3539	7388.31	16008.01	192096.16
	STEP M	94.6347	7570.78	16403.35	196840.16
B791 PARKS SUPERINTENDENT					
	STEP A	39.4094	3152.75	6830.97	81971.59
	STEP B	40.3827	3230.61	6999.66	83995.96
	STEP C	41.3800	3310.40	7172.53	86070.32
	STEP D	42.4019	3392.15	7349.66	88195.91
	STEP E	43.4490	3475.92	7531.17	90374.00
	STEP F	44.5221	3561.76	7717.16	92605.87
	STEP G	45.6216	3649.73	7907.74	94892.87
	STEP H	46.7482	3739.86	8103.03	97236.34
	STEP I	47.9027	3832.22	8303.14	99637.69
	STEP J	49.0857	3926.86	8508.20	102098.35
	STEP K	50.2980	4023.84	8718.31	104619.77
	STEP L	51.5401	4123.21	8933.62	107203.46
	STEP M	52.8130	4225.04	9154.25	109850.95
B792 PARKS SUPERVISOR					
	STEP A	30.6088	2448.71	5305.53	63666.41
	STEP B	31.3648	2509.18	5436.56	65238.71
	STEP C	32.1393	2571.15	5570.82	66849.85
	STEP D	32.9331	2634.65	5708.40	68500.77
	STEP E	33.7464	2699.71	5849.37	70192.47
	STEP F	34.5798	2766.38	5993.83	71925.94
	STEP G	35.4338	2834.70	6141.85	73702.22
	STEP H	36.3088	2904.71	6293.53	75522.37
	STEP I	37.2055	2976.44	6448.96	77387.47
	STEP J	38.1243	3049.95	6608.22	79298.63
	STEP K	39.0659	3125.27	6771.42	81256.99
	STEP L	40.0306	3202.45	6938.64	83263.72
	STEP M	41.0192	3281.54	7110.00	85320.00

CITY OF ROSEVILLE
SALARY SCHEDULE - B

Effective Date: 03/30/2019

Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B854 PAYROLL SUPERVISOR					
	STEP A	41.6088	3328.71	7212.20	86546.34
	STEP B	42.6364	3410.91	7390.31	88683.69
	STEP C	43.6893	3495.15	7572.82	90873.82
	STEP D	44.7683	3581.46	7759.84	93118.04
	STEP E	45.8739	3669.91	7951.47	95417.69
	STEP F	47.0068	3760.54	8147.84	97774.12
	STEP G	48.1677	3853.41	8349.06	100188.75
	STEP H	49.3572	3948.58	8555.25	102663.01
	STEP I	50.5761	4046.09	8766.53	105198.38
	STEP J	51.8252	4146.01	8983.03	107796.36
	STEP K	53.1050	4248.40	9204.87	110458.50
	STEP L	54.4165	4353.32	9432.20	113186.38
	STEP M	55.7604	4460.83	9665.14	115981.63
B958 PERMITS SUPERVISOR					
	STEP A	37.3189	2985.51	6468.61	77623.31
	STEP B	38.2400	3059.20	6628.27	79539.20
	STEP C	39.1843	3134.74	6791.95	81503.34
	STEP D	40.1520	3212.16	6959.68	83516.16
	STEP E	41.1436	3291.49	7131.56	85578.69
	STEP F	42.1598	3372.78	7307.70	87692.38
	STEP G	43.2009	3456.07	7488.16	89857.87
	STEP H	44.2678	3541.42	7673.09	92077.02
	STEP I	45.3610	3628.88	7862.57	94350.88
	STEP J	46.4813	3718.50	8056.76	96681.10
	STEP K	47.6291	3810.33	8255.71	99068.53
	STEP L	48.8054	3904.43	8459.60	101515.23
	STEP M	50.0107	4000.86	8668.52	104022.26
B795 PLANNING MANAGER					
	STEP A	56.6293	4530.34	9815.75	117788.94
	STEP B	58.0272	4642.18	10058.05	120696.58
	STEP C	59.4603	4756.82	10306.45	123677.42
	STEP D	60.9287	4874.30	10560.97	126731.70
	STEP E	62.4334	4994.67	10821.79	129861.47
	STEP F	63.9752	5118.02	11089.03	133068.42
	STEP G	65.5552	5244.42	11362.90	136354.82
	STEP H	67.1741	5373.93	11643.51	139722.13
	STEP I	68.8331	5506.65	11931.07	143172.85
	STEP J	70.5330	5642.64	12225.72	146708.64
	STEP K	72.2749	5781.99	12527.65	150331.79
	STEP L	74.0598	5924.78	12837.03	154044.38
	STEP M	75.8887	6071.10	13154.04	157848.50

CITY OF ROSEVILLE
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Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B796 POLICE CAPTAIN					
	STEP A	62.2649	4981.19	10792.58	129510.98
	STEP B	63.8026	5104.21	11059.12	132709.38
	STEP C	65.3783	5230.26	11332.23	135986.77
	STEP D	66.9928	5359.43	11612.09	139345.10
	STEP E	68.6473	5491.78	11898.86	142786.37
	STEP F	70.3426	5627.41	12192.72	146312.62
	STEP G	72.0798	5766.38	12493.83	149925.96
	STEP H	73.8599	5908.79	12802.38	153628.53
	STEP I	75.6839	6054.71	13118.55	157422.54
	STEP J	77.5530	6204.24	13442.52	161310.25
	STEP K	79.4683	6357.46	13774.50	165293.97
	STEP L	81.4308	6514.46	14114.67	169376.07
	STEP M	83.4418	6675.35	14463.25	173558.98
B797 POLICE CHIEF					
	STEP A	82.6965	6615.72	14334.07	172008.79
	STEP B	84.7388	6779.10	14688.06	176256.71
	STEP C	86.8315	6946.52	15050.80	180609.55
	STEP D	88.9759	7118.07	15422.49	185069.88
	STEP E	91.1733	7293.86	15803.36	189640.37
	STEP F	93.4249	7473.99	16193.64	194323.73
	STEP G	95.7321	7658.57	16593.56	199122.75
	STEP H	98.0963	7847.70	17003.36	204040.28
	STEP I	100.5189	8041.51	17423.27	209079.26
	STEP J	103.0013	8240.10	17853.56	214242.68
	STEP K	105.5450	8443.60	18294.47	219533.62
	STEP L	108.1515	8652.12	18746.27	224955.22
	STEP M	110.8225	8865.80	19209.23	230510.72
B798 POLICE LIEUTENANT					
	STEP A	54.7527	4380.22	9490.47	113885.62
	STEP B	56.1043	4488.34	9724.75	116696.94
	STEP C	57.4899	4599.19	9964.92	119578.99
	STEP D	58.9096	4712.77	10211.00	122531.97
	STEP E	60.3645	4829.16	10463.18	125558.16
	STEP F	61.8552	4948.42	10721.57	128658.82
	STEP G	63.3828	5070.62	10986.35	131836.22
	STEP H	64.9481	5195.85	11257.67	135092.05
	STEP I	66.5521	5324.17	11535.70	138428.37
	STEP J	68.1956	5455.65	11820.57	141846.85
	STEP K	69.8798	5590.38	12112.50	145349.98
	STEP L	71.6055	5728.44	12411.62	148939.44
	STEP M	73.3739	5869.91	12718.14	152617.71

CITY OF ROSEVILLE
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Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B799 POLICE SERVICES ADMINISTRATOR					
	STEP A	44.4131	3553.05	7698.27	92379.27
	STEP B	45.5099	3640.80	7888.39	94660.67
	STEP C	46.6339	3730.71	8083.20	96998.41
	STEP D	47.7855	3822.84	8282.82	99393.89
	STEP E	48.9656	3917.25	8487.38	101848.52
	STEP F	50.1749	4013.99	8696.98	104363.77
	STEP G	51.4140	4113.12	8911.76	106941.14
	STEP H	52.6837	4214.70	9131.85	109582.15
	STEP I	53.9848	4318.78	9357.37	112288.40
	STEP J	55.3180	4425.44	9588.46	115061.47
	STEP K	56.6841	4534.73	9825.25	117903.03
	STEP L	58.0840	4646.72	10067.90	120814.76
	STEP M	59.5185	4761.48	10316.53	123798.40
B800 POLICE SOCIAL SERVICES ADMIN					
	STEP A	44.7824	3582.59	7762.28	93147.39
	STEP B	45.8878	3671.02	7953.89	95446.62
	STEP C	47.0210	3761.68	8150.31	97803.68
	STEP D	48.1821	3854.57	8351.56	100218.77
	STEP E	49.3721	3949.77	8557.83	102693.97
	STEP F	50.5914	4047.31	8769.18	105230.11
	STEP G	51.8408	4147.26	8985.74	107828.86
	STEP H	53.1211	4249.69	9207.66	110491.89
	STEP I	54.4329	4354.63	9435.04	113220.43
	STEP J	55.7772	4462.18	9668.05	116016.58
	STEP K	57.1547	4572.38	9906.81	118881.78
	STEP L	58.5662	4685.30	10151.47	121817.70
	STEP M	60.0125	4801.00	10402.17	124826.00
B801 POWER ENGINEERING MANAGER					
	STEP A	71.6929	5735.43	12426.76	149121.14
	STEP B	73.4634	5877.07	12733.65	152803.83
	STEP C	75.2776	6022.21	13048.12	156577.48
	STEP D	77.1367	6170.94	13370.36	160444.31
	STEP E	79.0417	6323.33	13700.55	164406.65
	STEP F	80.9937	6479.49	14038.90	168466.83
	STEP G	82.9939	6639.51	14385.61	172627.29
	STEP H	85.0435	6803.48	14740.87	176890.49
	STEP I	87.1437	6971.50	15104.91	181258.98
	STEP J	89.2958	7143.67	15477.95	185735.35
	STEP K	91.5011	7320.09	15860.19	190322.27
	STEP L	93.7608	7500.86	16251.87	195022.47
	STEP M	96.0763	7686.11	16653.23	199838.75

CITY OF ROSEVILLE
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Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B802 POWER GENERATION SUPERINTENDEN					
	STEP A	66.4305	5314.44	11514.62	138175.48
	STEP B	68.0711	5445.69	11798.99	141587.86
	STEP C	69.7522	5580.17	12090.38	145084.51
	STEP D	71.4748	5717.98	12388.96	148667.52
	STEP E	73.2399	5859.19	12694.92	152339.01
	STEP F	75.0486	6003.89	13008.43	156101.18
	STEP G	76.9020	6152.16	13329.69	159956.25
	STEP H	78.8012	6304.10	13658.88	163906.53
	STEP I	80.7473	6459.78	13996.20	167954.37
	STEP J	82.7414	6619.31	14341.85	172102.17
	STEP K	84.7848	6782.78	14696.03	176352.40
	STEP L	86.8787	6950.29	15058.97	180707.60
	STEP M	89.0242	7121.94	15430.86	185170.36
B803 POWER PLANT OPS/MAINT SUPVS					
	STEP A	63.2625	5061.00	10965.49	131585.94
	STEP B	64.8248	5185.98	11236.30	134835.58
	STEP C	66.4257	5314.06	11513.79	138165.48
	STEP D	68.0662	5445.29	11798.13	141577.62
	STEP E	69.7471	5579.77	12089.50	145074.02
	STEP F	71.4696	5717.57	12388.06	148656.77
	STEP G	73.2346	5858.77	12694.00	152327.99
	STEP H	75.0432	6003.46	13007.49	156089.88
	STEP I	76.8965	6151.72	13328.72	159944.68
	STEP J	78.7955	6303.64	13657.89	163894.67
	STEP K	80.7415	6459.32	13995.18	167942.22
	STEP L	82.7354	6618.84	14340.81	172089.72
	STEP M	84.7787	6782.29	14694.97	176339.65
B804 POWER SUPPLY & PORTFOLIO ADMST					
	STEP A	68.7240	5497.92	11912.16	142945.97
	STEP B	70.4212	5633.70	12206.35	146476.16
	STEP C	72.1604	5772.83	12507.79	150093.54
	STEP D	73.9424	5915.39	12816.69	153800.25
	STEP E	75.7685	6061.48	13133.21	157598.50
	STEP F	77.6397	6211.18	13457.55	161490.55
	STEP G	79.5571	6364.57	13789.89	165478.72
	STEP H	81.5218	6521.75	14130.45	169565.39
	STEP I	83.5351	6682.81	14479.41	173752.97
	STEP J	85.5981	6847.85	14837.00	178043.98
	STEP K	87.7120	7016.96	15203.41	182440.95
	STEP L	89.8781	7190.25	15578.88	186946.51
	STEP M	92.0978	7367.82	15963.61	191563.34

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Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B805 PREVENTATIVE MAINT SUPERVISOR					
	STEP A	43.5705	3485.64	7552.22	90626.64
	STEP B	44.6458	3571.66	7738.61	92863.26
	STEP C	45.7484	3659.87	7929.72	95156.67
	STEP D	46.8782	3750.26	8125.55	97506.66
	STEP E	48.0359	3842.87	8326.22	99914.67
	STEP F	49.2222	3937.78	8531.85	102382.18
	STEP G	50.4378	4035.02	8742.55	104910.62
	STEP H	51.6834	4134.67	8958.46	107501.47
	STEP I	52.9598	4236.78	9179.70	110156.38
	STEP J	54.2677	4341.42	9406.40	112876.82
	STEP K	55.6078	4448.62	9638.69	115664.22
	STEP L	56.9812	4558.50	9876.74	118520.90
	STEP M	58.3884	4671.07	10120.66	121447.87
B806 PRINCIPAL ENGINEER					
	STEP A	51.2263	4098.10	8879.23	106550.70
	STEP B	52.4907	4199.26	9098.39	109180.66
	STEP C	53.7870	4302.96	9323.08	111876.96
	STEP D	55.1154	4409.23	9553.34	114640.03
	STEP E	56.4765	4518.12	9789.26	117471.12
	STEP F	57.8712	4629.70	10031.01	120372.10
	STEP G	59.3005	4744.04	10278.75	123345.04
	STEP H	60.7650	4861.20	10532.60	126391.20
	STEP I	62.2656	4981.25	10792.70	129512.45
	STEP J	63.8032	5104.26	11059.22	132710.66
	STEP K	65.3789	5230.31	11332.34	135988.11
	STEP L	66.9936	5359.49	11612.22	139346.69
	STEP M	68.6480	5491.84	11898.99	142787.84
B807 PRINCIPAL PLANNER					
	STEP A	47.3068	3784.54	8199.85	98398.14
	STEP B	48.4746	3877.97	8402.26	100827.17
	STEP C	49.6717	3973.74	8609.76	103317.14
	STEP D	50.8984	4071.87	8822.39	105868.67
	STEP E	52.1554	4172.43	9040.27	108483.23
	STEP F	53.4434	4275.47	9263.52	111162.27
	STEP G	54.7633	4381.06	9492.31	113907.66
	STEP H	56.1157	4489.26	9726.72	116720.66
	STEP I	57.5015	4600.12	9966.93	119603.12
	STEP J	58.9216	4713.73	10213.08	122556.93
	STEP K	60.3767	4830.14	10465.29	125583.54
	STEP L	61.8678	4949.42	10723.75	128685.02
	STEP M	63.3957	5071.66	10988.59	131863.06

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Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B808 PUB AFFAIRS & COMM ADMINST					
	STEP A	44.7824	3582.59	7762.28	93147.39
	STEP B	45.8878	3671.02	7953.89	95446.62
	STEP C	47.0210	3761.68	8150.31	97803.68
	STEP D	48.1821	3854.57	8351.56	100218.77
	STEP E	49.3721	3949.77	8557.83	102693.97
	STEP F	50.5914	4047.31	8769.18	105230.11
	STEP G	51.8408	4147.26	8985.74	107828.86
	STEP H	53.1211	4249.69	9207.66	110491.89
	STEP I	54.4329	4354.63	9435.04	113220.43
	STEP J	55.7772	4462.18	9668.05	116016.58
	STEP K	57.1547	4572.38	9906.81	118881.78
	STEP L	58.5662	4685.30	10151.47	121817.70
	STEP M	60.0125	4801.00	10402.17	124826.00
B809 PUBLIC AFFAIRS COMMUNIC DIRECT					
	STEP A	56.6292	4530.34	9815.73	117788.74
	STEP B	58.0272	4642.18	10058.05	120696.58
	STEP C	59.4602	4756.82	10306.43	123677.22
	STEP D	60.9286	4874.29	10560.96	126731.49
	STEP E	62.4333	4994.66	10821.77	129861.26
	STEP F	63.9751	5118.01	11089.02	133068.21
	STEP G	65.5551	5244.41	11362.88	136354.61
	STEP H	67.1740	5373.92	11643.49	139721.92
	STEP I	68.8330	5506.64	11931.05	143172.64
	STEP J	70.5329	5642.63	12225.70	146708.43
	STEP K	72.2748	5781.98	12527.63	150331.58
	STEP L	74.0596	5924.77	12837.00	154043.97
	STEP M	75.8886	6071.09	13154.02	157848.29
B810 PUBLIC INFORMATION OFFICER					
	STEP A	42.9927	3439.42	7452.07	89424.79
	STEP B	44.0544	3524.35	7636.10	91633.22
	STEP C	45.1424	3611.39	7824.68	93896.20
	STEP D	46.2572	3700.58	8017.92	96215.06
	STEP E	47.3996	3791.97	8215.93	98591.19
	STEP F	48.5702	3885.62	8418.83	101025.99
	STEP G	49.7697	3981.57	8626.74	103520.93
	STEP H	50.9988	4079.90	8839.79	106077.49
	STEP I	52.2583	4180.66	9058.10	108697.17
	STEP J	53.5488	4283.91	9281.80	111381.56
	STEP K	54.8713	4389.70	9511.02	114132.24
	STEP L	56.2264	4498.11	9745.90	116950.85
	STEP M	57.6149	4609.19	9986.59	119839.07

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Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B811 PUBLIC WORKS DIRECTOR					
	STEP A	73.1385	5851.08	12677.34	152128.06
	STEP B	74.9447	5995.58	12990.42	155885.02
	STEP C	76.7956	6143.64	13311.23	159734.75
	STEP D	78.6921	6295.37	13639.96	163679.56
	STEP E	80.6355	6450.84	13976.82	167721.79
	STEP F	82.6269	6610.15	14321.99	171863.85
	STEP G	84.6674	6773.39	14675.68	176108.20
	STEP H	86.7583	6940.67	15038.11	180457.37
	STEP I	88.9009	7112.07	15409.50	184913.94
	STEP J	91.0964	7287.71	15790.05	189480.58
	STEP K	93.3461	7467.69	16180.00	194159.99
	STEP L	95.6514	7652.11	16579.58	198954.96
	STEP M	98.0136	7841.09	16989.03	203868.36
B812 PURCHASING & WAREHOUSE MANAGER					
	STEP A	44.4821	3558.57	7710.23	92522.75
	STEP B	45.5806	3646.45	7900.64	94807.69
	STEP C	46.7063	3736.50	8095.76	97149.07
	STEP D	47.8597	3828.78	8295.69	99548.26
	STEP E	49.0417	3923.33	8500.56	102006.70
	STEP F	50.2528	4020.23	8710.49	104525.86
	STEP G	51.4939	4119.51	8925.60	107107.23
	STEP H	52.7656	4221.24	9146.03	109752.35
	STEP I	54.0687	4325.49	9371.90	112462.79
	STEP J	55.4039	4432.31	9603.35	115240.18
	STEP K	56.7722	4541.77	9840.51	118086.15
	STEP L	58.1742	4653.94	10083.53	121002.40
	STEP M	59.6109	4768.87	10332.56	123990.68
B813 RECREATION MANAGER					
	STEP A	42.1258	3370.06	7301.81	87621.66
	STEP B	43.1661	3453.29	7482.12	89785.49
	STEP C	44.2322	3538.58	7666.91	92002.98
	STEP D	45.3245	3625.96	7856.25	94274.96
	STEP E	46.4439	3715.51	8050.28	96603.31
	STEP F	47.5909	3807.27	8249.09	98989.07
	STEP G	48.7661	3901.29	8452.79	101433.49
	STEP H	49.9705	3997.64	8661.55	103938.64
	STEP I	51.2045	4096.36	8875.45	106505.36
	STEP J	52.4691	4197.53	9094.64	109135.73
	STEP K	53.7648	4301.18	9319.23	111830.78
	STEP L	55.0926	4407.41	9549.38	114592.61
	STEP M	56.4532	4516.26	9785.22	117422.66

CITY OF ROSEVILLE
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Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B814 RECREATION SUPERINTENDENT					
	STEP A	38.3871	3070.97	6653.77	79845.19
	STEP B	39.3351	3146.81	6818.09	81817.04
	STEP C	40.3065	3224.52	6986.47	83837.60
	STEP D	41.3019	3304.16	7159.00	85908.05
	STEP E	42.3219	3385.76	7335.80	88029.63
	STEP F	43.3671	3469.37	7516.97	90203.61
	STEP G	44.4381	3555.05	7702.61	92431.28
	STEP H	45.5356	3642.84	7892.83	94713.97
	STEP I	46.6601	3732.81	8087.75	97053.02
	STEP J	47.8124	3824.99	8287.49	99449.84
	STEP K	48.9932	3919.46	8492.15	101905.86
	STEP L	50.2031	4016.25	8701.88	104422.52
	STEP M	51.4430	4115.44	8916.78	107001.34
B815 RECREATION SUPERVISOR					
	STEP A	31.8553	2548.42	5521.59	66259.02
	STEP B	32.6420	2611.36	5657.95	67895.36
	STEP C	33.4481	2675.85	5797.67	69572.05
	STEP D	34.2742	2741.94	5940.86	71290.34
	STEP E	35.1206	2809.65	6087.57	73050.85
	STEP F	35.9879	2879.03	6237.90	74854.83
	STEP G	36.8768	2950.14	6391.98	76703.74
	STEP H	37.7874	3022.99	6549.82	78597.79
	STEP I	38.7206	3097.65	6711.57	80538.85
	STEP J	39.6769	3174.15	6877.33	82527.95
	STEP K	40.6568	3252.54	7047.18	84566.14
	STEP L	41.6608	3332.86	7221.21	86654.46
	STEP M	42.6897	3415.18	7399.55	88794.58
B846 REFUSE & STORMWATER MANAGER					
	STEP A	57.6313	4610.50	9989.43	119873.10
	STEP B	59.0537	4724.30	10235.97	122831.70
	STEP C	60.5121	4840.97	10488.76	125865.17
	STEP D	62.0065	4960.52	10747.79	128973.52
	STEP E	63.5378	5083.02	11013.22	132158.62
	STEP F	65.1070	5208.56	11285.21	135422.56
	STEP G	66.7149	5337.19	11563.92	138766.99
	STEP H	68.3624	5468.99	11849.48	142193.79
	STEP I	70.0507	5604.06	12142.12	145705.46
	STEP J	71.7808	5742.46	12442.01	149304.06
	STEP K	73.5534	5884.27	12749.26	152991.07
	STEP L	75.3699	6029.59	13064.12	156769.39
	STEP M	77.2312	6178.50	13386.74	160640.90

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Title	Step	Hourly	Bi-weekly	Monthly	Annual
B816 REFUSE SUPERINTENDENT					
	STEP A	40.8726	3269.81	7084.58	85015.01
	STEP B	41.8814	3350.51	7259.44	87113.31
	STEP C	42.9158	3433.26	7438.74	89264.86
	STEP D	43.9756	3518.05	7622.44	91469.25
	STEP E	45.0617	3604.94	7810.69	93728.34
	STEP F	46.1745	3693.96	8003.58	96042.96
	STEP G	47.3148	3785.18	8201.23	98414.78
	STEP H	48.4833	3878.66	8403.77	100845.26
	STEP I	49.6806	3974.45	8611.30	103335.65
	STEP J	50.9075	4072.60	8823.97	105887.60
	STEP K	52.1647	4173.18	9041.88	108502.58
	STEP L	53.4530	4276.24	9265.19	111182.24
	STEP M	54.7731	4381.85	9494.00	113928.05
B817 REFUSE SUPERVISOR					
	STEP A	34.4344	2754.75	5968.63	71623.55
	STEP B	35.2838	2822.70	6115.86	73390.30
	STEP C	36.1552	2892.42	6266.90	75202.82
	STEP D	37.0481	2963.85	6421.67	77060.05
	STEP E	37.9631	3037.05	6580.27	78963.25
	STEP F	38.9007	3112.06	6742.79	80913.46
	STEP G	39.8613	3188.90	6909.29	82911.50
	STEP H	40.8457	3267.66	7079.92	84959.06
	STEP I	41.8545	3348.36	7254.78	87057.36
	STEP J	42.8880	3431.04	7433.92	89207.04
	STEP K	43.9472	3515.78	7617.51	91410.18
	STEP L	45.0326	3602.61	7805.65	93667.81
	STEP M	46.1447	3691.58	7998.41	95980.98
B819 RISK MANAGER					
	STEP A	51.2305	4098.44	8879.95	106559.44
	STEP B	52.4952	4199.62	9099.17	109190.02
	STEP C	53.7916	4303.33	9323.88	111886.53
	STEP D	55.1201	4409.61	9554.15	114649.81
	STEP E	56.4813	4518.50	9790.09	117481.10
	STEP F	57.8761	4630.09	10031.86	120382.29
	STEP G	59.3055	4744.44	10279.62	123355.44
	STEP H	60.7701	4861.61	10533.48	126401.81
	STEP I	62.2708	4981.66	10793.61	129523.26
	STEP J	63.8086	5104.69	11060.16	132721.89
	STEP K	65.3844	5230.75	11333.30	135999.55
	STEP L	66.9992	5359.94	11613.19	139358.34
	STEP M	68.6539	5492.31	11900.01	142800.11

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Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B820 SAFETY COORDINATOR					
	STEP A	37.3188	2985.50	6468.59	77623.10
	STEP B	38.2400	3059.20	6628.27	79539.20
	STEP C	39.1843	3134.74	6791.95	81503.34
	STEP D	40.1520	3212.16	6959.68	83516.16
	STEP E	41.1436	3291.49	7131.56	85578.69
	STEP F	42.1598	3372.78	7307.70	87692.38
	STEP G	43.2009	3456.07	7488.16	89857.87
	STEP H	44.2678	3541.42	7673.09	92077.02
	STEP I	45.3610	3628.88	7862.57	94350.88
	STEP J	46.4813	3718.50	8056.76	96681.10
	STEP K	47.6291	3810.33	8255.71	99068.53
	STEP L	48.8054	3904.43	8459.60	101515.23
	STEP M	50.0107	4000.86	8668.52	104022.26
B947 SENIOR GIS ANALYST					
	STEP A	35.4589	2836.71	6146.21	73754.51
	STEP B	36.3342	2906.74	6297.93	75575.14
	STEP C	37.2315	2978.52	6453.46	77441.52
	STEP D	38.1510	3052.08	6612.84	79354.08
	STEP E	39.0931	3127.45	6776.14	81313.65
	STEP F	40.0587	3204.70	6943.51	83322.10
	STEP G	41.0480	3283.84	7114.99	85379.84
	STEP H	42.0616	3364.93	7290.68	87488.13
	STEP I	43.1004	3448.03	7470.74	89648.83
	STEP J	44.1648	3533.18	7655.23	91862.78
	STEP K	45.2555	3620.44	7844.29	94131.44
	STEP L	46.3731	3709.85	8038.00	96456.05
	STEP M	47.5183	3801.46	8236.51	98838.06
B821 SR BUSINESS SYSTEMS ANALYST					
	STEP A	35.4616	2836.93	6146.68	73760.13
	STEP B	36.3369	2906.95	6298.40	75580.75
	STEP C	37.2343	2978.74	6453.95	77447.34
	STEP D	38.1538	3052.30	6613.33	79359.90
	STEP E	39.0960	3127.68	6776.64	81319.68
	STEP F	40.0615	3204.92	6943.99	83327.92
	STEP G	41.0509	3284.07	7115.49	85385.87
	STEP H	42.0647	3365.18	7291.21	87494.58
	STEP I	43.1036	3448.29	7471.29	89655.49
	STEP J	44.1680	3533.44	7655.79	91869.44
	STEP K	45.2587	3620.70	7844.84	94138.10
	STEP L	46.3764	3710.11	8038.58	96462.91
	STEP M	47.5218	3801.74	8237.11	98845.34

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Title	Step	Hourly	Bi-weekly	Monthly	Annual
B822 SR DATABASE ANALYST					
	STEP A	36.6933	2935.46	6360.16	76321.97
	STEP B	37.5994	3007.95	6517.23	78206.81
	STEP C	38.5280	3082.24	6678.18	80138.21
	STEP D	39.4795	3158.36	6843.11	82117.30
	STEP E	40.4545	3236.36	7012.11	84145.27
	STEP F	41.4535	3316.28	7185.28	86223.32
	STEP G	42.4773	3398.18	7362.72	88352.69
	STEP H	43.5263	3482.10	7544.55	90534.65
	STEP I	44.6012	3568.10	7730.87	92770.49
	STEP J	45.7027	3656.21	7921.80	95061.55
	STEP K	46.8313	3746.51	8117.43	97409.20
	STEP L	47.9879	3839.03	8317.90	99814.81
	STEP M	49.1730	3933.84	8523.32	102279.84
B823 SR DEPUTY CITY ATTORNEY					
	STEP A	67.9683	5437.46	11781.17	141374.06
	STEP B	69.6468	5571.75	12072.12	144865.43
	STEP C	71.3668	5709.35	12370.25	148443.03
	STEP D	73.1293	5850.35	12675.75	152108.98
	STEP E	74.9353	5994.83	12988.79	155865.46
	STEP F	76.7859	6142.87	13309.56	159714.72
	STEP G	78.6822	6294.58	13638.25	163659.03
	STEP H	80.6254	6450.03	13975.06	167700.75
	STEP I	82.6165	6609.32	14320.19	171842.29
	STEP J	84.6568	6772.54	14673.84	176086.11
	STEP K	86.7475	6939.80	15036.23	180434.73
	STEP L	88.8898	7111.18	15407.56	184890.75
	STEP M	91.0850	7286.80	15788.07	189456.81
B951 SR DEVELOPMENT SERVICES ANALYS					
	STEP A	35.6131	2849.05	6172.94	74075.25
	STEP B	36.4922	2919.38	6325.31	75903.78
	STEP C	37.3934	2991.47	6481.52	77778.27
	STEP D	38.3168	3065.34	6641.58	79698.94
	STEP E	39.2631	3141.05	6805.60	81667.25
	STEP F	40.2328	3218.62	6973.69	83684.22
	STEP G	41.2263	3298.10	7145.89	85750.70
	STEP H	42.2445	3379.56	7322.38	87868.56
	STEP I	43.2877	3463.02	7503.20	90038.42
	STEP J	44.3568	3548.54	7688.51	92262.14
	STEP K	45.4522	3636.18	7878.38	94540.58
	STEP L	46.5747	3725.98	8072.95	96875.38
	STEP M	47.7249	3817.99	8272.32	99267.79

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Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B824 SR ELECTRIC BUSINESS ANALYST					
	STEP A	50.9430	4075.44	8830.12	105961.47
	STEP B	52.2011	4176.09	9048.19	108578.30
	STEP C	53.4903	4279.22	9271.65	111259.75
	STEP D	54.8113	4384.90	9500.62	114007.42
	STEP E	56.1649	4493.19	9735.25	116822.95
	STEP F	57.5519	4604.15	9975.67	119708.01
	STEP G	58.9732	4717.86	10222.03	122664.31
	STEP H	60.4296	4834.37	10474.47	125693.63
	STEP I	61.9220	4953.76	10733.15	128797.76
	STEP J	63.4512	5076.10	10998.21	131978.55
	STEP K	65.0182	5201.46	11269.82	135237.89
	STEP L	66.6239	5329.91	11548.14	138577.73
	STEP M	68.2693	5461.54	11833.34	142000.04
B825 SR ENERGY SVCS ACCOUNT REP					
	STEP A	50.5181	4041.45	8756.47	105077.62
	STEP B	51.7657	4141.25	8972.72	107672.62
	STEP C	53.0441	4243.53	9194.31	110331.70
	STEP D	54.3541	4348.33	9421.37	113056.45
	STEP E	55.6964	4455.71	9654.04	115848.49
	STEP F	57.0719	4565.75	9892.46	118709.49
	STEP G	58.4813	4678.51	10136.76	121641.14
	STEP H	59.9256	4794.05	10387.10	124645.19
	STEP I	61.4055	4912.44	10643.62	127723.43
	STEP J	62.9220	5033.76	10906.47	130877.68
	STEP K	64.4759	5158.07	11175.82	134109.84
	STEP L	66.0682	5285.45	11451.82	137421.81
	STEP M	67.6998	5415.98	11734.63	140815.58
B826 SR ENGINEER					
	STEP A	43.5792	3486.34	7553.73	90644.74
	STEP B	44.6550	3572.40	7740.20	92882.40
	STEP C	45.7577	3660.62	7931.33	95176.02
	STEP D	46.8878	3751.02	8127.22	97526.62
	STEP E	48.0458	3843.66	8327.94	99935.26
	STEP F	49.2322	3938.58	8533.58	102402.98
	STEP G	50.4481	4035.85	8744.34	104932.05
	STEP H	51.6940	4135.52	8960.29	107523.52
	STEP I	52.9706	4237.65	9181.57	110178.85
	STEP J	54.2788	4342.30	9408.33	112899.90
	STEP K	55.6193	4449.54	9640.68	115688.14
	STEP L	56.9928	4559.42	9878.75	118545.02
	STEP M	58.4003	4672.02	10122.72	121472.62

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Title	Step	Hourly	Bi-weekly	Monthly	Annual
B827 SR HUMAN RESOURCES ANALYST					
	STEP A	39.1848	3134.78	6792.03	81504.38
	STEP B	40.1519	3212.15	6959.66	83515.95
	STEP C	41.1434	3291.47	7131.52	85578.27
	STEP D	42.1596	3372.77	7307.66	87691.97
	STEP E	43.2008	3456.06	7488.14	89857.66
	STEP F	44.2676	3541.41	7673.05	92076.61
	STEP G	45.3608	3628.86	7862.54	94350.46
	STEP H	46.4811	3718.49	8056.72	96680.69
	STEP I	47.6290	3810.32	8255.69	99068.32
	STEP J	48.8053	3904.42	8459.59	101515.02
	STEP K	50.0105	4000.84	8668.49	104021.84
	STEP L	51.2456	4099.65	8882.57	106590.85
	STEP M	52.5111	4200.89	9101.92	109223.09
B828 SR IT ANALYST					
	STEP A	36.9275	2954.20	6400.77	76809.20
	STEP B	37.8395	3027.16	6558.84	78706.08
	STEP C	38.7739	3101.92	6720.82	80649.81
	STEP D	39.7315	3178.52	6886.79	82641.54
	STEP E	40.7127	3257.02	7056.87	84682.45
	STEP F	41.7182	3337.45	7231.15	86773.77
	STEP G	42.7484	3419.87	7409.73	88916.74
	STEP H	43.8041	3504.33	7592.72	91112.62
	STEP I	44.8859	3590.87	7780.23	93362.74
	STEP J	45.9944	3679.55	7972.37	95668.43
	STEP K	47.1303	3770.43	8169.25	98031.06
	STEP L	48.2942	3863.54	8371.00	100452.03
	STEP M	49.4869	3958.95	8577.73	102932.79
B829 SR PLANNER					
	STEP A	41.1373	3290.98	7130.47	85565.58
	STEP B	42.1528	3372.22	7306.49	87677.82
	STEP C	43.1938	3455.50	7486.93	89843.10
	STEP D	44.2606	3540.85	7671.84	92062.05
	STEP E	45.3536	3628.29	7861.29	94335.49
	STEP F	46.4736	3717.89	8055.42	96665.09
	STEP G	47.6214	3809.71	8254.38	99052.51
	STEP H	48.7974	3903.79	8458.22	101498.59
	STEP I	50.0024	4000.19	8667.08	104004.99
	STEP J	51.2374	4098.99	8881.15	106573.79
	STEP K	52.5027	4200.22	9100.47	109205.62
	STEP L	53.7993	4303.94	9325.21	111902.54
	STEP M	55.1279	4410.23	9555.50	114666.03

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Title	Step	Hourly	Bi-weekly	Monthly	Annual
B830 SR POWER ENGINEER					
	STEP A	63.4494	5075.96	10997.90	131974.84
	STEP B	65.0164	5201.31	11269.51	135234.09
	STEP C	66.6220	5329.76	11547.82	138573.83
	STEP D	68.2673	5461.39	11833.00	141996.05
	STEP E	69.9533	5596.26	12125.23	145502.78
	STEP F	71.6808	5734.47	12424.68	149096.12
	STEP G	73.4511	5876.08	12731.52	152778.20
	STEP H	75.2650	6021.20	13045.93	156551.21
	STEP I	77.1237	6169.90	13368.12	160417.40
	STEP J	79.0284	6322.27	13698.26	164379.07
	STEP K	80.9801	6478.41	14036.55	168438.57
	STEP L	82.9800	6638.40	14383.19	172598.33
	STEP M	85.0292	6802.34	14738.40	176860.82
B831 SR POWER PLANT ENGINEER					
	STEP A	63.4494	5075.96	10997.90	131974.84
	STEP B	65.0164	5201.31	11269.51	135234.09
	STEP C	66.6220	5329.76	11547.82	138573.83
	STEP D	68.2673	5461.39	11833.00	141996.05
	STEP E	69.9533	5596.26	12125.23	145502.78
	STEP F	71.6808	5734.47	12424.68	149096.12
	STEP G	73.4511	5876.08	12731.52	152778.20
	STEP H	75.2650	6021.20	13045.93	156551.21
	STEP I	77.1237	6169.90	13368.12	160417.40
	STEP J	79.0284	6322.27	13698.26	164379.07
	STEP K	80.9801	6478.41	14036.55	168438.57
	STEP L	82.9800	6638.40	14383.19	172598.33
	STEP M	85.0292	6802.34	14738.40	176860.82
B832 STREET MAINTENANCE SUPERVISOR					
	STEP A	33.2846	2662.77	5769.33	69231.97
	STEP B	34.1062	2728.50	5911.74	70940.90
	STEP C	34.9485	2795.88	6057.74	72692.88
	STEP D	35.8116	2864.93	6207.34	74488.13
	STEP E	36.6960	2935.68	6360.64	76327.68
	STEP F	37.6022	3008.18	6517.71	78212.58
	STEP G	38.5308	3082.46	6678.67	80144.06
	STEP H	39.4824	3158.59	6843.62	82123.39
	STEP I	40.4575	3236.60	7012.63	84151.60
	STEP J	41.4566	3316.53	7185.81	86229.73
	STEP K	42.4804	3398.43	7363.27	88359.23
	STEP L	43.5295	3482.36	7545.11	90541.36
	STEP M	44.6045	3568.36	7731.45	92777.36

CITY OF ROSEVILLE
SALARY SCHEDULE - B

Effective Date: 03/30/2019

Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B833 STREET MAINTENANCE SUPT					
	STEP A	43.5705	3485.64	7552.22	90626.64
	STEP B	44.6458	3571.66	7738.61	92863.26
	STEP C	45.7484	3659.87	7929.72	95156.67
	STEP D	46.8782	3750.26	8125.55	97506.66
	STEP E	48.0359	3842.87	8326.22	99914.67
	STEP F	49.2222	3937.78	8531.85	102382.18
	STEP G	50.4378	4035.02	8742.55	104910.62
	STEP H	51.6834	4134.67	8958.46	107501.47
	STEP I	52.9598	4236.78	9179.70	110156.38
	STEP J	54.2677	4341.42	9406.40	112876.82
	STEP K	55.6078	4448.62	9638.69	115664.22
	STEP L	56.9812	4558.50	9876.74	118520.90
	STEP M	58.3884	4671.07	10120.66	121447.87
B834 URBAN FORESTER					
	STEP A	35.5414	2843.31	6160.51	73926.11
	STEP B	36.4187	2913.50	6312.57	75750.90
	STEP C	37.3180	2985.44	6468.45	77621.44
	STEP D	38.2397	3059.18	6628.21	79538.58
	STEP E	39.1840	3134.72	6791.89	81502.72
	STEP F	40.1517	3212.14	6959.63	83515.54
	STEP G	41.1433	3291.46	7131.51	85578.06
	STEP H	42.1594	3372.75	7307.63	87691.55
	STEP I	43.2006	3456.05	7488.10	89857.25
	STEP J	44.2675	3541.40	7673.03	92076.40
	STEP K	45.3607	3628.86	7862.52	94350.26
	STEP L	46.4809	3718.47	8056.69	96680.27
	STEP M	47.6288	3810.30	8255.66	99067.90
B835 WATER CONSERVATION ADMINSTR					
	STEP A	39.2069	3136.55	6795.86	81550.35
	STEP B	40.1748	3213.98	6963.63	83563.58
	STEP C	41.1670	3293.36	7135.61	85627.36
	STEP D	42.1836	3374.69	7311.82	87741.89
	STEP E	43.2254	3458.03	7492.40	89908.83
	STEP F	44.2929	3543.43	7677.44	92129.23
	STEP G	45.3867	3630.94	7867.03	94404.34
	STEP H	46.5076	3720.61	8061.32	96735.81
	STEP I	47.6561	3812.49	8260.39	99124.69
	STEP J	48.8331	3906.65	8464.40	101572.85
	STEP K	50.0391	4003.13	8673.44	104081.33
	STEP L	51.2748	4101.98	8887.63	106651.58
	STEP M	52.5411	4203.29	9107.12	109285.49

CITY OF ROSEVILLE
SALARY SCHEDULE - B

Effective Date: 03/30/2019

Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B836 WATER DISTRIBUTION SUPERVISOR					
	STEP A	35.5414	2843.31	6160.51	73926.11
	STEP B	36.4187	2913.50	6312.57	75750.90
	STEP C	37.3180	2985.44	6468.45	77621.44
	STEP D	38.2397	3059.18	6628.21	79538.58
	STEP E	39.1840	3134.72	6791.89	81502.72
	STEP F	40.1517	3212.14	6959.63	83515.54
	STEP G	41.1433	3291.46	7131.51	85578.06
	STEP H	42.1594	3372.75	7307.63	87691.55
	STEP I	43.2006	3456.05	7488.10	89857.25
	STEP J	44.2675	3541.40	7673.03	92076.40
	STEP K	45.3607	3628.86	7862.52	94350.26
	STEP L	46.4809	3718.47	8056.69	96680.27
	STEP M	47.6288	3810.30	8255.66	99067.90
B850 WATER DISTRIBUTION SUPT					
	STEP A	42.9210	3433.68	7439.64	89275.68
	STEP B	44.6389	3571.11	7737.41	92848.91
	STEP C	45.7413	3659.30	7928.49	95141.90
	STEP D	46.8709	3749.67	8124.29	97491.47
	STEP E	48.0284	3842.27	8324.92	99899.07
	STEP F	49.2145	3937.16	8530.51	102366.16
	STEP G	50.4299	4034.39	8741.18	104894.19
	STEP H	51.6753	4134.02	8957.05	107484.62
	STEP I	52.9516	4236.13	9178.28	110139.33
	STEP J	54.2592	4340.74	9404.93	112859.14
	STEP K	55.5992	4447.94	9637.19	115646.34
	STEP L	56.9723	4557.78	9875.20	118502.38
	STEP M	58.3793	4670.34	10119.08	121428.94
B837 WATER QUALITY LAB SUPERVISOR					
	STEP A	37.3171	2985.37	6468.30	77619.57
	STEP B	38.2381	3059.05	6627.94	79535.25
	STEP C	39.1824	3134.59	6791.62	81499.39
	STEP D	40.1501	3212.01	6959.35	83512.21
	STEP E	41.1416	3291.33	7131.21	85574.53
	STEP F	42.1576	3372.61	7307.32	87687.81
	STEP G	43.1987	3455.90	7487.77	89853.30
	STEP H	44.2657	3541.26	7672.72	92072.66
	STEP I	45.3588	3628.70	7862.19	94346.30
	STEP J	46.4790	3718.32	8056.36	96676.32
	STEP K	47.6269	3810.15	8255.33	99063.95
	STEP L	48.8030	3904.24	8459.19	101510.24
	STEP M	50.0083	4000.66	8668.11	104017.26

CITY OF ROSEVILLE
SALARY SCHEDULE - B

Effective Date: 03/30/2019

Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B838 WATER TRMT PLT CHIEF OPERATOR					
	STEP A	42.6478	3411.82	7392.29	88707.42
	STEP B	43.7006	3496.05	7574.77	90897.25
	STEP C	44.7798	3582.38	7761.83	93141.98
	STEP D	45.8856	3670.85	7953.50	95442.05
	STEP E	47.0188	3761.50	8149.93	97799.10
	STEP F	48.1800	3854.40	8351.20	100214.40
	STEP G	49.3699	3949.59	8557.45	102689.39
	STEP H	50.5891	4047.13	8768.78	105225.33
	STEP I	51.8384	4147.07	8985.32	107823.87
	STEP J	53.1186	4249.49	9207.22	110486.69
	STEP K	54.4305	4354.44	9434.62	113215.44
	STEP L	55.7747	4461.98	9667.61	116011.38
	STEP M	57.1521	4572.17	9906.36	118876.37
B839 WATER UTILITY MANAGER					
	STEP A	57.6313	4610.50	9989.43	119873.10
	STEP B	59.0537	4724.30	10235.97	122831.70
	STEP C	60.5121	4840.97	10488.76	125865.17
	STEP D	62.0065	4960.52	10747.79	128973.52
	STEP E	63.5378	5083.02	11013.22	132158.62
	STEP F	65.1070	5208.56	11285.21	135422.56
	STEP G	66.7149	5337.19	11563.92	138766.99
	STEP H	68.3624	5468.99	11849.48	142193.79
	STEP I	70.0507	5604.06	12142.12	145705.46
	STEP J	71.7808	5742.46	12442.01	149304.06
	STEP K	73.5534	5884.27	12749.26	152991.07
	STEP L	75.3699	6029.59	13064.12	156769.39
	STEP M	77.2312	6178.50	13386.74	160640.90
B840 WSTWTR COLLECTION SUPT					
	STEP A	43.5636	3485.09	7551.02	90612.29
	STEP B	44.6389	3571.11	7737.41	92848.91
	STEP C	45.7413	3659.30	7928.49	95141.90
	STEP D	46.8709	3749.67	8124.29	97491.47
	STEP E	48.0284	3842.27	8324.92	99899.07
	STEP F	49.2146	3937.17	8530.53	102366.37
	STEP G	50.4299	4034.39	8741.18	104894.19
	STEP H	51.6753	4134.02	8957.05	107484.62
	STEP I	52.9516	4236.13	9178.28	110139.33
	STEP J	54.2592	4340.74	9404.93	112859.14
	STEP K	55.5992	4447.94	9637.19	115646.34
	STEP L	56.9723	4557.78	9875.20	118502.38
	STEP M	58.3793	4670.34	10119.08	121428.94

CITY OF ROSEVILLE
SALARY SCHEDULE - B

Effective Date: 03/30/2019

Management- B

Title	Step	Hourly	Bi-weekly	Monthly	Annual
B841 WSTWTR COLLECTION SUPV					
	STEP A	35.5415	2843.32	6160.53	73926.32
	STEP B	36.4187	2913.50	6312.57	75750.90
	STEP C	37.3180	2985.44	6468.45	77621.44
	STEP D	38.2397	3059.18	6628.21	79538.58
	STEP E	39.1840	3134.72	6791.89	81502.72
	STEP F	40.1517	3212.14	6959.63	83515.54
	STEP G	41.1433	3291.46	7131.51	85578.06
	STEP H	42.1594	3372.75	7307.63	87691.55
	STEP I	43.2006	3456.05	7488.10	89857.25
	STEP J	44.2675	3541.40	7673.03	92076.40
	STEP K	45.3607	3628.86	7862.52	94350.26
	STEP L	46.4809	3718.47	8056.69	96680.27
	STEP M	47.6288	3810.30	8255.66	99067.90
B842 WSTWTR TRMT PLT CHIEF OPERATOR					
	STEP A	46.9127	3753.02	8131.53	97578.42
	STEP B	48.0706	3845.65	8332.24	99986.85
	STEP C	49.2577	3940.62	8538.00	102456.02
	STEP D	50.4742	4037.94	8748.86	104986.34
	STEP E	51.7207	4137.66	8964.92	107579.06
	STEP F	52.9980	4239.84	9186.32	110235.84
	STEP G	54.3068	4344.54	9413.18	112958.14
	STEP H	55.6480	4451.84	9645.65	115747.84
	STEP I	57.0223	4561.78	9883.87	118606.38
	STEP J	58.4305	4674.44	10127.95	121535.44
	STEP K	59.8735	4789.88	10378.07	124536.88
	STEP L	61.3522	4908.18	10634.38	127612.58
	STEP M	62.8673	5029.38	10897.00	130763.98
B843 WSTWTR UTILITY MANAGER					
	STEP A	57.6313	4610.50	9989.43	119873.10
	STEP B	59.0537	4724.30	10235.97	122831.70
	STEP C	60.5121	4840.97	10488.76	125865.17
	STEP D	62.0065	4960.52	10747.79	128973.52
	STEP E	63.5378	5083.02	11013.22	132158.62
	STEP F	65.1070	5208.56	11285.21	135422.56
	STEP G	66.7149	5337.19	11563.92	138766.99
	STEP H	68.3624	5468.99	11849.48	142193.79
	STEP I	70.0507	5604.06	12142.12	145705.46
	STEP J	71.7808	5742.46	12442.01	149304.06
	STEP K	73.5534	5884.27	12749.26	152991.07
	STEP L	75.3699	6029.59	13064.12	156769.39
	STEP M	77.2312	6178.50	13386.74	160640.90

Position Allocation/Staffing Report
by Department and Location ("Division")

PCN	Position Title	Allocated FTE	Staffed FTE	(Over)/ Under Staffed Variance
Department: 20	**CITY ATTORNEY**			
Div/Loc: 02000	**- CITY ATTORNEY**			
020000245	ASSISTANT CITY ATTORNEY	1.000	1.000	
020001200	CITY ATTORNEY	1.000	1.000	
020001658	DEPUTY CITY ATTORNEY II	3.000	3.000	
020004096	LEGAL CLERK II (C)	2.000	0.900	1.100
020005015	PARALEGAL (C)	1.000	1.000	
020007123	SR DEPUTY CITY ATTORNEY	1.000	1.000	
02000B104	LEGAL CLERK I (C)	0.000	1.000	(1.000)
02000B105	LEGAL CLERK II (C)	0.000	1.000	(1.000)
	TOTAL FOR LOC/DIV 02000 - CITY ATTORNEY:	**9.000**	**9.900**	**(.900)**
	TOTAL FOR DEPARTMENT 20 - CITY ATTORNEY:	**9.000**	**9.900**	**(.900)**
Department: 30	**CITY MANAGER**			
Div/Loc: 01500	**- CITY MANAGER - ADMINISTRATION**			
015000325	ASSISTANT CITY MANAGER	2.000	1.000	1.000
015001240	CITY MANAGER	1.000	1.000	
015002540	ENVIRONMENTAL COORDINATOR	1.000	0.000	1.000
015002551	EXECUTIVE ASSISTANT	1.000	2.000	(1.000)
015004457	MANAGEMENT ASSISTANT II	1.000	0.000	1.000
	TOTAL FOR LOC/DIV 01500 - CITY MANAGER - ADMINISTRATION:	**6.000**	**4.000**	**2.000**
Div/Loc: 01520	**- PUBLIC AFFAIRS & COMMUNICATION**			
015205610	PUBLIC AFFAIRS-COMMUNIC DIRECT	1.000	1.000	
015205565	PUBLIC INFORMATION OFFICER	1.000	1.000	
015205615	PUB AFFAIRS&COMMUNICATN ADMNST	0.000	1.000	(1.000)
	TOTAL FOR LOC/DIV 01520 - PUBLIC AFFAIRS & COMMUNICATION:	**2.000**	**3.000**	**(1.000)**
	TOTAL FOR DEPARTMENT 30 - CITY MANAGER:	**8.000**	**7.000**	**1.000**
Department: 31	**ECONOMIC DEVELOPMENT**			
Div/Loc: 08110	**- HOUSING ADMIN**			
081100050	ADMIN ANALYST II	1.000	1.000	
081103402	HOUSING ANALYST II	3.000	2.000	1.000
081103589	HOUSING MANAGER	1.000	0.000	1.000
081103592	HOUSING TECHNICIAN II	3.000	3.000	
081104957	OFFICE ASSISTANT II	1.000	0.000	1.000
081107148	SR HOUSING TECHNICIAN	1.000	1.000	
08110B456	HOUSING ANALYST I	0.000	1.000	(1.000)
08110B489	OFFICE ASSISTANT I	0.000	1.000	(1.000)
08110B844	HOUSING MANAGER	0.000	1.000	(1.000)
	TOTAL FOR LOC/DIV 08110 - HOUSING ADMIN:	**10.000**	**10.000**	
Div/Loc: 08123	**- ECONOMIC DEVELOPMENT**			
081231675	DEVELOPMENT ANALYST II	1.000	1.000	
081231710	ECONOMIC DEVELOPMENT DIRECTOR	1.000	1.000	
081231711	ECONOMIC DEVLPMT SUPERVISOR	1.000	0.000	1.000
081232551	EXECUTIVE ASSISTANT	1.000	0.000	1.000
	TOTAL FOR LOC/DIV 08123 - ECONOMIC DEVELOPMENT:	**4.000**	**2.000**	**2.000**
	TOTAL FOR DEPARTMENT 31 - ECONOMIC DEVELOPMENT:	**14.000**	**12.000**	**2.000**

PCN	Position Title	Allocated FTE	Staffed FTE	(Over)/ Under Staffed Variance
Department: 41	**FINANCE**			
Div/Loc: 03311 - PURCHASING				
033110084	ADMIN TECHNICIAN	1.000	1.000	
033111060	BUYER II	3.000	1.000	2.000
033115652	PURCHASING & WAREHOUSE MANAGER	1.000	1.000	
033117139	SENIOR BUYER	1.000	1.000	
03311B416	BUYER I	0.000	1.000	(1.000)
03311B417	BUYER II	0.000	1.000	(1.000)
	TOTAL FOR LOC/DIV 03311 - PURCHASING:	**6.000**	**6.000**	
Div/Loc: 03312 - CENTRAL STORES				
033121450	COURIER	1.000	1.000	
033127203	SR WAREHOUSE WORKER	1.000	1.000	
033128952	WAREHOUSE WORKER II	1.000	1.000	
	TOTAL FOR LOC/DIV 03312 - CENTRAL STORES:	**3.000**	**3.000**	
Div/Loc: 05000 - FINANCE ADMINSTRATION				
050000050	ADMIN ANALYST II	1.000	1.000	
050000071	ADMINISTRATIVE ASSISTANT (C)	1.000	1.000	
050001245	CHIEF FINANCIAL OFFICER	1.000	0.000	1.000
050006520	ERP MANAGER	1.000	0.000	1.000
05000B723	CHIEF FINANCIAL OFFICER	0.000	1.000	(1.000)
05000B851	ERP MANAGER	0.000	1.000	(1.000)
	TOTAL FOR LOC/DIV 05000 - FINANCE ADMINSTRATION:	**4.000**	**4.000**	
Div/Loc: 05010 - BUDGET				
050100915	BUDGET ANALYST II	2.750	0.750	2.000
050100930	BUDGET MANAGER	1.000	0.000	1.000
05010B719	BUDGET ANALYST II	0.000	1.000	(1.000)
05010B720	BUDGET MANAGER	0.000	1.000	(1.000)
	TOTAL FOR LOC/DIV 05010 - BUDGET:	**3.750**	**2.750**	**1.000**
Div/Loc: 05011 - PAYROLL				
050112900	FINANCE MANAGER	1.000	1.000	
050115103	PAYROLL CLERK II (C)	1.600	0.600	1.000
050119428	PAYROLL SUPERVISOR	1.000	1.000	
050115101	PAYROLL TECHNICIAN II	2.000	0.000	2.000
05011B111	PAYROLL CLERK I	0.000	1.000	(1.000)
05011B112	PAYROLL CLERK II (C)	0.000	1.000	(1.000)
05011B114	PAYROLL TECHNICIAN II	0.000	1.000	(1.000)
	TOTAL FOR LOC/DIV 05011 - PAYROLL:	**5.600**	**5.600**	
Div/Loc: 05012 - ACCOUNTS PAYABLE				
050129427	ACCOUNTS PAYABLE SUPERVISOR	1.000	1.000	
050123335	FINANCE CLERK II	3.000	2.000	1.000
050124957	OFFICE ASSISTANT II	0.625	0.625	
05012B446	FINANCE CLERK II	0.000	1.000	(1.000)
	TOTAL FOR LOC/DIV 05012 - ACCOUNTS PAYABLE:	**4.625**	**4.625**	
Div/Loc: 05030 - CASH MANAGEMENT				
050303335	FINANCE CLERK II	0.500	0.000	.500
050303326	FINANCE TECHNICIAN II	1.000	1.000	
050303318	FINANCIAL ANALYST II	1.000	1.000	
	TOTAL FOR LOC/DIV 05030 - CASH MANAGEMENT:	**2.500**	**2.000**	**.500**

PCN	Position Title	Allocated FTE	Staffed FTE	(Over)/ Under Staffed Variance
Div/Loc: 05040 - UTIL BILLING & SERV - ADMIN				
050400920	BILLING SERVICES MANAGER	1.000	1.000	
050403326	FINANCE TECHNICIAN II	1.000	0.000	1.000
050407147	SR FINANCE TECHNICIAN	1.000	1.000	
050403318	FINANCIAL ANALYST II	0.000	1.000	(1.000)
TOTAL FOR LOC/DIV 05040 - UTIL BILLING & SERV - ADMIN:		**3.000**	**3.000**	
Div/Loc: 05041 - UTIL BILLING & SRV-FIELD SRV				
050414540	METER READER	3.000	1.500	1.500
050414534	METER SERVICE WORKER	1.000	1.000	
050417200	SR METER SERVICE WORKER	1.000	1.000	
050413310	FINANCE SUPERVISOR	0.000	1.000	(1.000)
05041B484	METER READER	0.000	0.750	(.750)
TOTAL FOR LOC/DIV 05041 - UTIL BILLING & SRV-FIELD SRV:		**5.000**	**5.250**	**(.250)**
Div/Loc: 05042 - UTIL BILLING & SRV - BILLING				
050423315	FIN UTL BIL ANLYST II	3.000	0.000	3.000
050423310	FINANCE SUPERVISOR	1.000	0.000	1.000
050423326	FINANCE TECHNICIAN II	3.000	2.000	1.000
050427147	SR FINANCE TECHNICIAN	1.000	1.000	
TOTAL FOR LOC/DIV 05042 - UTIL BILLING & SRV - BILLING:		**8.000**	**3.000**	**5.000**
Div/Loc: 05043 - UTIL BILLING & SRV-SERVICES				
050433335	FINANCE CLERK II	13.750	8.250	5.500
050433310	FINANCE SUPERVISOR	1.000	1.000	
050433326	FINANCE TECHNICIAN II	1.000	1.000	
05043B445	FINANCE CLERK I	0.000	1.000	(1.000)
05043B446	FINANCE CLERK II	0.000	4.500	(4.500)
TOTAL FOR LOC/DIV 05043 - UTIL BILLING & SRV-SERVICES:		**15.750**	**15.750**	
Div/Loc: 05050 - GEN ACCT - ADMINISTRATION				
050500040	ACCOUNTANT II	2.000	1.000	1.000
050500043	ACCOUNTING SUPERVISOR	1.000	0.000	1.000
050501370	CONTROLLER	1.000	1.000	
050503318	FINANCIAL ANALYST II	2.000	1.000	1.000
05050B401	ACCOUNTANT II	0.000	1.000	(1.000)
05050B450	FINANCIAL ANALYST II	0.000	1.000	(1.000)
05050B701	ACCOUNTING SUPERVISOR	0.000	1.000	(1.000)
TOTAL FOR LOC/DIV 05050 - GEN ACCT - ADMINISTRATION:		**6.000**	**6.000**	
TOTAL FOR DEPARTMENT 41 - FINANCE:		**67.225**	**60.975**	**6.250**
Department: 42 HUMAN RESOURCES				
Div/Loc: 03100 - HUMAN RESOURCES				
031000071	ADMINISTRATIVE ASSISTANT (C)	1.000	0.000	1.000
031000484	ASST HUMAN RESOURCES DIRECTOR	1.000	0.000	1.000
031003594	HUMAN RESOURCES ANALYST I	0.000	1.000	(1.000)
031003596	HUMAN RESOURCES ANALYST II	2.000	1.000	1.000
031003598	HUMAN RESOURCES DIRECTOR	1.000	0.000	1.000
031003599	HUMAN RESOURCES MANAGER	1.000	1.000	
031005235	HUMAN RESOURCES TECH (C)	5.000	2.000	3.000
031007178	SR HUMAN RESOURCES TECH (C)	1.000	1.000	
03100B102	HUMAN RESOURCES TECH (C)	0.000	3.000	(3.000)
03100B775	HUMAN RESOURCES DIRECTOR	0.000	1.000	(1.000)
03100B845	ASST HUMAN RESOURCES DIRECTOR	0.000	1.000	(1.000)

PCN	Position Title	Allocated FTE	Staffed FTE	(Over)/ Under Staffed Variance
	TOTAL FOR LOC/DIV 03100 - HUMAN RESOURCES:	**12.000**	**11.000**	**1.000**
Div/Loc: 03110 - RISK MGMT - ADMINISTRATION				
031105235	HUMAN RESOURCES TECH (C)	1.000	0.000	1.000
031106450	RISK MANAGER	1.000	1.000	
031107178	SR HUMAN RESOURCES TECH (C)	1.000	1.000	
03110B102	HUMAN RESOURCES TECH (C)	0.000	1.000	(1.000)
	TOTAL FOR LOC/DIV 03110 - RISK MGMT - ADMINISTRATION:	**3.000**	**3.000**	
	TOTAL FOR DEPARTMENT 42 - HUMAN RESOURCES:	**15.000**	**14.000**	**1.000**
Department: 43	**INFORMATION TECHNOLOGY**			
Div/Loc: 03130 - IT-STRATEGIC PLAN/DIGITAL COM				
031301362	BUSINESS SYSTEMS ANALYST II	2.000	1.000	1.000
031301180	CHIEF INFORMATION OFFICER	1.000	1.000	
031303625	INFO SECURITY ADMINISTRATOR	1.000	1.000	
031303616	IT PLANNING & POLICY TECH	1.000	0.000	1.000
031303602	IT PROGRAM MANAGER	1.000	1.000	
031307130	SR BUSINESS SYSTEMS ANALYST	1.000	1.000	
031303794	IT ANALYST II	0.000	1.000	(1.000)
03130B414	BUSINESS SYSTEMS ANALYST I	0.000	1.000	(1.000)
	TOTAL FOR LOC/DIV 03130 - IT-STRATEGIC PLAN/DIGITAL COM:	**7.000**	**7.000**	
Div/Loc: 03131 - IT-DATABASE AND CLOUD				
031311362	BUSINESS SYSTEMS ANALYST II	1.000	0.000	1.000
031311552	DATABASE ANALYST II	2.000	1.000	1.000
031313601	IT DIVISION MANAGER	2.000	2.000	
031317145	SR DATABASE ANALYST	1.000	1.000	
	TOTAL FOR LOC/DIV 03131 - IT-DATABASE AND CLOUD:	**6.000**	**4.000**	**2.000**
Div/Loc: 03132 - IT-NETWORK INFRASTRUCTURE				
031323794	IT ANALYST II	7.000	5.000	2.000
031323602	IT PROGRAM MANAGER	1.000	1.000	
031327149	SR IT TECHNICIAN	1.000	1.000	
	TOTAL FOR LOC/DIV 03132 - IT-NETWORK INFRASTRUCTURE:	**9.000**	**7.000**	**2.000**
Div/Loc: 03133 - IT-BUSINESS SOLUTIONS				
031331362	BUSINESS SYSTEMS ANALYST II	4.000	2.000	2.000
031333602	IT PROGRAM MANAGER	1.000	1.000	
031337130	SR BUSINESS SYSTEMS ANALYST	1.000	1.000	
03133B415	BUSINESS SYSTEMS ANALYST II	0.000	2.000	(2.000)
	TOTAL FOR LOC/DIV 03133 - IT-BUSINESS SOLUTIONS:	**6.000**	**6.000**	
Div/Loc: 03134 - IT-GIS ANALYTICS				
031343794	IT ANALYST II	2.000	2.000	
031343602	IT PROGRAM MANAGER	1.000	1.000	
031347130	SR BUSINESS SYSTEMS ANALYST	1.000	1.000	
	TOTAL FOR LOC/DIV 03134 - IT-GIS ANALYTICS:	**4.000**	**4.000**	
Div/Loc: 03135 - IT-CLIENT SERVICES				
031353618	IT TECHNICIAN II	3.000	0.000	3.000
031359542	IT CLIENT SERVICES SUPERVISOR	1.000	0.000	1.000
031357149	SR IT TECHNICIAN	2.000	2.000	
03135B470	IT TECHNICIAN I	0.000	2.000	(2.000)
03135B471	IT TECHNICIAN II	0.000	1.000	(1.000)

PCN	Position Title	Allocated FTE	Staffed FTE	(Over)/ Under Staffed Variance
03135B828	SR IT ANALYST	0.000	1.000	(1.000)
	TOTAL FOR LOC/DIV 03135 - IT-CLIENT SERVICES:	**6.000**	**6.000**	
Div/Loc: 03136 - IT-ENTERPRISE SOLUTIONS				
031361362	BUSINESS SYSTEMS ANALYST II	5.000	2.000	3.000
031363602	IT PROGRAM MANAGER	1.000	1.000	
031367130	SR BUSINESS SYSTEMS ANALYST	1.000	1.000	
03136B415	BUSINESS SYSTEMS ANALYST II	0.000	2.000	(2.000)
	TOTAL FOR LOC/DIV 03136 - IT-ENTERPRISE SOLUTIONS:	**7.000**	**6.000**	**1.000**
	TOTAL FOR DEPARTMENT 43 - INFORMATION TECHNOLOGY:	**45.000**	**40.000**	**5.000**
Department: 44 CITY CLERK				
Div/Loc: 03200 - CITY CLERK - ADMINISTRATION				
032000250	ASST CITY CLERK	1.000	1.000	
032001220	CITY CLERK	1.000	1.000	
032001227	CITY CLERK TECHNICIAN II	2.000	2.000	
032001665	DEPUTY CITY CLERK II	3.500	1.000	2.500
03200B432	DEPUTY CITY CLERK I	0.000	1.000	(1.000)
	TOTAL FOR LOC/DIV 03200 - CITY CLERK - ADMINISTRATION:	**7.500**	**6.000**	**1.500**
	TOTAL FOR DEPARTMENT 44 - CITY CLERK:	**7.500**	**6.000**	**1.500**
	TOTAL FOR DEPARTMENT 45 - CENTRAL SERVICES:	**0.000**	**0.000**	
Department: 50 POLICE				
Div/Loc: 05500 - POLICE - ADMINISTRATION				
055000050	ADMIN ANALYST II	1.000	1.000	
055000071	ADMINISTRATIVE ASSISTANT (C)	1.000	1.000	
055005400	POLICE CAPTAIN	3.000	3.000	
055005410	POLICE CHIEF	1.000	1.000	
055005420	POLICE LIEUTENANT	1.000	1.000	
055005430	POLICE OFFICER	1.000	1.000	
055005440	POLICE RECORDS CLERK II	1.000	1.000	
055005470	POLICE SERGEANT	1.000	1.000	
	TOTAL FOR LOC/DIV 05500 - POLICE - ADMINISTRATION:	**10.000**	**10.000**	
Div/Loc: 05511 - RECORDS-PROPERTY				
055115434	POLICE PROP & EVIDENCE CLRK II	3.000	1.000	2.000
055115429	POLICE PROPERTY & EVIDENCE SUP	1.000	1.000	
055115440	POLICE RECORDS CLERK II	9.000	6.000	3.000
055115494	POLICE SCENE TECHNICIAN II	4.000	2.000	2.000
055115489	POLICE SERVICES ADMINISTRATOR	1.000	1.000	
055115748	RECORDS SUPERVISOR	1.000	1.000	
05511B926	POLICE PROP & EVIDENCE CLRK I	0.000	2.000	(2.000)
05511B929	POLICE RECORDS CLERK I	0.000	1.000	(1.000)
05511B930	POLICE RECORDS CLERK II	0.000	1.000	(1.000)
05511B931	POLICE SCENE TECHNICIAN I	0.000	1.000	(1.000)
05511B932	POLICE SCENE TECHNICIAN II	0.000	1.000	(1.000)
	TOTAL FOR LOC/DIV 05511 - RECORDS-PROPERTY:	**19.000**	**18.000**	**1.000**
Div/Loc: 05513 - POLICE COMMUNICATIONS				
055131430	COMMUNICATIONS SUPERVISOR	3.000	2.000	1.000
055131700	DISPATCHER II	20.000	14.000	6.000

PCN	Position Title	Allocated FTE	Staffed FTE	(Over)/ Under Staffed Variance
055135489	POLICE SERVICES ADMINISTRATOR	1.000	1.000	
05513B923	DISPATCHER I	0.000	1.000	(1.000)
05513B924	DISPATCHER II	0.000	3.000	(3.000)
TOTAL FOR LOC/DIV 05513 - POLICE COMMUNICATIONS:		**24.000**	**21.000**	**3.000**
Div/Loc: 05514 - COMMUNITY SERVICES				
055141645	DEPT PUBLIC INFO OFFICER	1.000	1.000	
055145430	POLICE OFFICER	7.000	4.000	3.000
055145470	POLICE SERGEANT	1.000	1.000	
055145654	PUB SAFETY OUTREACH & COMM REL	1.000	1.000	
055145657	PUBLIC SAFETY PROGRAM COORD	1.000	1.000	
TOTAL FOR LOC/DIV 05514 - COMMUNITY SERVICES:		**11.000**	**8.000**	**3.000**
Div/Loc: 05515 - SOCIAL SERVICES UNIT				
055155430	POLICE OFFICER	6.000	6.000	
055155470	POLICE SERGEANT	1.000	1.000	
055155485	POLICE SOCIAL SVCS ADMINSTR	1.000	1.000	
TOTAL FOR LOC/DIV 05515 - SOCIAL SERVICES UNIT:		**8.000**	**8.000**	
Div/Loc: 05531 - PATROL				
055311379	COMMUNITY SVCS OFFICER I	0.000	1.000	(1.000)
055311380	COMMUNITY SVCS OFFICER II	6.000	1.000	5.000
055315420	POLICE LIEUTENANT	4.000	3.000	1.000
055315430	POLICE OFFICER	73.000	49.000	24.000
055315470	POLICE SERGEANT	10.000	9.000	1.000
055315710	RANGEMASTER	1.000	1.000	
05531B917	COMMUNITY SVCS OFFICER I	0.000	2.000	(2.000)
05531B918	COMMUNITY SVCS OFFICER II	0.000	1.000	(1.000)
05531B925	POLICE OFFICER TRAINEE	0.000	3.000	(3.000)
05531B938	POLICE OFFICER	0.000	21.000	(21.000)
TOTAL FOR LOC/DIV 05531 - PATROL:		**94.000**	**91.000**	**3.000**
Div/Loc: 05532 - INVESTIGATIONS				
055321380	COMMUNITY SVCS OFFICER II	2.000	2.000	
055321475	CRIME ANALYST	2.000	2.000	
055325420	POLICE LIEUTENANT	1.000	1.000	
055325430	POLICE OFFICER	12.000	10.000	2.000
055325440	POLICE RECORDS CLERK II	1.000	0.000	1.000
055325470	POLICE SERGEANT	1.000	2.000	(1.000)
05532B930	POLICE RECORDS CLERK II	0.000	1.000	(1.000)
TOTAL FOR LOC/DIV 05532 - INVESTIGATIONS:		**19.000**	**18.000**	**1.000**
Div/Loc: 05533 - ANIMAL CONTROL				
055330100	ANIMAL CONTROL OFFICER	2.000	1.000	1.000
055330110	ANIMAL CONTROL SUPERVISOR	1.000	1.000	
05533B914	ANIMAL CONTROL OFFICER	0.000	1.000	(1.000)
TOTAL FOR LOC/DIV 05533 - ANIMAL CONTROL:		**3.000**	**3.000**	
Div/Loc: 05535 - POLICE TRAFFIC				
055351380	COMMUNITY SVCS OFFICER II	2.000	2.000	
055355420	POLICE LIEUTENANT	1.000	1.000	
055355430	POLICE OFFICER	6.000	4.000	2.000
055355470	POLICE SERGEANT	1.000	1.000	
TOTAL FOR LOC/DIV 05535 - POLICE TRAFFIC:		**10.000**	**8.000**	**2.000**

PCN	Position Title	Allocated FTE	Staffed FTE	(Over)/ Under Staffed Variance
	TOTAL FOR DEPARTMENT 50 - POLICE:	**198.000**	**185.000**	**13.000**
Department: 60	**FIRE**			
Div/Loc: 06000 - FIRE - ADMINISTRATION				
060000050	ADMIN ANALYST II	1.000	1.000	
060000071	ADMINISTRATIVE ASSISTANT (C)	1.000	1.000	
060003330	FIRE CHIEF	1.000	1.000	
	TOTAL FOR LOC/DIV 06000 - FIRE - ADMINISTRATION:	**3.000**	**3.000**	
Div/Loc: 06011 - FIRE PREVENTION				
060110084	ADMINISTRATIVE TECHNICIAN	1.000	1.000	
060111645	DEPT PUBLIC INFO OFFICER	1.000	1.000	
060113377	FIRE & ENVIR SAFETY INSPEC II	3.000	1.000	2.000
060113332	FIRE DIVISION CHIEF	1.000	1.000	
060113382	FIRE INSPECTION SUPERVISOR	2.000	1.000	1.000
060113385	FIRE INSPECTOR II	1.000	1.000	
060114957	OFFICE ASSISTANT II	1.000	0.000	1.000
06011B150	FIRE & ENVIR SAFETY INSPEC I	0.000	2.000	(2.000)
06011B490	OFFICE ASSISTANT II	0.000	1.000	(1.000)
	TOTAL FOR LOC/DIV 06011 - FIRE PREVENTION:	**10.000**	**9.000**	**1.000**
Div/Loc: 06021 - FIRE OPERATIONS				
060210480	ASST FIRE CHIEF	1.000	1.000	
060210905	FIRE BATTALION CHIEF	3.000	2.000	1.000
060213320	FIRE CAPTAIN	30.000	30.000	
060213340	FIRE ENGINEER	30.000	30.000	
060213355	FIREFIGHTER PARAMEDIC II	36.000	23.000	13.000
06021B157	FIREFIGHTER PARAMEDIC I	0.000	5.000	(5.000)
06021B158	FIREFIGHTER PARAMEDIC II	0.000	6.000	(6.000)
	TOTAL FOR LOC/DIV 06021 - FIRE OPERATIONS:	**100.000**	**97.000**	**3.000**
Div/Loc: 06022 - FIRE TRAINING				
060222415	EMS QUAL ASSURANCE COORDINATOR	1.000	0.000	1.000
060223391	FIRE BATALLION CHIEF (8HR)	1.000	1.000	
060223332	FIRE DIVISION CHIEF	1.000	1.000	
06022B755	EMS QUAL ASSURANCE COORDINATOR	0.000	1.000	(1.000)
	TOTAL FOR LOC/DIV 06022 - FIRE TRAINING:	**3.000**	**3.000**	
Div/Loc: 06025 - FIRE LOGISTICS				
060250480	ASST FIRE CHIEF	1.000	1.000	
060253391	FIRE BATALLION CHIEF (8HR)	1.000	0.000	1.000
060253412	GIS ANALYST II	1.000	1.000	
	TOTAL FOR LOC/DIV 06025 - FIRE LOGISTICS:	**3.000**	**2.000**	**1.000**
	TOTAL FOR DEPARTMENT 60 - FIRE:	**119.000**	**114.000**	**5.000**
Department: 71	**PARKS AND RECREATION**			
Div/Loc: 08500 - PARKS & REC - ADMINISTRATION				
085000084	ADMIN TECHNICIAN	2.000	0.000	2.000
085000050	ADMINISTRATIVE ANALYST II	1.000	2.000	(1.000)
085000071	ADMINISTRATIVE ASSISTANT (C)	1.000	1.000	
085004517	MARKET & COMMUNICATIONS ANA II	1.000	1.000	
085005010	PARKS,REC & LIB BUS ADMINISTR	1.000	1.000	
085005082	PARKS,REC &LIBRARIES DIRECTOR	1.000	1.000	

PCN	Position Title	Allocated FTE	Staffed FTE	(Over)/ Under Staffed Variance
08500B402	ADMINISTRATIVE TECHNICIAN	0.000	1.000	(1.000)
TOTAL FOR LOC/DIV 08500 - PARKS & REC - ADMINISTRATION:		**7.000**	**7.000**	
Div/Loc: 08501 - PARK DEVELOPMENT				
085015022	PARK DEVELOPMENT ANALYST II	2.000	1.000	1.000
085015024	PARK PLANNING & DEV SUPERINTEN	1.000	1.000	
085011278	PARKS PROJECT TECHNICIAN	1.000	1.000	
08501B789	PARK DEVELOPMENT ANALYST II	0.000	1.000	(1.000)
TOTAL FOR LOC/DIV 08501 - PARK DEVELOPMENT:		**4.000**	**4.000**	
Div/Loc: 08505 - RECREATION STAFFING				
085051401	COMMUNITY RELATIONS ANALYST	1.000	0.000	1.000
085054957	OFFICE ASSISTANT II	4.000	0.000	4.000
085056122	RECREATION COORDINATOR II	6.000	4.000	2.000
085056125	RECREATION MANAGER	1.000	1.000	
085056145	RECREATION SUPERINTENDENT	3.000	2.000	1.000
085056147	RECREATION SUPERVISOR	3.000	2.000	1.000
085054956	OFFICE ASSISTANT I	0.000	1.000	(1.000)
08505B489	OFFICE ASSISTANT I	0.000	1.000	(1.000)
08505B490	OFFICE ASSISTANT II	0.000	1.000	(1.000)
08505B502	RECREATION COORDINATOR II	0.000	1.000	(1.000)
TOTAL FOR LOC/DIV 08505 - RECREATION STAFFING:		**18.000**	**13.000**	**5.000**
Div/Loc: 08530 - AQUATICS				
085305080	PARKS MAINTENANCE WORKER II	1.000	1.000	
085308304	RECREATION LEADER	1.000	0.000	1.000
08530B552	RECREATION LEADER	0.000	1.000	(1.000)
TOTAL FOR LOC/DIV 08530 - AQUATICS:		**2.000**	**2.000**	
Div/Loc: 08541 - ADVENTURE CLUBS				
085410084	ADMIN TECHNICIAN	1.000	1.000	
085410376	ASSISTANT CHILD CARE SITE COOR	2.000	2.000	
085411225	CHILD CARE SITE COORDINATOR	11.000	11.000	
085414957	OFFICE ASSISTANT II	1.000	1.000	
085416147	RECREATION SUPERVISOR	3.000	1.000	2.000
085411641	YOUTH DEV PROG COORD	5.000	0.000	5.000
08541B418	CHILD CARE SITE COORDINATOR	0.000	1.000	(1.000)
08541B815	RECREATION SUPERVISOR	0.000	2.000	(2.000)
TOTAL FOR LOC/DIV 08541 - ADVENTURE CLUBS:		**23.000**	**19.000**	**4.000**
Div/Loc: 08546 - CDE-CHILD DEVELOPMENT				
085461225	CHILD CARE SITE COORDINATOR	2.000	1.000	1.000
TOTAL FOR LOC/DIV 08546 - CDE-CHILD DEVELOPMENT:		**2.000**	**1.000**	**1.000**
Div/Loc: 08550 - PARK OPERATIONS - ADMIN				
085504957	OFFICE ASSISTANT II	1.000	1.000	
085509429	PARKS MANAGER	1.000	0.000	1.000
085505090	PARKS SUPERINTENDENT	1.000	1.000	
085505069	PARKS SUPERVISOR	3.000	3.000	
085505045	PARKS, REC, & LIBRARIES TECH	1.000	0.000	1.000
08550B402	ADMINISTRATIVE TECHNICIAN	0.000	1.000	(1.000)
TOTAL FOR LOC/DIV 08550 - PARK OPERATIONS - ADMIN:		**7.000**	**6.000**	**1.000**
Div/Loc: 08551 - OPEN SPACE/TREE MAINTENANCE				
085518300	ARBORIST TECHNICIAN	1.000	0.000	1.000
085514872	NATURAL RESOURCES WORKER II	1.000	0.000	1.000

PCN	Position Title	Allocated FTE	Staffed FTE	(Over)/ Under Staffed Variance
085514960	OPEN SPACE SUPERINTENDENT	1.000	1.000	
085517154	SR NATURAL RESOURCES WORKER	1.000	0.000	1.000
085511504	TREE TRIMMER II	1.000	1.000	
085518762	URBAN FORESTER	1.000	1.000	
08551B550	ARBORIST TECHNICIAN	0.000	1.000	(1.000)
TOTAL FOR LOC/DIV 08551 - OPEN SPACE/TREE MAINTENANCE:		**6.000**	**4.000**	**2.000**
Div/Loc: 08555 - PARKS - MAINTENANCE				
085558302	AQUATICS MAINTENANCE TECH	1.000	1.000	
085555075	IRRIGATION TECHNICIAN	1.000	1.000	
085555070	PARKS MAINTENANCE WORKER I	0.000	1.000	(1.000)
085555080	PARKS MAINTENANCE WORKER II	18.000	9.000	9.000
085557192	SR PARKS MAINTENANCE WORKER	9.000	8.000	1.000
08555B491	PARKS MAINTENANCE WORKER I	0.000	4.000	(4.000)
08555B492	PARKS MAINTENANCE WORKER II	0.000	2.000	(2.000)
08555B521	SR PARKS MAINTENANCE WORKER	0.000	1.000	(1.000)
TOTAL FOR LOC/DIV 08555 - PARKS - MAINTENANCE:		**29.000**	**27.000**	**2.000**
TOTAL FOR DEPARTMENT 71 - PARKS AND RECREATION:		**98.000**	**83.000**	**15.000**
Department: 72 LIBRARY				
Div/Loc: 06500 - LIBRARY - ADMIN/TECH SERVICES				
065000084	ADMINISTRATIVE TECHNICIAN	1.000	0.000	1.000
065001224	CITY LIBRARIAN	1.000	1.000	
065004152	LIBRARIAN II	6.500	4.500	2.000
065004210	LIBRARY ASSISTANT II	6.000	2.000	4.000
065004246	LIBRARY SUPERVISOR	3.000	3.000	
065004250	LIBRARY TECHNICIAN	5.000	4.000	1.000
065004151	LIBRARIAN I	0.000	1.000	(1.000)
06500B402	ADMINISTRATIVE TECHNICIAN	0.000	1.000	(1.000)
06500B478	LIBRARY ASSISTANT II	0.000	3.000	(3.000)
TOTAL FOR LOC/DIV 06500 - LIBRARY - ADMIN/TECH SERVICES:		**22.500**	**19.500**	**3.000**
Div/Loc: 08521 - MAIDU MUSEUM & HISTORIC SITE				
085210050	ADMINISTRATIVE ANALYST II	1.000	0.000	1.000
085213733	SR INTERPRETIVE SRVCS SPECIAL	1.000	0.000	1.000
08521B946	SR INTERPRETIVE SRVCS SPECIAL	0.000	1.000	(1.000)
TOTAL FOR LOC/DIV 08521 - MAIDU MUSEUM & HISTORIC SITE:		**2.000**	**1.000**	**1.000**
TOTAL FOR DEPARTMENT 72 - LIBRARY:		**24.500**	**20.500**	**4.000**
TOTAL FOR DEPARTMENT 80 - DEVELOPMENT AND OPERATIONS:		**0.000**	**0.000**	
TOTAL FOR DEPARTMENT 82 - PLANNING,REDEVELOPMENT,HOUSING:		**0.000**	**0.000**	
Department: 83 PUBLIC WORKS				
Div/Loc: 03321 - AUTOMOTIVE SERVICES				
033212565	EQUIPMENT MAINT. SUPERVISOR	1.000	1.000	
033212560	EQUIPMENT SERVICEWORKER	4.000	2.000	2.000
033213392	FLEET MANAGER	1.000	1.000	
033214501	MECHANIC II	8.000	6.000	2.000
033214957	OFFICE ASSISTANT II	1.000	1.000	
033217189	SR MECHANIC	2.000	2.000	

PCN	Position Title	Allocated FTE	Staffed FTE	(Over)/ Under Staffed Variance
033218938	VEHICLE MAINT PARTS BUYER	1.000	0.000	1.000
033218940	VEHICLE MAINT SERVICEWRITER	1.000	1.000	
033218952	WAREHOUSE WORKER II	1.000	1.000	
033214500	MECHANIC I	0.000	1.000	(1.000)
03321B444	EQUIPMENT SERVICEWORKER	0.000	1.000	(1.000)
03321B483	MECHANIC II	0.000	1.000	(1.000)
03321B530	VEHICLE MAINT PARTS BUYER	0.000	1.000	(1.000)
TOTAL FOR LOC/DIV 03321 - AUTOMOTIVE SERVICES:		**20.000**	**19.000**	**1.000**
Div/Loc: 03322 - AUTO REPLACEMENT				
033223319	FLEET MANAGEMENT TECHNICIAN	1.000	1.000	
TOTAL FOR LOC/DIV 03322 - AUTO REPLACEMENT:		**1.000**	**1.000**	
Div/Loc: 03340 - BUILDING MAINTENANCE				
033401032	BLDG MAINTENANCE WORKER II	5.000	3.000	2.000
033403395	FACILITIES MANAGER	1.000	1.000	
033404321	FACILITIES SUPERVISOR	1.000	1.000	
033404957	OFFICE ASSISTANT II	0.750	0.662	.087
033407119	SR BUILDING MAINTENANCE WORKER	1.000	1.000	
03340B411	BLDG MAINTENANCE WORKER II	0.000	1.000	(1.000)
TOTAL FOR LOC/DIV 03340 - BUILDING MAINTENANCE:		**8.750**	**7.662**	**1.087**
Div/Loc: 03341 - CUSTODIAL SERVICES				
033411485	CUSTODIAN	5.000	3.000	2.000
03341B427	CUSTODIAN	0.000	2.000	(2.000)
TOTAL FOR LOC/DIV 03341 - CUSTODIAL SERVICES:		**5.000**	**5.000**	
Div/Loc: 03350 - FACILITY REHAB OPERATIONS				
033505560	PROJECT COORDINATOR	2.000	2.000	
TOTAL FOR LOC/DIV 03350 - FACILITY REHAB OPERATIONS:		**2.000**	**2.000**	
Div/Loc: 08300 - PUBLIC WORKS - ADMINISTRATION				
083000050	ADMIN ANALYST II	1.000	1.000	
083000071	ADMINISTRATIVE ASSISTANT (C)	2.000	1.000	1.000
083005635	PUBLIC WORKS DIRECTOR	1.000	1.000	
TOTAL FOR LOC/DIV 08300 - PUBLIC WORKS - ADMINISTRATION:		**4.000**	**3.000**	**1.000**
Div/Loc: 08320 - ENGINEERING				
083200084	ADMIN TECHNICIAN	1.000	0.000	1.000
083200820	ASSOC ENGINEER	2.000	2.000	
083200338	ASST ENGINEER	7.000	4.000	3.000
083205514	PRINCIPAL ENGINEER	1.000	0.000	1.000
083207142	SR ENGINEER	3.000	3.000	
08320B406	ASST ENGINEER	0.000	2.000	(2.000)
08320B826	SR ENGINEER	0.000	1.000	(1.000)
TOTAL FOR LOC/DIV 08320 - ENGINEERING:		**14.000**	**12.000**	**2.000**
Div/Loc: 08321 - FLOOD ALERT				
083210338	ASST ENGINEER	1.000	0.000	1.000
TOTAL FOR LOC/DIV 08321 - FLOOD ALERT:		**1.000**	**0.000**	**1.000**
Div/Loc: 08335 - TRAFFIC SIGNALS				
083352380	ELECTRONICS TECHNICIAN I	0.000	1.000	(1.000)
083352385	ELECTRONICS TECHNICIAN II	4.000	1.000	3.000
083355519	PREVENTATIVE MAINT SUPERVISOR	1.000	1.000	
083357170	SR ELECTRONIC TECH	1.000	1.000	

PCN	Position Title	Allocated FTE	Staffed FTE	(Over)/ Under Staffed Variance
083352376	TRAFFIC SIGNAL MAINT WKR II	2.000	1.000	1.000
083352375	TRAFFIC SIGNAL MAINT WKR I	0.000	1.000	(1.000)
08335B215	ELECTRONICS TECHNICIAN I	0.000	2.000	(2.000)
	TOTAL FOR LOC/DIV 08335 - TRAFFIC SIGNALS:	**8.000**	**8.000**	
Div/Loc: 08340 - STREETS - ADMINISTRATION				
083400084	ADMINISTRATIVE TECHNICIAN	1.000	1.000	
083404957	OFFICE ASSISTANT II	1.000	1.000	
083407522	STREET MAINTENANCE SUPERVISOR	3.000	2.000	1.000
083407520	STREET MAINTENANCE SUPT	1.000	1.000	
08340B832	STREET MAINTENANCE SUPERVISOR	0.000	1.000	(1.000)
	TOTAL FOR LOC/DIV 08340 - STREETS - ADMINISTRATION:	**6.000**	**6.000**	
Div/Loc: 08342 - STREET DRAINAGE				
083427187	SR STREET MAINTENANCE WORKER	1.000	0.000	1.000
083427530	STREET MAINTENANCE WORKER II	1.000	1.000	
08342B523	SR STREET MAINTENANCE WORKER	0.000	1.000	(1.000)
	TOTAL FOR LOC/DIV 08342 - STREET DRAINAGE:	**2.000**	**2.000**	
Div/Loc: 08343 - PAVING				
083431350	ENGINEERING TECHNICIAN II	1.000	1.000	
083437187	SR STREET MAINTENANCE WORKER	2.000	2.000	
083437530	STREET MAINTENANCE WORKER II	11.000	5.000	6.000
08343B526	STREET MAINTENANCE WORKER I	0.000	3.000	(3.000)
08343B527	STREET MAINTENANCE WORKER II	0.000	2.000	(2.000)
	TOTAL FOR LOC/DIV 08343 - PAVING:	**14.000**	**13.000**	**1.000**
Div/Loc: 08344 - STREET SIGNS				
083447187	SR STREET MAINTENANCE WORKER	1.000	1.000	
083447530	STREET MAINTENANCE WORKER II	2.000	1.000	1.000
08344B526	STREET MAINTENANCE WORKER I	0.000	1.000	(1.000)
	TOTAL FOR LOC/DIV 08344 - STREET SIGNS:	**3.000**	**3.000**	
Div/Loc: 08345 - STREET PAINT				
083457187	SR STREET MAINTENANCE WORKER	1.000	1.000	
083457530	STREET MAINTENANCE WORKER II	1.000	0.000	1.000
08345B526	STREET MAINTENANCE WORKER I	0.000	1.000	(1.000)
	TOTAL FOR LOC/DIV 08345 - STREET PAINT:	**2.000**	**2.000**	
Div/Loc: 08348 - STREET SWEEPING				
083487187	SR STREET MAINTENANCE WORKER	1.000	1.000	
083487530	STREET MAINTENANCE WORKER II	2.000	0.000	2.000
083487540	STREET SWEEPER OPERATOR	4.000	4.000	
08348B526	STREET MAINTENANCE WORKER I	0.000	2.000	(2.000)
	TOTAL FOR LOC/DIV 08348 - STREET SWEEPING:	**7.000**	**7.000**	
Div/Loc: 08350 - TRANSPORTATION-ADMIN				
083500084	ADMIN TECHNICIAN	2.000	1.000	1.000
083500088	ALTERNATIVE TRANSP ANALYST II	1.000	1.000	
083500090	ALTERNATIVE TRANSP MGR	1.000	1.000	
083503318	FINANCIAL ANALYST II	1.000	1.000	
083504957	OFFICE ASSISTANT II	1.750	1.000	.750
	TOTAL FOR LOC/DIV 08350 - TRANSPORTATION-ADMIN:	**6.750**	**5.000**	**1.750**
Div/Loc: 08352 - TRANSPORTATION				
083520088	ALTERNATIVE TRANSP ANALYST II	1.750	1.000	.750

PCN	Position Title	Allocated FTE	Staffed FTE	(Over)/ Under Staffed Variance
083520338	ASST ENGINEER	1.000	0.000	1.000
083524517	MARKET & COMMUNICATIONS ANA II	1.000	1.000	
083524957	OFFICE ASSISTANT II	1.000	1.000	
	TOTAL FOR LOC/DIV 08352 - TRANSPORTATION:	**4.750**	**3.000**	**1.750**
Div/Loc: 08354 - CTSA				
083541401	COMMUNITY RELATIONS ANALYST	0.500	0.000	.500
08354B422	COMMUNITY RELATIONS ANALYST	0.000	0.500	(.500)
	TOTAL FOR LOC/DIV 08354 - CTSA:	**0.500**	**0.500**	
	TOTAL FOR DEPARTMENT 83 - PUBLIC WORKS:	**109.750**	**99.162**	**10.587**
Department: 84	**ENVIRONMENTAL UTILITIES**			
Div/Loc: 08400 - ENV UTIL - ADMINISTRATION				
084000071	ADMINISTRATIVE ASSISTANT (C)	1.000	0.000	1.000
084001548	DATA MANAGEMENT SPECIALIST II	1.000	0.000	1.000
084001645	DEPT PUBLIC INFO OFFICER	1.000	1.000	
084001684	ENVIRONMENTAL UTIL. DIRECTOR	1.000	1.000	
084002548	EU BUSINESS ADMINISTRATOR	1.000	1.000	
084002547	EU RATE ANALYST II	3.000	1.625	1.375
084003451	GOVERNMENT RELATIONS ADMISTRAT	1.000	1.000	
084004517	MARKETING & COMMUNIC ANLYST II	1.000	0.000	1.000
084006500	SAFETY COORDINATOR	1.000	0.000	1.000
08400B481	MARKETING & COMMUNIC ANLYST I	0.000	1.000	(1.000)
08400B848	EU RATE ANALYST I	0.000	1.000	(1.000)
	TOTAL FOR LOC/DIV 08400 - ENV UTIL - ADMINISTRATION:	**11.000**	**7.625**	**3.375**
Div/Loc: 08405 - ENV UTIL-ENGINEERING				
084050084	ADMINISTRATIVE TECHNICIAN	1.000	1.000	
084050411	ASSISTANT EU DIRECTOR	1.000	1.000	
084050338	ASST ENGINEER	2.000	1.000	1.000
084051548	DATA MANAGEMENT SPECIALIST II	1.000	0.000	1.000
084051672	DEVELOPMENT TECHNICIAN II	1.000	1.000	
084051350	ENGINEERING TECHNICIAN II	1.000	0.000	1.000
084053412	GIS ANALYST II	3.000	0.000	3.000
084054957	OFFICE ASSISTANT II	1.000	1.000	
084055533	PREVENTATIVE MAINTENANCE COORD	1.000	1.000	
084055514	PRINCIPAL ENGINEER	1.000	1.000	
084056500	SAFETY COORDINATOR	1.000	1.000	
084057161	SENIOR GIS ANALYST	1.000	1.000	
084057142	SR ENGINEER	2.000	1.000	1.000
084053410	GIS ANALYST I	0.000	1.000	(1.000)
08405B440	ENGINEERING TECHNICIAN I	0.000	1.000	(1.000)
08405B455	GIS ANALYST II	0.000	1.000	(1.000)
08405B826	SR ENGINEER	0.000	1.000	(1.000)
	TOTAL FOR LOC/DIV 08405 - ENV UTIL-ENGINEERING:	**17.000**	**14.000**	**3.000**
Div/Loc: 08410 - SOLID WASTE - ADMINISTRATION				
084103335	FINANCE CLERK II	2.000	0.000	2.000
084104957	OFFICE ASSISTANT II	1.000	0.000	1.000
084106244	REFUSE & STORMWATER MANAGER	1.000	1.000	
084106231	REFUSE SUPERINTENDENT	1.000	1.000	
084107324	SOLID WASTE BILLING TECHNICIAN	1.000	1.000	
084101279	SR SOLID WASTE BILLING TECH	1.000	1.000	

PCN	Position Title	Allocated FTE	Staffed FTE	(Over)/ Under Staffed Variance
084103334	FINANCE CLERK I	0.000	1.000	(1.000)
08410B445	FINANCE CLERK I	0.000	1.000	(1.000)
TOTAL FOR LOC/DIV 08410 - SOLID WASTE - ADMINISTRATION:		**7.000**	**6.000**	**1.000**
Div/Loc: 08411 - RESIDENTIAL SOLID WASTE PICKUP				
084116235	REFUSE SUPERVISOR	1.000	1.000	
084116304	REFUSE TRUCK DRIVER II	12.000	10.000	2.000
084117129	SR REFUSE TRUCK DRIVER	2.000	2.000	
08411B505	REFUSE TRUCK DRIVER I	0.000	2.000	(2.000)
TOTAL FOR LOC/DIV 08411 - RESIDENTIAL SOLID WASTE PICKUP:		**15.000**	**15.000**	
Div/Loc: 08412 - COMMERCIAL SOLID WASTE PICKUP				
084126235	REFUSE SUPERVISOR	1.000	1.000	
084126304	REFUSE TRUCK DRIVER II	15.000	7.000	8.000
084127129	SR REFUSE TRUCK DRIVER	2.000	2.000	
08412B505	REFUSE TRUCK DRIVER I	0.000	7.000	(7.000)
08412B506	REFUSE TRUCK DRIVER II	0.000	1.000	(1.000)
TOTAL FOR LOC/DIV 08412 - COMMERCIAL SOLID WASTE PICKUP:		**18.000**	**18.000**	
Div/Loc: 08413 - SOLID WASTE MAINTENANCE				
084136226	REFUSE MAINT. WORKER II	4.000	2.000	2.000
084137129	SR REFUSE TRUCK DRIVER	1.000	1.000	
08413B503	REFUSE MAINT. WORKER I	0.000	2.000	(2.000)
TOTAL FOR LOC/DIV 08413 - SOLID WASTE MAINTENANCE:		**5.000**	**5.000**	
Div/Loc: 08415 - RECYCLING				
084156304	REFUSE TRUCK DRIVER II	3.000	2.000	1.000
08415B505	REFUSE TRUCK DRIVER I	0.000	1.000	(1.000)
TOTAL FOR LOC/DIV 08415 - RECYCLING:		**3.000**	**3.000**	
Div/Loc: 08416 - GREEN WASTE PROGRAM				
084166304	REFUSE TRUCK DRIVER II	4.000	4.000	
084167129	SR REFUSE TRUCK DRIVER	1.000	0.000	1.000
TOTAL FOR LOC/DIV 08416 - GREEN WASTE PROGRAM:		**5.000**	**4.000**	**1.000**
Div/Loc: 08419 - ORGANIC WASTE PROGRAM				
084196150	RECYCLING & ORGANICS COORDNTR	1.000	1.000	
084196304	REFUSE TRUCK DRIVER II	1.000	1.000	
TOTAL FOR LOC/DIV 08419 - ORGANIC WASTE PROGRAM:		**2.000**	**2.000**	
Div/Loc: 08420 - WASTEWATER - ADMINISTRATION				
084205514	PRINCIPAL ENGINEER	1.000	1.000	
084207142	SR ENGINEER	1.000	1.000	
084209045	WSTWTR UTILITY MANAGER	1.000	1.000	
TOTAL FOR LOC/DIV 08420 - WASTEWATER - ADMINISTRATION:		**3.000**	**3.000**	
Div/Loc: 08421 - WATER TREATMENT/STORAGE				
084219175	WATER TRMT PLT CHIEF OPERATOR	1.000	1.000	
084219232	WATER TRMT PLT OPR GD I 8HR	1.000	0.000	1.000
084219230	WATER TRMT PLT OPR GRD III 24	4.000	4.000	
08421B537	WATER TRMT PLT OPR GD II 8HR	0.000	1.000	(1.000)
TOTAL FOR LOC/DIV 08421 - WATER TREATMENT/STORAGE:		**6.000**	**6.000**	
Div/Loc: 08422 - DRY CREEK WWTP				
084224957	OFFICE ASSISTANT II	1.000	1.000	
084229000	WSTWTR TRMT PLT OPR GD I	1.000	0.000	1.000

PCN	Position Title	Allocated FTE	Staffed FTE	(Over)/ Under Staffed Variance
084229010	WSTWTR TRMT PLT OPR GD II	1.000	1.000	
084229020	WSTWTR TRMT PLT OPR GD III 24H	4.000	3.000	1.000
084229030	WSTWTR TRMT PLT OPR IV	1.000	1.000	
08422B543	WSTWTR TRMT PLT OPR GD III 24H	0.000	1.000	(1.000)
	TOTAL FOR LOC/DIV 08422 - DRY CREEK WWTP:	**8.000**	**7.000**	**1.000**
Div/Loc: 08424 - ENVIRONMENTAL UTIL-MAINTENANCE				
084242378	ELECTRONIC MAINT COORDINATOR	1.000	1.000	
084242385	ELECTRONICS TECHNICIAN II	4.000	4.000	
084244520	MATERIALS TECHNICIAN	1.000	1.000	
084245319	PLANT & EQUIPMENT MAINT WOR II	2.000	1.000	1.000
084245328	PLANT & EQUIPMENT MECHANIC II	6.000	4.000	2.000
084245402	PREDICTIVE MAINTENANCE TECH II	1.000	1.000	
084245519	PREVENTATIVE MAINT SUPERVISOR	1.000	1.000	
084245502	PREVENTATIVE MAINT TECH II	3.000	1.000	2.000
084245533	PREVENTATIVE MAINTENANCE COORD	2.000	1.000	1.000
084247020	SCADA SYSTEM TECHNICIAN	2.000	1.000	1.000
084247205	SR PLANT & EQUIPMENT MECHANIC	1.000	1.000	
084247284	SR PREVENTATIVE MAINT TECH	2.000	2.000	
084245327	PLANT & EQUIPMENT MECHANIC I	0.000	1.000	(1.000)
08424B220	PLANT & EQUIPMENT MAINT WORK I	0.000	1.000	(1.000)
08424B221	PLANT & EQUIPMENT MECHANIC I	0.000	1.000	(1.000)
08424B226	PREVENTATIVE MAINT TECH II	0.000	1.000	(1.000)
08424B227	PREVENTATIVE MAINT COORD	0.000	1.000	(1.000)
08424B235	SCADA SYSTEM TECHNICIAN	0.000	1.000	(1.000)
TOTAL FOR LOC/DIV 08424 - ENVIRONMENTAL UTIL-MAINTENANCE:		**26.000**	**25.000**	**1.000**
Div/Loc: 08425 - INDUSTRIAL TREATMENT				
084253604	INDUSTRIAL WASTE SPECIALIST	1.000	0.000	1.000
084253610	INDUSTRIAL WASTE TECHNICIAN	1.000	1.000	
	TOTAL FOR LOC/DIV 08425 - INDUSTRIAL TREATMENT:	**2.000**	**1.000**	**1.000**
Div/Loc: 08426 - ENVIRONMENTAL TREATMENT LAB				
084261548	DATA MANAGEMENT SPECIALIST II	1.000	1.000	
084262541	EU COMPLIANCE ADMINISTRATOR	1.000	1.000	
084264020	LABORATORY TECHNICIAN II	4.000	3.000	1.000
084269101	WATER QUALITY LAB SUPERVISOR	1.000	0.000	1.000
08426B473	LABORATORY TECHNICIAN I	0.000	1.000	(1.000)
08426B837	WATER QUALITY LAB SUPERVISOR	0.000	1.000	(1.000)
TOTAL FOR LOC/DIV 08426 - ENVIRONMENTAL TREATMENT LAB:		**7.000**	**7.000**	
Div/Loc: 08427 - PLEASANT GROVE WWTP				
084274957	OFFICE ASSISTANT II	1.000	1.000	
084279040	WSTWTR TRMT PLT CHIEF OPERATOR	1.000	1.000	
084279025	WSTWTR TRMT PLT OPR GD III	4.000	3.000	1.000
	TOTAL FOR LOC/DIV 08427 - PLEASANT GROVE WWTP:	**6.000**	**5.000**	**1.000**
Div/Loc: 08430 - WATER - ADMINISTRATION				
084301646	DEPT GOVERN REL SUPERVISOR	1.000	0.000	1.000
084305514	PRINCIPAL ENGINEER	1.000	0.000	1.000
084305615	PUB AFFAIRS&COMMUNICATN ADMNST	1.000	0.000	1.000
084309244	WATER UTILITY MANAGER	1.000	0.000	1.000
08430B963	DEPT GOVERNMT RELATIONS ADMSTR	0.000	1.000	(1.000)
	TOTAL FOR LOC/DIV 08430 - WATER - ADMINISTRATION:	**4.000**	**1.000**	**3.000**

PCN	Position Title	Allocated FTE	Staffed FTE	(Over)/ Under Staffed Variance
Div/Loc: 08431 - WATER DISTRIBUTION				
084314957	OFFICE ASSISTANT II	3.000	2.000	1.000
084317204	SR WATER DISTRIBUTION WORKER	4.000	4.000	
084319084	WATER DISTRIBUTION SUPERVISOR	2.000	2.000	
084319085	WATER DISTRIBUTION SUPT	1.000	1.000	
084319248	WATER DISTRIBUTION WORKER II	22.000	15.000	7.000
084310084	ADMINISTRATIVE TECHNICIAN	0.000	0.775	(.775)
08431B252	WATER DISTRIBUTION WORKER I	0.000	3.000	(3.000)
08431B253	WATER DISTRIBUTION WORKER II	0.000	4.000	(4.000)
08431B490	OFFICE ASSISTANT II	0.000	1.000	(1.000)
08431B850	WATER DISTRIBUTION SUPT	0.000	1.000	(1.000)
TOTAL FOR LOC/DIV 08431 - WATER DISTRIBUTION:		**32.000**	**33.775**	**(1.775)**
Div/Loc: 08432 - WASTEWATER COLLECTION				
084320084	ADMINISTRATIVE TECHNICIAN	1.000	1.000	
084323610	INDUSTRIAL WASTE TECHNICIAN	1.000	0.000	1.000
084324957	OFFICE ASSISTANT II	1.000	0.000	1.000
084327202	SR WSTWTR UTILITY MAINT WKR	4.000	4.000	
084328980	WSTWTR COLLECTION SUPT	1.000	1.000	
084328978	WSTWTR COLLECTION SUPV	1.000	0.000	1.000
084329029	WSTWTR UTILITY MAINT WKR II	22.000	15.000	7.000
08432B254	WSTWTR UTILITY MAINT WKR I	0.000	5.000	(5.000)
08432B255	WSTWTR UTILITY MAINT WKR II	0.000	1.000	(1.000)
TOTAL FOR LOC/DIV 08432 - WASTEWATER COLLECTION:		**31.000**	**27.000**	**4.000**
Div/Loc: 08433 - WATER EFFICIENCY				
084330084	ADMIN TECHNICIAN	1.000	0.000	1.000
084334957	OFFICE ASSISTANT II	1.750	1.750	
084339047	WATER CONSERVATION ADMINSTR	1.000	1.000	
084339078	WATER CONSERVATION SPECIALIST	1.000	1.000	
084339051	WATER CONSERVATION WORKER II	4.000	4.000	
TOTAL FOR LOC/DIV 08433 - WATER EFFICIENCY:		**8.750**	**7.750**	**1.000**
Div/Loc: 08441 - RECYCLED WATER				
084417162	SR ENGINEERING TECHNICIAN	1.000	0.000	1.000
TOTAL FOR LOC/DIV 08441 - RECYCLED WATER:		**1.000**	**0.000**	**1.000**
Div/Loc: 08450 - STORM WATER MANAGEMENT PROGRAM				
084501350	ENGINEERING TECHNICIAN II	1.000	1.000	
084502544	ENVIRONMENTAL COMPL SPEC II	2.000	1.000	1.000
084507142	SR ENGINEER	1.000	1.000	
TOTAL FOR LOC/DIV 08450 - STORM WATER MANAGEMENT PROGRAM:		**4.000**	**3.000**	**1.000**
Div/Loc: 08527 - UTILITY EXPLORATION CENTER				
085273732	INTERPRETIVE SRVCS SPECIAL II	1.000	1.000	
085273740	INTERPRETIVE SRVCS SUPERVISOR	1.000	1.000	
085274517	MARKET & COMMUNICATIONS ANA II	1.000	1.000	
085273733	SR INTERPRETIVE SRVCS SPECIAL	1.000	1.000	
TOTAL FOR LOC/DIV 08527 - UTILITY EXPLORATION CENTER:		**4.000**	**4.000**	
TOTAL FOR DEPARTMENT 84 - ENVIRONMENTAL UTILITIES:		**225.750**	**205.150**	**20.600**
Department: 86 ROSEVILLE ELECTRIC				
Div/Loc: 08600 - ELECTRIC - ADMINISTRATION				
086000084	ADMIN TECHNICIAN	2.000	2.000	

PCN	Position Title	Allocated FTE	Staffed FTE	(Over)/ Under Staffed Variance
086000071	ADMINISTRATIVE ASSISTANT (C)	1.000	1.000	
086001505	AMI PROJECT MANAGER	1.000	0.000	1.000
086000395	ASSISTANT ELECTRIC UTILITY DIR	1.000	1.000	
086001548	DATA MANAGEMENT SPECIALIST II	2.000	0.875	1.125
086001646	DEPT GOVERN REL SUPERVISOR	1.000	0.000	1.000
086001645	DEPT PUBLIC INFO OFFICER	1.000	1.000	
086001312	ELECTRIC BUSINESS ANALYST II	4.000	3.000	1.000
086002335	ELECTRIC COMPLIANCE ANALYST	2.000	1.000	1.000
086002358	ELECTRIC TECHNOLOGY SYST SUPV	1.000	1.000	
086002359	ELECTRIC TECHNOLOGY SYSTS TECH	3.000	2.000	1.000
086002320	ELECTRIC UTILITY DIRECTOR	1.000	1.000	
086002215	ELECTRIC UTILITY FIN ADMNSTR	1.000	0.000	1.000
086001648	GOVERN RELATIONS REP II	1.000	0.000	1.000
086004517	MARKET & COMMUNICATIONS ANA II	1.000	1.000	
086007128	SR ELECTRIC BUSINESS ANALYST	2.000	2.000	
086000050	ADMINISTRATIVE ANALYST II	0.000	1.000	(1.000)
086002216	ELECTRIC RISK AND COMP SUPV	0.000	1.000	(1.000)
08600B212	ELECTRIC TECHNOLOGY SYST TECH	0.000	1.000	(1.000)
08600B739	ELECTRIC BUSINESS ANALYST II	0.000	1.000	(1.000)
08600B955	ELECTRIC UTILITY FIN ADMNSTR	0.000	1.000	(1.000)
08600B957	AMI PROJECT MANAGER	0.000	1.000	(1.000)
08600B963	DEPT GOVERNMT RELATIONS ADMSTR	0.000	1.000	(1.000)
TOTAL FOR LOC/DIV 08600 - ELECTRIC - ADMINISTRATION:		**25.000**	**23.875**	**1.125**
Div/Loc: 08611 - ELECTRIC ENGINEERING				
086110084	ADMIN TECHNICIAN	1.000	0.000	1.000
086110395	ASSISTANT ELECTRIC UTILITY DIR	1.000	0.000	1.000
086112330	ELECTRIC DRAFTING TECH II	2.000	1.000	1.000
086112345	ELECTRIC ENGINEERING TECH II	5.000	2.000	3.000
086112284	ELECTRIC ENGINEERING TECH SUPV	1.000	1.000	
086113412	GIS ANALYST II	1.000	0.000	1.000
086114957	OFFICE ASSISTANT II	2.000	0.000	2.000
086115596	POWER ENGINEER II	4.000	2.000	2.000
086115505	POWER ENGINEERING MANAGER	1.000	0.800	.200
086117151	SR POWER ENGINEER	2.000	2.000	
086112340	ELECTRIC ENGINEERING TECH I	0.000	2.000	(2.000)
08611B203	ELECTRIC ENGINEERING TECH I	0.000	1.000	(1.000)
08611B228	PWR ENGINEER I	0.000	1.000	(1.000)
08611B402	ADMINISTRATIVE TECHNICIAN	0.000	1.000	(1.000)
08611B455	GIS ANALYST II	0.000	1.000	(1.000)
08611B708	ASSISTANT ELECTRIC UTILITY DIR	0.000	1.000	(1.000)
TOTAL FOR LOC/DIV 08611 - ELECTRIC ENGINEERING:		**20.000**	**15.800**	**4.200**
Div/Loc: 08614 - ELECT CONST & MAINTENANCE				
086149250	ELEC UTILITY INSPECTION TECH	2.000	0.000	2.000
086140150	ELECTRIC APPRENTICE LINE TECH	0.000	1.000	(1.000)
086142285	ELECTRIC LINE TECH	15.000	7.000	8.000
086142286	ELECTRIC LINE TROUBLESHOOTER	3.000	3.000	
086142212	ELECTRIC MATERIALS TECH II	3.000	2.000	1.000
086142338	ELECTRIC OPERATIONS MANAGER	1.000	1.000	
086142339	ELECTRIC OPERATIONS SUPERVISOR	2.000	2.000	
086142254	ELECTRIC PREV DATA SYSTEM TECH	2.000	1.000	1.000
086142352	ELECTRIC SAFETY COORDINATOR	1.000	1.000	
086142319	ELECTRIC SUBSTATION SUPERVISOR	1.000	1.000	
086142350	ELECTRIC SYSTEM DISPATCHER	3.000	3.000	

PCN	Position Title	Allocated FTE	Staffed FTE	(Over)/ Under Staffed Variance
086142360	ELECTRIC UTILITY TECHNICIAN I	0.000	2.000	(2.000)
086142362	ELECTRIC UTILITY TECHNICIAN II	17.000	9.000	8.000
086144957	OFFICE ASSISTANT II	1.000	1.000	
086147118	SR ELECTRIC LINE TECHNICIAN	5.000	5.000	
086147169	SR ELECTRIC MATERIALS TECH	1.000	1.000	
086147124	SR ELECTRIC METERING TECH	1.000	1.000	
086147126	SR ELECTRIC SUBSTATION TECH	3.000	3.000	
086147168	SR ELECTRIC SYSTEM DISPATCHER	1.000	1.000	
08614B200	ELECTRIC APPRENTICE LINE TECH	0.000	3.000	(3.000)
08614B205	ELECTRIC LINE TECH	0.000	1.000	(1.000)
08614B208	ELECTRIC MATERIALS TECH II	0.000	1.000	(1.000)
08614B213	ELECTRIC UTILITY TECHNICIAN I	0.000	1.000	(1.000)
08614B214	ELECTRIC UTILITY TECHNICIAN II	0.000	3.000	(3.000)
08614B256	ELEC UTIL INSPECTION TECH	0.000	2.000	(2.000)
TOTAL FOR LOC/DIV 08614 - ELECT CONST & MAINTENANCE:		**62.000**	**56.000**	**6.000**
Div/Loc: 08616 - ELECTRIC POWER PLANT				
086162212	ELECTRIC MATERIALS TECH II	1.000	0.000	1.000
086163608	INSTRUMENT & CONTROL TECH	3.000	2.000	1.000
086164957	OFFICE ASSISTANT II	1.000	0.000	1.000
086165600	POWER GENERATION SUPERINTENDEN	1.000	1.000	
086165591	POWER PLANT ENGINEER II	1.000	0.000	1.000
086165530	POWER PLANT OPS & MAINT SUPVS	2.000	2.000	
086165526	PWR PLNT MECHANIC	3.000	1.000	2.000
086165523	PWR PLNT OPERATOR/TECH II	8.000	7.000	1.000
086165555	SR POWER PLANT ENGINEER	1.000	1.000	
086167152	SR POWER PLANT OPERATOR/TECH	4.000	4.000	
086165590	POWER PLANT ENGINEER I	0.000	1.000	(1.000)
08616B207	ELECTRIC MATERIALS TECH I	0.000	1.000	(1.000)
08616B217	INSTRUMENT & CONTROL TECH	0.000	1.000	(1.000)
08616B232	POWER PLANT MECHANIC	0.000	1.000	(1.000)
08616B233	POWER PLANT OPERATOR TECH I	0.000	1.000	(1.000)
08616B490	OFFICE ASSISTANT II	0.000	1.000	(1.000)
TOTAL FOR LOC/DIV 08616 - ELECTRIC POWER PLANT:		**25.000**	**24.000**	**1.000**
Div/Loc: 08621 - POWER SUPPLY				
086210084	ADMIN TECHNICIAN	1.000	0.000	1.000
086210395	ASSISTANT ELECTRIC UTILITY DIR	1.000	1.000	
086211312	ELECTRIC BUSINESS ANALYST II	1.000	1.000	
086212316	ELECTRIC RESOURCES ANALYST II	5.000	2.000	3.000
086212216	ELECTRIC RISK AND COMP SUPV	1.000	0.000	1.000
086215535	POWER SUPPLY & PORTFOLIO ADMST	1.000	0.000	1.000
08621B738	ELECTRIC BUSINESS ANALYST I	0.000	1.000	(1.000)
08621B739	ELECTRIC BUSINESS ANALYST II	0.000	1.000	(1.000)
08621B804	POWER SUPPLY & PORTFOLIO ADMST	0.000	1.000	(1.000)
TOTAL FOR LOC/DIV 08621 - POWER SUPPLY:		**10.000**	**7.000**	**3.000**
Div/Loc: 08623 - RETAIL SRVCS-PUBLIC BENEFITS				
086231312	ELECTRIC BUSINESS ANALYST II	1.000	0.000	1.000
086236285	ELECTRIC CUSTOMR PROGRAMS SUPV	1.000	1.000	
086232466	ENERGY PROGRAM TECHNICIAN	4.000	3.000	1.000
086232501	ENERGY SERVICES ACCOUNT REP II	2.000	0.000	2.000
086234957	OFFICE ASSISTANT II	1.000	0.000	1.000
086237163	SR ENERGY SERVICES ACCOUNT REP	2.000	2.000	
086232500	ENERGY SERVICES ACCOUNT REP I	0.000	1.000	(1.000)

PCN	Position Title	Allocated FTE	Staffed FTE	(Over)/ Under Staffed Variance
08623B490	OFFICE ASSISTANT II	0.000	1.000	(1.000)
TOTAL FOR LOC/DIV 08623 - RETAIL SRVCS-PUBLIC BENEFITS:		**11.000**	**8.000**	**3.000**
TOTAL FOR DEPARTMENT 86 - ROSEVILLE ELECTRIC:		**153.000**	**134.675**	**18.325**
Department: 88	**DEVELOPMENT SERVICES**			
Div/Loc: 08200 - PLANNING				
082000900	ASSOC PLANNER	6.000	1.906	4.093
082005309	PLANNING MANAGER	1.000	1.000	
082007180	SR PLANNER	2.000	1.000	1.000
08200B405	ASSOC PLANNER	0.000	2.000	(2.000)
08200B407	ASST PLANNER	0.000	2.000	(2.000)
TOTAL FOR LOC/DIV 08200 - PLANNING:		**9.000**	**7.906**	**1.093**
Div/Loc: 08800 - DEV SVCS- ADMINISTRATION				
088000071	ADMINISTRATIVE ASSISTANT (C)	1.000	1.000	
088001676	DEVELOPMENT SERVICES DIRECTOR	1.000	1.000	
TOTAL FOR LOC/DIV 08800 - DEV SVCS- ADMINISTRATION:		**2.000**	**2.000**	
Div/Loc: 08801 - DEV SVCS- PERMIT CENTER				
088010050	ADMINISTRATIVE ANALYST II	1.000	1.000	
088010084	ADMINISTRATIVE TECHNICIAN	1.000	0.000	1.000
088011282	DEVELOPMENT SERVICES ANALYST	1.000	1.000	
088011695	DEVELOPMENT SERVICES MANAGER	1.000	0.000	1.000
088011280	DEVELOPMENT SVCS ADMINISTRATOR	1.000	1.000	
088013412	GIS ANALYST II	1.000	0.000	1.000
088012214	GIS TECHNICIAN II	1.000	0.000	1.000
088014957	OFFICE ASSISTANT II	2.000	1.000	1.000
088011501	PERMITS SUPERVISOR	1.000	0.000	1.000
088011281	SR DEVELOPMENT SERVICES ANALYS	1.000	1.000	
088013410	GIS ANALYST I	0.000	1.000	(1.000)
08801B489	OFFICE ASSISTANT I	0.000	1.000	(1.000)
08801B953	GIS TECHNICIAN I	0.000	1.000	(1.000)
TOTAL FOR LOC/DIV 08801 - DEV SVCS- PERMIT CENTER:		**11.000**	**8.000**	**3.000**
Div/Loc: 08810 - DEV SVCS- BUILDING INSPECTION				
088101017	BLDG INSPECTION SUPERVISOR	1.000	1.000	
088101019	BLDG INSPECTOR II	4.000	3.000	1.000
088101043	BLDG OFFICIAL	1.000	1.000	
088101047	BLDG PLANS EXAMINER II	4.000	1.000	3.000
088101368	CODE ENFORCEMENT SUPERVISOR	1.000	0.000	1.000
088101672	DEVELOPMENT TECHNICIAN II	2.000	1.000	1.000
088105245	PERMIT ANALYST	1.000	0.000	1.000
088105279	PERMIT TECHNICIAN II	4.000	0.000	4.000
088107117	SR BUILDING INSPECTOR	1.000	0.000	1.000
088107195	SR BUILDING PLANS EXAMINER	1.000	1.000	
088101502	SR PERMITS TECHNICIAN	1.000	0.000	1.000
088101501	PERMITS SUPERVISOR	0.000	1.000	(1.000)
088105277	PERMIT TECHNICIAN I	0.000	2.000	(2.000)
08810B408	BLDG INSPECTOR I	0.000	1.000	(1.000)
08810B412	BLDG PLANS EXAMINER I	0.000	1.000	(1.000)
08810B413	BLDG PLANS EXAMINER II	0.000	1.000	(1.000)
08810B434	DEVELOPMENT TECHNICIAN I	0.000	1.000	(1.000)
08810B494	PERMIT TECHNICIAN I	0.000	1.000	(1.000)

Position Allocation/Staffing Report
by Department and Location ("Division")

PCN	Position Title	Allocated FTE	Staffed FTE	(Over)/ Under Staffed Variance
TOTAL FOR LOC/DIV 08810 - DEV SVCS- BUILDING INSPECTION:		**21.000**	**16.000**	**5.000**
Div/Loc: 08815 - DEV SVCS- CODE ENFORCEMENT				
088151019	BLDG INSPECTOR II	2.000	1.000	1.000
088151369	CODE ENFORCEMENT INSPECTOR II	2.000	1.000	1.000
088151368	CODE ENFORCEMENT SUPERVISOR	0.000	1.000	(1.000)
08815B555	CODE ENFORCEMENT INSPECTOR II	0.000	1.000	(1.000)
TOTAL FOR LOC/DIV 08815 - DEV SVCS- CODE ENFORCEMENT:		**4.000**	**4.000**	
Div/Loc: 08820 - DEV SVCS- ENGINEERING				
088200820	ASSOC ENGINEER	3.000	2.000	1.000
088200338	ASST ENGINEER	3.000	2.000	1.000
088201248	CONSTRUCTION INSPECTION SUPV	1.000	1.000	
088201434	CONSTRUCTION INSPECTOR II	6.000	2.000	4.000
088201277	ENGINEERING MANAGER	1.000	1.000	
088201350	ENGINEERING TECHNICIAN II	1.000	1.000	
088203326	FINANCE TECHNICIAN II	1.000	0.000	1.000
088205514	PRINCIPAL ENGINEER	1.000	0.000	1.000
088207121	SR CONSTRUCTION INSPECTOR	2.000	1.000	1.000
088207142	SR ENGINEER	3.000	3.000	
088201432	CONSTRUCTION INSPECTOR I	0.000	1.000	(1.000)
08820B425	CONSTRUCTION INSPECTOR II	0.000	3.000	(3.000)
TOTAL FOR LOC/DIV 08820 - DEV SVCS- ENGINEERING:		**22.000**	**17.000**	**5.000**
TOTAL FOR DEPARTMENT 88 - DEVELOPMENT SERVICES:		**69.000**	**54.906**	**14.093**
	Grand Totals:	**1,162.725**	**1,046.268**	**116.456**

COUNCIL COMMUNICATION

CC #: 9869
File #: 0400-04-07-2

Title: Play Care Commercial Project Rezone
Contact: Kinarik Shallow 916-746-1309 kshallow@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 6.22.

RECOMMENDATION TO COUNCIL

ORDINANCE NO. 6066 OF THE COUNCIL OF THE CITY OF ROSEVILLE AMENDING ZONING ORDINANCE NO. 5428 OF THE CITY OF ROSEVILLE CHANGING THE ZONING OF CERTAIN REAL PROPERTY LOCATED WITHIN THE CITY OF ROSEVILLE, for second reading and adoption.

BACKGROUND

Not applicable.

FISCAL IMPACT

Not applicable.

ECONOMIC DEVELOPMENT / JOBS CREATED

Not applicable.

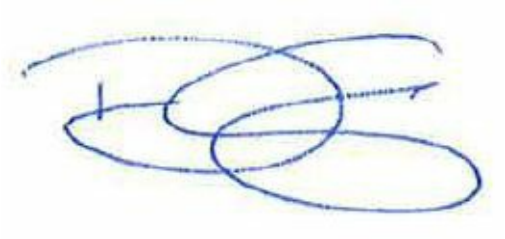
ENVIRONMENTAL REVIEW

Not applicable.

Respectfully Submitted,

Kinarik Shallow, Assistant Planner

Mike Isom, Development Services Director



Dominick Casey, City Manager

ATTACHMENTS:

Description

Ordinance No. 6066

Exhibit E

ORDINANCE NO. 6066

ORDINANCE OF THE COUNCIL OF THE CITY OF ROSEVILLE
AMENDING ZONING ORDINANCE NO. 5428 OF THE CITY OF ROSEVILLE
CHANGING THE ZONING OF CERTAIN REAL PROPERTY LOCATED
WITHIN THE CITY OF ROSEVILLE

THE CITY OF ROSEVILLE ORDAINS:

SECTION 1. That Section 19.60.020 of the Zoning Ordinance of the City of Roseville, Ordinance No. 5428, is amended to change the zoning of that portion of certain real property located on Parcel WW-71B and Parcel WW-71C of the North Roseville Specific Plan in the City of Roseville, as shown and so designated in Exhibit "E," attached and incorporated herein by reference, is hereby rezoned from Public/Quasi-Public (P/QP) to Community Commercial (CC) with a Special Area (SA) overlay.

SECTION 2. This ordinance shall be effective at the expiration of thirty (30) days from the date of adoption.

SECTION 3. The City Clerk is hereby directed to cause this ordinance to be published in full at least once within fourteen (14) days after it is adopted in a newspaper of general circulation in the City, or shall within fourteen (14) days after its adoption cause this ordinance to be posted in full in at least three (3) public places in the City and enter in the Ordinance Book a certificate stating the time and place of said publication by posting.

PASSED AND ADOPTED by the Council of the City of Roseville this ____ day of _____, 20__, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

4070 & 4100 BASELINE ROAD

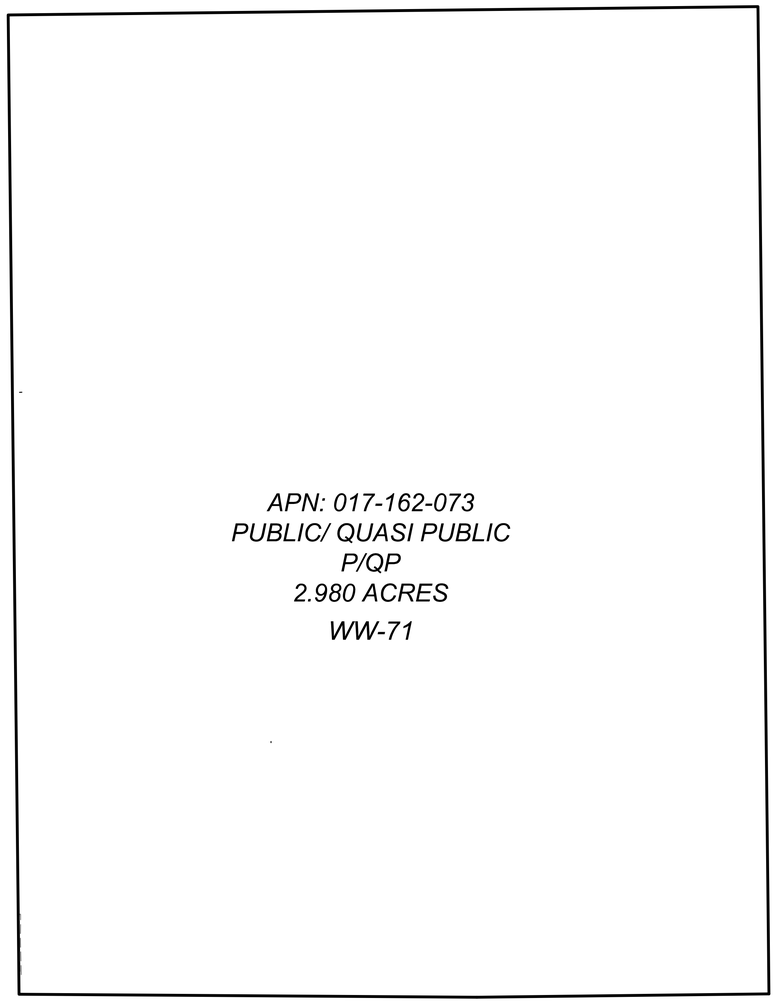
APN:017-162-073

REZONE

JUNE 15, 2018

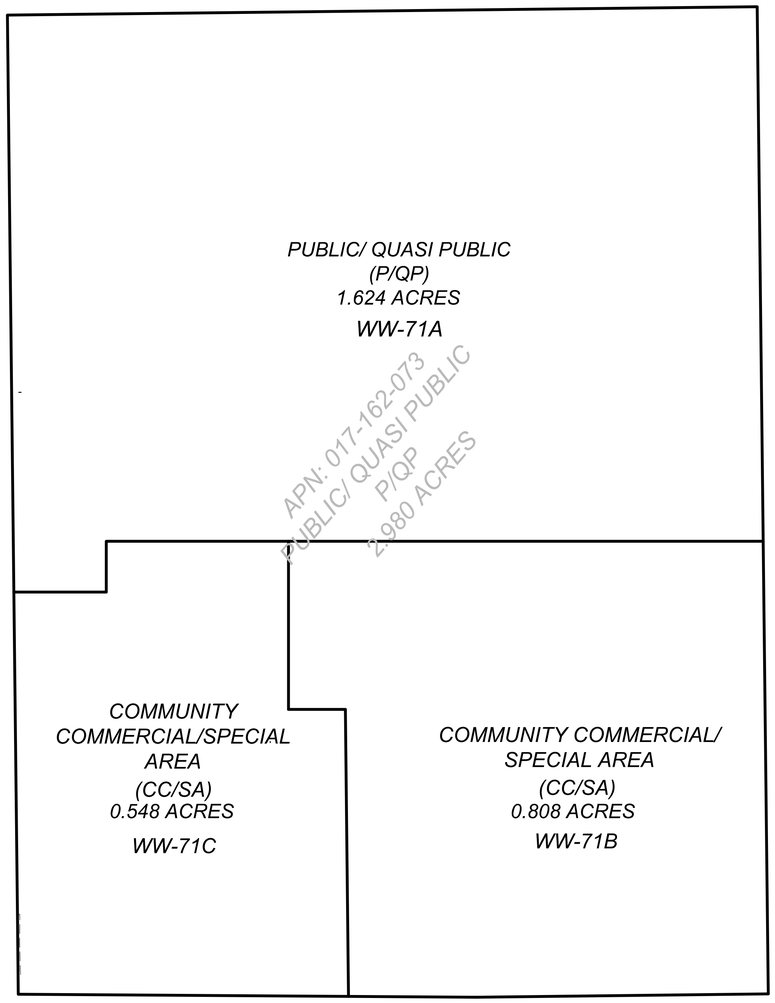
CC EXHIBIT E

EXISTING ZONING



BASELINE ROAD

PROPOSED ZONING



BASELINE ROAD

SITE ADDRESS

4080 & 4090 BASELINE ROAD
ROSEVILLE, CA 95747

OWNER:

BRIAN LEE
1608 AVONDALE DR.
ROSEVILLE, CA 95747
916-772-3675 OFFICE
916-215-3675 CELL
916-367-7539 FAX

ENGINEER & SURVEYOR

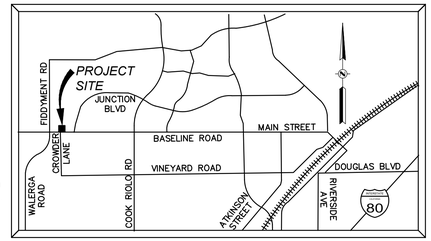
RFE ENGINEERING, INC.
2260 DOUGLAS BLVD., SUITE 160
ROSEVILLE, CA 95661
PH. (916) 772-7800

LOT SIZE:

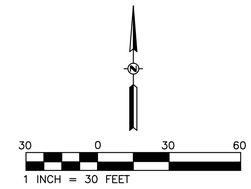
2.980 ACRES

APN:

072-162-073



VICINITY MAP
NOT TO SCALE



COUNCIL COMMUNICATION

CC #: 9870
File #: 0400-04-17-2

Title:	The Villages at Kit Carson Project Rezone
Contact:	Charity Gold 916-774-5247 cgold@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 6.23.

RECOMMENDATION TO COUNCIL

ORDINANCE NO. 6067 OF THE COUNCIL OF THE CITY OF ROSEVILLE AMENDING ZONING ORDINANCE NO. 5428 OF THE CITY OF ROSEVILLE CHANGING THE ZONING OF CERTAIN REAL PROPERTY LOCATED WITHIN THE CITY OF ROSEVILLE, for second reading and adoption.

BACKGROUND

Not applicable.

FISCAL IMPACT

Not applicable.

ECONOMIC DEVELOPMENT / JOBS CREATED

Not applicable.

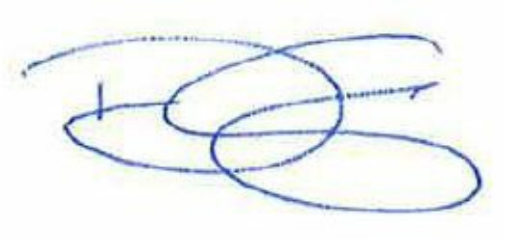
ENVIRONMENTAL REVIEW

Not applicable.

Respectfully Submitted,

Charity Gold, Associate Planner

Mike Isom, Development Services Director



Dominick Casey, City Manager

ATTACHMENTS:

Description

Ordinance No. 6067

Exhibit D

ORDINANCE NO. 6067

ORDINANCE OF THE COUNCIL OF THE CITY OF ROSEVILLE
AMENDING ZONING ORDINANCE NO. 5428 OF THE CITY OF ROSEVILLE
CHANGING THE ZONING OF CERTAIN REAL PROPERTY LOCATED
WITHIN THE CITY OF ROSEVILLE

THE CITY OF ROSEVILLE ORDAINS:

SECTION 1. Section 19.06.020 of the Zoning Ordinance of the City of Roseville, Ordinance No. 5428, is amended to change the zoning of that portion of certain real property within the City of Roseville known as Infill Parcel 239, as shown and so designated in Exhibit "D", which is attached hereto and incorporated herein by reference, from Single-Family Residential (R1) to Small Lot Residential (RS) with a Design Standards (DS) overlay, and Open Space (OS) with a Floodway (FW) overlay.

SECTION 2. Section 19.06.020 of the Zoning Ordinance of the City of Roseville, Ordinance No. 5428, is amended to change the zoning of that portion of certain real property within the City of Roseville known as Infill Parcel 55, as shown and so designated in Exhibit "D", which is attached hereto and incorporated herein by reference, from Two-Family Residential (R2) to Small Lot Residential (RS) with a Design Standards (DS) overlay, and Open Space (OS) with a Floodway (FW) overlay.

SECTION 3. This ordinance shall be effective at the expiration of thirty (30) days from the date of adoption.

SECTION 4. The City Clerk is hereby directed to cause this ordinance to be published in full at least once within fourteen (14) days after it is adopted in a newspaper of general circulation in the City, or shall within fourteen (14) days after its adoption cause this ordinance to be posted in full in at least three (3) public places in the City and enter in the Ordinance Book a certificate stating the time and place of said publication by posting.

PASSED AND ADOPTED by the Council of the City of Roseville this 6th day of March, 2019, by the following vote on roll call:

AYES COUNCILMEMBERS:

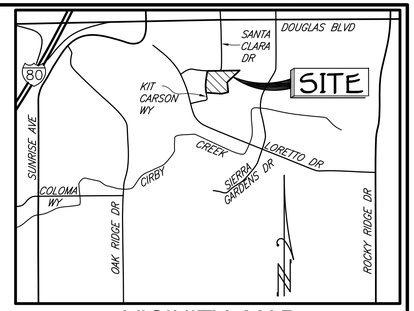
NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

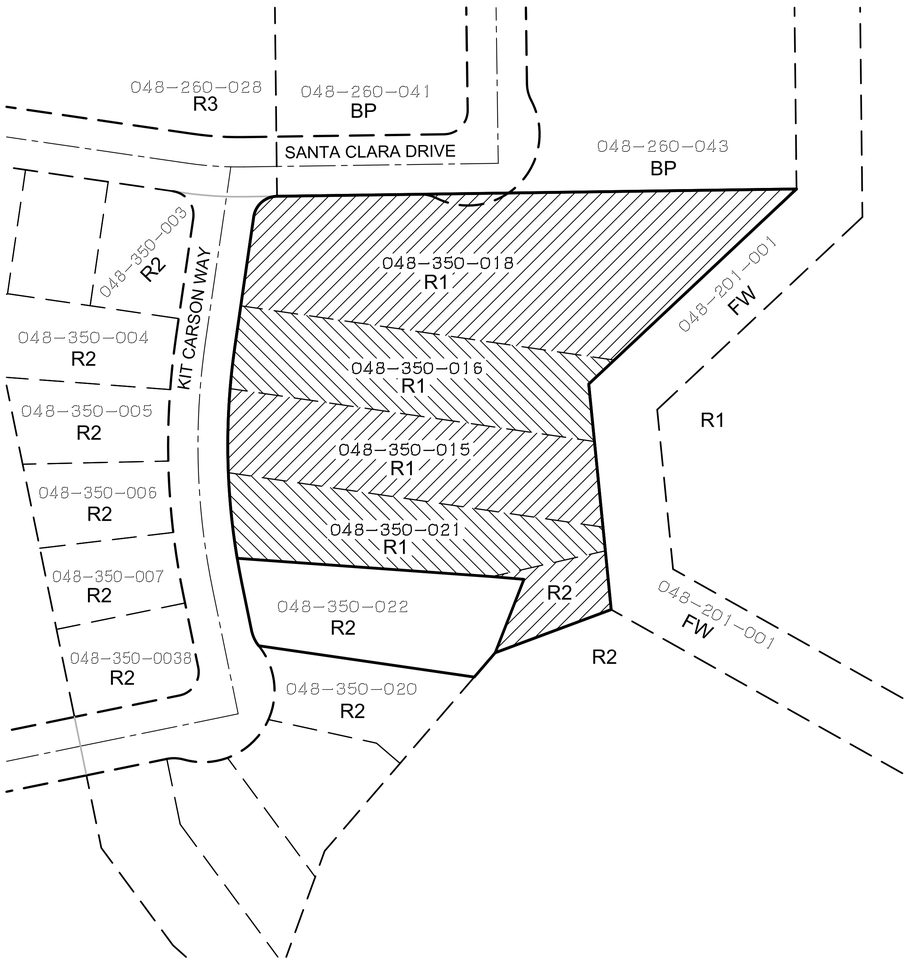
ATTEST:

_____
City Clerk

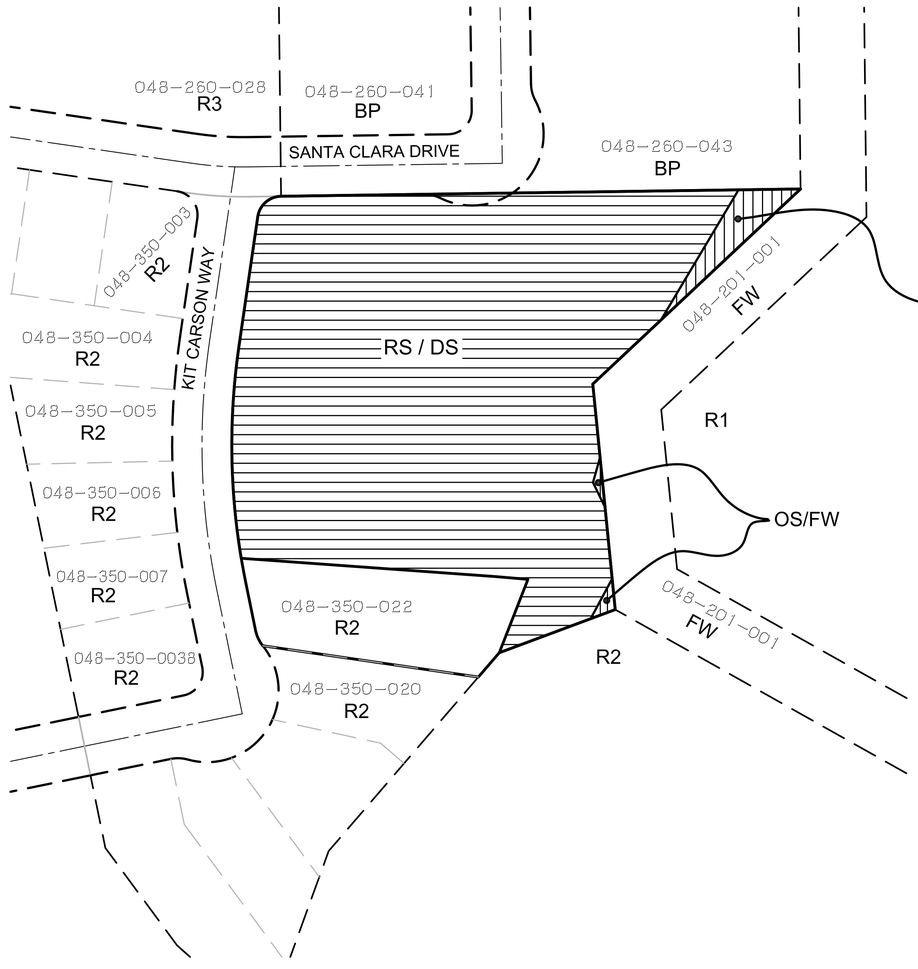


VICINITY MAP

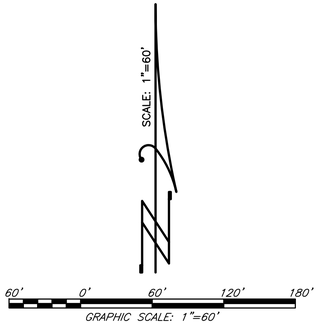
NO SCALE



EXISTING ZONING



PROPOSED ZONING



REZONE EXHIBIT

THE VILLAGES AT KIT CARSON
APN 048-350-015, 016, 018, 021, & 022
CITY OF ROSEVILLE, CALIFORNIA
DECEMBER 12, 2018

1804016-REZONE-EXHIBIT

S:\BWEG Jobs\2017 Jobs\17-09-035 Kit Carson Way Roseville\Planning\17090S-REZONE-EXH.dwg, Layout1, 12/12/2018 11:55:30 PM, Duane Rogers

COUNCIL COMMUNICATION

CC #: 9872
File #: 0600-02

Title: Out of State Travel Request - Police Memorial Week
Contact: Troy Bergstrom 916-774-5058 tbergstrom@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 6.24.

RECOMMENDATION TO COUNCIL

Staff recommends the City Council authorize out-of-state travel for the Police Department Honor Guard Team to attend the National Police Week Memorial in Washington DC from May 12-17, 2019.

BACKGROUND

National Police Memorial Week is held every year during May in Washington DC to honor fallen police officers. Departments from across the country send representatives to honor those officers lost during the year as well as to honor their own department members who are remembered at the National Memorial.

The Roseville Police Department Honor Guard has not attended Memorial Week in several years after attending for many years prior. This year, we are looking to attend and honor fallen officers, but more importantly to honor our own fallen, Officer Mark White, whose line of duty death is approaching its twenty-five year anniversary. Officer White's widow will be in attendance this year and part of the reason in attending is to provide an escort to her during memorial events.

This request is for seven department members to attend National Police Memorial Week from May 12 through May 17, 2019 to include one Police Captain, one Police Lieutenant, one Police Sergeant, and four Police Officers.

FISCAL IMPACT

Travel costs, except lodging, are being covered through a combination of private donations, donation from the Roseville Police Officer's Association, and attendee self-funding. Hotel expenses of approximately $3,960.00 are being covered by Police Department training funds already included in the department budget.

ECONOMIC DEVELOPMENT / JOBS CREATED

Not applicable to this out of state travel request.

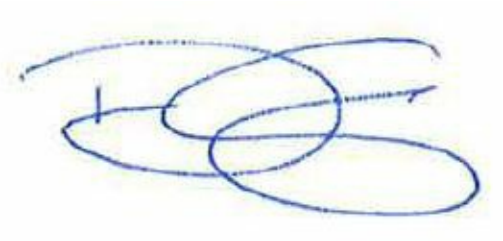
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment (CEQA Guidelines §15061(b)(3)). This request for out-of-state travel does not include the potential for a significant environmental effect, and therefore is not subject to CEQA.

Respectfully Submitted,

Troy Bergstrom, Police Captain

James Maccoun, Police Chief



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Dominick Casey, City Manager

COUNCIL COMMUNICATION

CC #: 9839
File #: 0704-01

Title: John L Sullivan Park (WB-51) - Master Plan Approval
Contact: Tara Gee 916-774-5253 tgee@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 6.25.

RECOMMENDATION TO COUNCIL

Approve the master plan for the WB-51 neighborhood park site in the Westbrook area of the Sierra Vista Specific Plan.

BACKGROUND

Location and Size

This 4.5 acre park site is located in the Westbrook area off of Summerfaire and Solaire Drives.

Public Outreach

Consistent with the standard public outreach program, two face to face neighborhood workshops were conducted on September 27 and October 29, 2018. At these workshops, the park planning process was explained, feedback on priorities regarding desired amenities was collected and a concept sketch was presented for comment. Meeting minutes can be found online.

A two week write in period began on December 7, 2018, and ended on December 21, 2018. An updated and colored design rendering was posted online and residents were invited to make comments. Eleven emails were received. Overall comments received were supportive of the design proposal. Comments included questions about the adjacent well site, which were fielded to the Environmental Utilities Department, water play, adding more basketball courts, adding a rose garden, and adding an off-leash dog park.

Design Considerations

Neighborhood parks are designed for a one-hour “stay and play” value and are located within a walk or bike ride from home. The type of recreation associated with neighborhood parks are generally informal and seek to balance neighborhood needs and city recreation needs. When building adjacent to homes, we seek to provide value while being “good neighbors”.

Budgets are also considered in the design process. Budgets are established during the specific plan phase through a park financing plan.

Master Plan Proposal

The master plan proposes a design that offers a “game theme” with a concrete foosball table, concrete corn hole game area, picnic tables with game table surfacing such as checkers and chess, a practice Frisbee golf goal, a shade structure over the tables, a half court for basketball, multi-use turf, and water-efficient landscaping. A perimeter walkway with three exercise pods is included. This park design meets the allocated budget of $950,000, which includes hard costs (construction) and soft costs (design, engineering, permits, project management, and inspection).

Schedule
Anticipated start of construction is Spring 2020.

FISCAL IMPACT

Park development fees have been collected through the Westbrook Neighborhood Park Fund. The funding source for maintenance is provided through the Westbrook Community Facilities District for Service. There will be no General Fund impact.

ECONOMIC DEVELOPMENT / JOBS CREATED

Based on Federal guidelines, there is one job created for every $92,000 in direct government spending. Based on that figure, 10 new jobs were created as a result of this project.

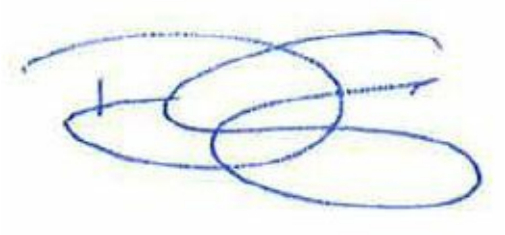
ENVIRONMENTAL REVIEW

Development of John L. Sullivan Park (WB-51) was originally evaluated in the Sierra Vista Specific Plan and EIR (May 2010) (SCH # 200832115) and then later in the Westbrook Amendment to the Sierra Vista Specific Plan (SPA) Mitigated Negative Declaration (June 2012) (SCH#200832115). Construction of Neighborhood Park WB-51 is found to be within the scope of the project covered by the Westbrook Amendment to the Sierra Vista Specific Plan. Because the Neighborhood Park WB-51 project was evaluated in the project level analysis of the Sierra Vista Specific Plan EIR and the Westbrook Amendment to the Sierra Vista Specific Plan (SPA) Mitigated Negative Declaration, no new effects would be expected to occur and all applicable mitigation measures from the applicable prior EIR and Mitigated Negative Declaration will be implemented during the design and construction of the proposed project. As such, no additional environmental documentation is required.

Respectfully Submitted,

Tara L. Gee, Park Planning & Development Superintendent

Dion Louthan, Parks, Recreation & Libraries Director



Dominick Casey, City Manager

ATTACHMENTS:

Description

WB-51 Park Site Plan

QUADRIGA
landscape architecture and planning, inc.
sacramento | santa rosa
916.441.2129 | www.quadriga-inc.com

LEGEND

- Turf Area
- Native Hydroseed Area
- Low Water Use Planting Area
- Concrete Paving
- Playground Surfacing (Engineered Wood Fiber)
- Decomposed Granite Paving
- Large Shade Tree within Lawn or Planting Area
- Large Shade Tree Planting Areas Only
- Medium Accent Tree

Master Plan

Park Site WB-51
Roseville, CA
December 5, 2018

Scale: 1" = 30'-0"

COUNCIL COMMUNICATION

CC #: 9836
File #: 0600-02

Title: Out of State Travel Request - Fire Department
Contact: Jason Rizzi 916-774-5802 jrizzi@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 6.26.

RECOMMENDATION TO COUNCIL

Staff recommends Council approval for out of state travel for one Fire Department staff member to attend the Government Social Media conference in Nashville, TN, in April 2019.

BACKGROUND

The Government Social Media Conference (GSMCON) is the only major social media conference for U.S. city, county and state governments. This conference is specifically designed to educate cities, counties, states and federal agencies on social media best practices, not only for day-to-day social media use but also best practices for emergency management social media use.

FISCAL IMPACT

Funding for travel, lodging, per diem and conference registration is estimated to be $2,500 and is included in the Fire Department's current fiscal year budget.

ECONOMIC DEVELOPMENT / JOBS CREATED

Not applicable.

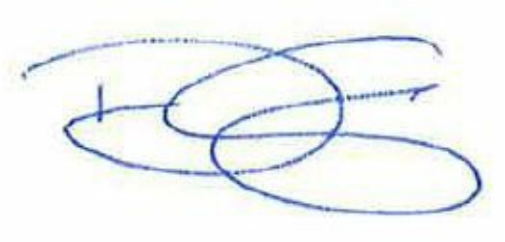
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical changes in the environment (CEQA Guidelines §15061(B)(3)). Approval of out of state travel does not include the potential for a significant environmental effect, and therefore is not subject to CEQA.

Respectfully Submitted,

Jason Rizzi, Division Chief

Rick Bartee, Fire Chief



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Dominick Casey, City Manager

COUNCIL COMMUNICATION

CC #: 9844
File #: 0600-02

Title: Out of State Travel Request - Fire Department
Contact: Greg James 916-774-5806 gjames@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 6.27.

RECOMMENDATION TO COUNCIL

Staff recommends Council approve out-of-state travel for a total of 3 Fire Department staff members to attend Union Pacific Railroad's Tank Car Safety and Emergency Response courses (April 15-19, 2019). The course is being at held at the Association of American Railroad's Security and Emergency Response Training Center (SERTC) near Pueblo, CO. This is an intensive manipulative course focused on emergency response to railroad incidents. Total cost to the department is approximately $6,000, which includes backfill costs and per diem. Funds for this training are available in the department's current fiscal year budget.

BACKGROUND

The Roseville Fire Department has a Type-1 Hazardous Materials team capable of responding to various Hazardous Materials rail incidents in Roseville and the surrounding area. Type 1 Hazardous Materials teams have the highest level of equipment and training, and are tasked with mitigating the most technical hazardous materials emergencies.

The City of Roseville is home to the largest rail switchyard west of the Mississippi. Large quantities of hazardous materials move safely through the heart of Roseville on a daily basis. Occasionally, there is an event that requires Roseville Fire's Hazmat team to respond and work collaboratively with Union Pacific to rapidly mitigate the emergency. The goal is to protect the citizens and businesses of the City of Roseville, and minimize disruption to business and commerce. Frequently, the most effective way of accomplishing these objectives is to perform a "field repair," stopping the emergency, and allowing the affected railcar to be offloaded or moved out of Roseville to a certified repair shop for complete repair and recertification. This class covers these advanced field repair techniques on full scale, state of the art props and damaged railcars. This is the Association of American Railroad's national training center, known as the Transportation Technology Center (TTCI), near Pueblo, Colorado. Information gained in this class will be brought back and shared with Roseville's Hazmat Team to improve our response to railroad hazardous material emergencies.

FISCAL IMPACT

The total cost to the department is approximately $6,000, which includes backfill costs for three fire department staff and per diem. Funds for this training are available in the department's current fiscal year budget. Union Pacific Railroad is paying for the tuition, travel, and lodging for City staff to attend, estimated at $10,500.

ECONOMIC DEVELOPMENT / JOBS CREATED

N/A

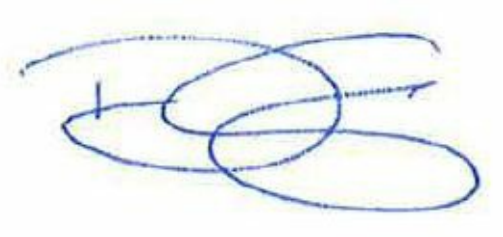
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment (CEQA Guidelines §15061(b)(3)). The out-of-state travel request does not include the potential for a significant environmental effect, and therefore is not subject to CEQA.

Respectfully Submitted,

Greg James, Assistant Chief - Operations

Rick Bartee, Fire Chief



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Dominick Casey, City Manager

COUNCIL COMMUNICATION

CC #: 9837
File #: 0201

Title: Fiscal Year 2018-19 Second Quarter Report
Contact: Scott Pettingell 916-746-1306 spettingell@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 6.28.

RECOMMENDATION TO COUNCIL

This is an informational item and requires no Council action.

BACKGROUND

This report summarizes the City's financial position through the Second Quarter of FY2018-19 for (1) the General Fund, (2) the enterprise operating funds, and (3) revenues in other selected funds.

FISCAL IMPACT

This item is a financial update only and has no fiscal impact.

ECONOMIC DEVELOPMENT / JOBS CREATED

This item is not connected to any new job creation.

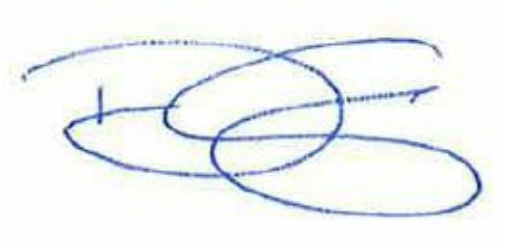
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical changes in the environment (CEQA Guidelines §15061(B)(3)). A fiscal report presentation does not include the potential for a significant environmental effect, and therefore is not subject to CEQA.

Respectfully Submitted,

Scott Pettingell, Budget Manager

Dennis Kauffman, Chief Financial Officer



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Dominick Casey, City Manager

ATTACHMENTS:

Description

Second Quarter Report

Second Quarter Report
Fiscal Year 2018-19

CITY OF ROSEVILLE
CALIFORNIA

Second Quarter Report
Fiscal Year 2018-19

Introduction

This financial report provides an overview of the City's financial position through the second quarter of fiscal year (FY) 2018-19 (July 1, 2018, through December 31, 2018) for (1) the General Fund, (2) the major enterprise operating funds, and (3) revenues in other selected funds. Notable cumulative second quarter to second quarter and budget to actual comparisons are included in this report.

The following factors should be taken into considerations when analyzing second quarter data:

- Property tax revenue has not yet been received (expected in mid-January and mid-May).
- Some significant costs are incurred up front (for example, CalPERS payments and some contracts) with variances smoothing out over the fiscal year.

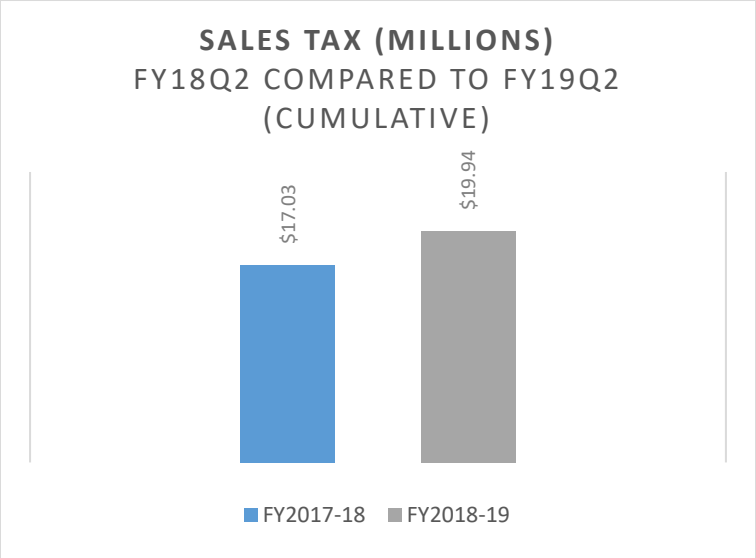
General Fund: Operating Revenues

The following table includes cumulative revenue comparisons through the first two quarters of FY2017-18 and FY2018-19 and a revenue budget to actual comparison for FY2018-19.

	Cumulative second quarter actual comparison (July 1 – December 31)				Budget to actual comparison	
	FY2017-18	FY2018-19	$ Variance	% Variance	FY2018-19 Amended Budget	% of budget
Sales Tax	$17,025,916	$19,940,804	$2,914,888	17.1%	$56,947,700	35.02%
Property Tax	708,515	765,112	$56,597	8.0%	44,725,920	1.71%
Parks, Recreation & Libraries Programs	1,984,893	2,071,015	$86,122	4.3%	4,053,321	51.09%
Building Permits	1,294,342	1,079,789	($214,553)	-16.6%	2,216,300	48.72%
Plan Check Fees	1,130,160	938,386	($191,774)	-17.0%	2,006,822	46.76%
Engineering Inspection Fees	83,173	32,551	($50,622)	-60.9%	171,880	18.94%
Grants	69,067	35,105	($33,962)	-49.2%	265,112	13.24%
Other Revenue	6,368,867	7,343,974	$975,107	15.3%	17,404,677	42.20%
Total:	**$28,664,933**	**$32,206,736**	**$3,541,803**	**12.4%**	**$127,791,732**	**25.20%**

General Fund operating revenues through the second quarter are $3.5 million, or 12 percent above the same period in FY2017-18. Although revenues are only at 25 percent of the budget through the second quarter of the current year, this is primarily due to the timing associated with receiving some of the larger revenues sources. For instance, property tax is the second largest General Fund revenue source, but the majority of this funding is received in the third and fourth quarters of the fiscal year. The following is an explanation of the notable variances:

- Sales tax revenues exceeded last year's cumulative second quarter by 17 percent or $2.9 million. Approximately $0.8 million of this increase is due to a delay in processing state-wide tax remittances caused by the implementation of a new software system at the California Department of Tax Fee Administration. These one-time revenues were not included in the FY2018-19 budget because the City was not made aware of the delay until after budget adoption. The remaining balance of $2.1 million is attributed to growth in sales tax revenues as compared to the prior year.



Based on the latest sales tax forecast and accounting for the $0.8 million in prior year revenues, sales tax is trending to end year approximately $600,000 below the FY2018-19 budget estimates at $56.4 million. Without the $0.8 million in prior year revenues, sales tax revenues would come in $1.4 million under budget. Staff is continuing to monitor this revenue stream and will provide the City Council an update in the Third Quarter Report.

- Building permit revenues, plan check fees, and engineering inspection fees all decreased due to slower development activity as compared to the same period of FY2017-18.

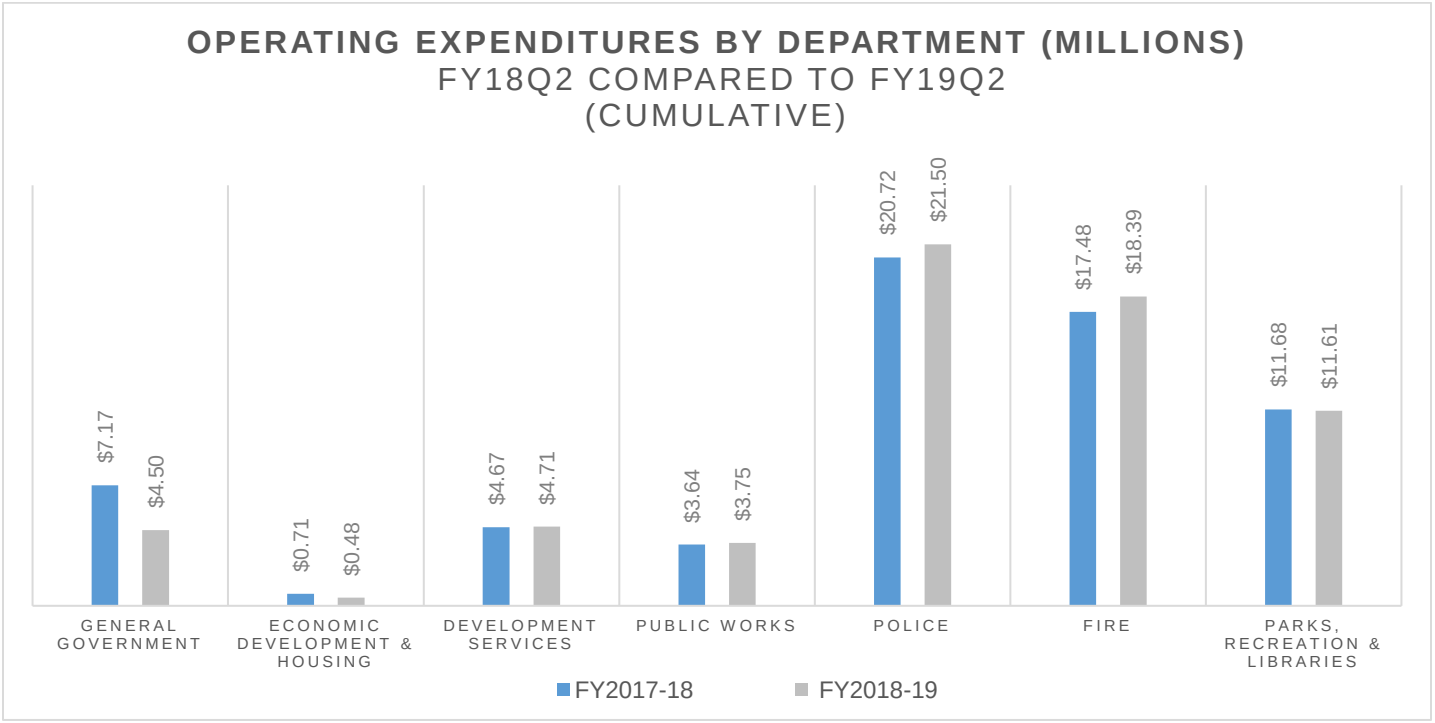
- Other revenues increased by 15 percent or $975,000. The major factors contributing to this variance include increased hotel/motel room tax revenues, reimbursements from the State for fire strike team, and development reimbursement activity.

General Fund: Department Operating Expenditures

The following table includes cumulative second quarter actual expenditure comparisons for FY2017-18 and FY2018-19 and an expenditure budget to actual comparison for FY2018-19.

	Cumulative second quarter actual comparison (July 1 – December 31)				Budget to actual comparison	
	FY2017-18	FY2018-19	$ Variance	% Variance	FY2018-19 Amended Budget	% of budget
General Government	$7,165,450	$4,503,366	($2,662,084)	-37.2%	$9,432,288	47.7%
Economic Development & Housing	712,931	478,332	($234,599)	-32.9%	814,076	58.8%
Development Services	4,672,171	4,709,615	$37,444	0.8%	9,764,757	48.2%
Public Works	3,636,463	3,745,626	$109,163	3.0%	6,962,700	53.8%
Police	20,717,907	21,496,271	$778,364	3.8%	41,730,678	51.5%
Fire	17,478,979	18,385,742	$906,763	5.2%	32,183,349	57.1%
Parks, Recreation & Libraries	11,677,042	11,605,402	($71,640)	-0.6%	23,119,776	50.2%
Total:	**$66,060,943**	**$64,924,354**	**($1,136,589)**	**-1.7%**	**$124,007,624**	**52.4%**

Overall, cumulative second quarter General Fund expenditures are within 2 percent of the previous year. General Government (which includes Human Resources, Finance, City Clerk, etc.) and Economic Development & Housing saw significant decreases in expenditures because reimbursements associated with the citywide cost allocation plan were recorded as a transfer in the prior year. Spending in all of the remaining General Fund Departments was similar to the prior year quarter.



Through the first six months, as compared to budget, General Fund expenditures are tracking as expected at 52 percent of the budget. The slightly higher rate of spending (52 percent versus 50 percent of the year elapsed) is primarily due to upfront contributions to CalPERS. The following is an explanation of the department specific variances through the second quarter as compared to the prior year.

- Economic Development & Housing expenditures are tracking higher than average at 59 percent primarily due to the upfront payment of CalPERS and annual membership contributions to economic development organizations. Another contributing factor is the ongoing re-alignment of the housing rehabilitation budget from the miscellaneous revenue fund (299) to the General Fund. Once the budget re-alignment is completed, the Department anticipates having adequate appropriations available to finish the year on budget.

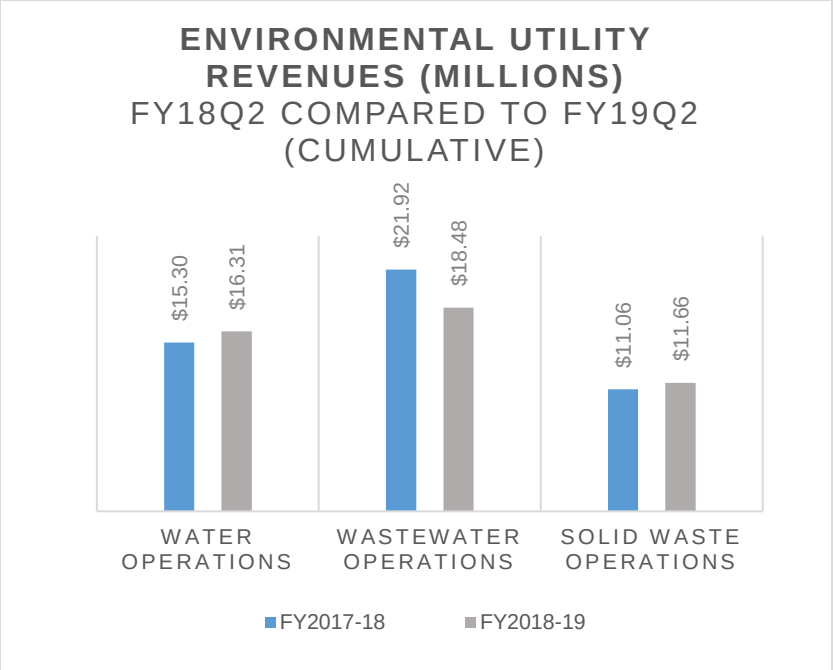
- Fire Department expenditures are tracking at 57 percent of the budget, due to the upfront payment of CalPERS, maintenance of the four firefighter response standard despite reducing the standard to three firefighters in the budget and a large turnout (fire protection suite) order. The Department anticipates offsetting a portion of this cost with salary savings through the remainder of the year. Staff will continue to monitor this budget and will utilize General Fund contingency funds to cover any overages.

Enterprise Funds: Operating Revenue

The table below includes cumulative second quarter actual revenue comparisons for FY2017-18 and FY2018-19 and a revenue budget to actual comparison for FY2018-19 for the Enterprise Funds.

	Cumulative second quarter actual comparison (July 1 – December 31)				Budget to actual comparison	
	FY2017-18	FY2018-19	$ Variance	% Variance	FY2018-19 Amended Budget	% of budget
Electric Operations	$84,499,137	$82,565,477	($1,933,660)	-2.3%	$164,273,925	50.3%
Water Operations	15,300,370	16,312,691	$1,012,321	6.6%	30,440,666	53.6%
Wastewater Operations	21,923,365	18,478,193	($3,445,172)	-15.7%	38,394,809	48.1%
Solid Waste Operations	11,057,739	11,655,266	$597,527	5.4%	23,270,158	50.1%
Transit	553,963	483,850	($70,113)	-12.7%	10,918,918	4.4%
Transportation	32,033	2,112	($29,921)	-93.4%	2,089,055	0.1%
Youth Development	3,511,346	3,542,130	$30,784	0.9%	6,780,998	52.2%

The $1.9 million or 2.3 percent reduction in Electric revenues through the second quarter is primarily due to the milder summer temperatures, reducing customer energy usage.



Water and Solid Waste revenues increased compared to the second quarter of last year due to rate increases of 7 percent and 2 percent respectively as well as increased utility sales. Wastewater revenues decreased by $3.4 million or 16 percent due to timing associated with receiving wastewater reimbursements from the South Placer Municipal Utility District and County of Placer. The Department anticipates that these reimbursements will be received during the third and fourth quarters.

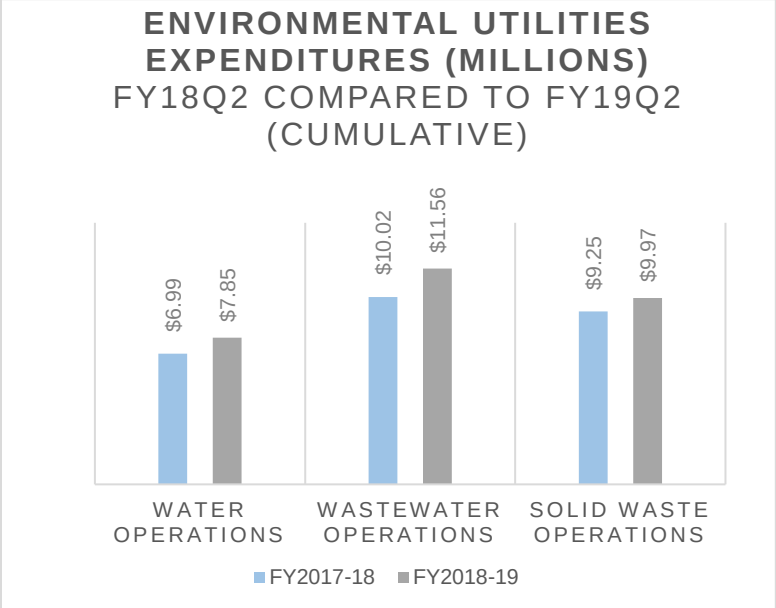
Overall, Enterprise Fund revenues as compared to the budget are on target. Larger budget to actual variances in the Transit and Transportation enterprise funds are due to the timing associated with their primary revenue streams as a majority of their funding is realized in the last two quarters of the fiscal year.

Enterprise Funds: Operating Expenditures

The following table includes cumulative second quarter actual expenditure comparisons for FY2017-18 and FY2018-19 and an expenditure budget to actual comparison for FY2018-19.

	Cumulative second quarter actual comparison (July 1 – December 31)				Budget to actual comparison	
	FY2017-18	FY2018-19	$ Variance	% Variance	FY2018-19 Amended Budget	% of budget
Electric Operations	$51,823,041	$48,773,864	($3,049,177)	-5.9%	$120,811,075	40.4%
Water Operations	6,988,295	7,850,685	$862,390	12.3%	23,590,695	33.3%
Wastewater Operations	10,018,572	11,558,088	$1,539,516	15.4%	29,630,897	39.0%
Solid Waste Operations	9,250,687	9,974,235	$723,548	7.8%	24,961,391	40.0%
Transit	2,458,091	2,578,730	$120,639	4.9%	6,738,106	38.3%
Transportation	432,292	494,105	$61,813	14.3%	1,428,071	34.6%
Youth Development	3,056,512	3,167,752	$111,240	3.6%	6,537,217	48.5%

All of the enterprise funds experienced increased expenditures through the second quarter because charges associated with the cost allocation plan were recorded as a transfer in the prior year. In the Electric Fund, this increase was offset by lower purchased power market prices and reduced customer energy usage resulting in a 6 percent decrease in expenditures as compared to the prior year.



In addition to the cost allocation plan change, Water, Wastewater and Solid Waste expenses increased because budgeted transfers for the Utility Exploration Center, Environmental Utilities administration and outreach, and utility billing are being changed to reimbursed expenditures.

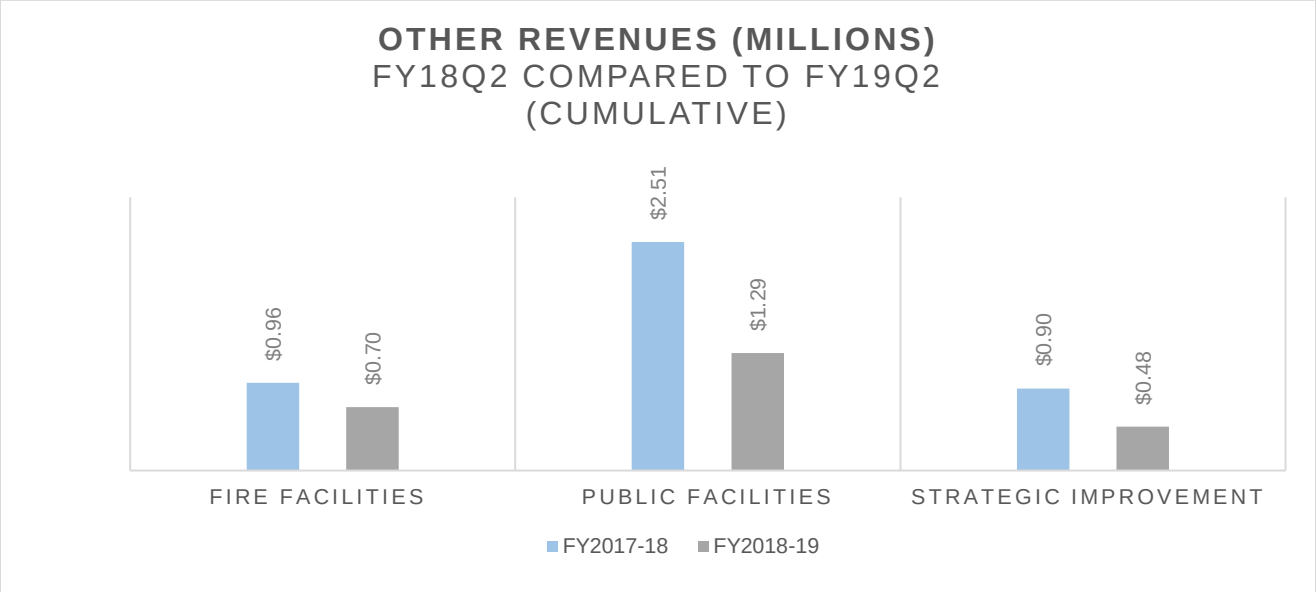
Overall, all of the Enterprise Funds are tracking to end the year on or under budget.

Other Revenue

The table below shows revenues in the Fire Facilities Fund, Public Facilities Fund, and Strategic Improvement Fund through the first six months of FY2018-19. The second quarter improved over the first quarter (First quarter actual comparison: Fire Facilities: -28.3 percent; Public Facilities: -63.3 percent; and Strategic Improvement: -58.8 percent) but continued to trend lower than FY2017-18. Staff attributes these reductions to less development activity as compared to the same period of the previous fiscal year.

Overall, the Fire Facilities and Strategic Improvement funds are tracking to come in on budget. The Public Facilities Fund is trending to come in under budget by approximately 4%. All three of these funds are following relatively close to budget, despite less revenue as compared to the previous year quarter, because the City has historically taken a conservative approach when budgeting these revenues because of the volatile nature of development.

	Cumulative second quarter actual comparison (July 1 – December 31)				Budget to actual comparison	
	FY2017-18	FY2018-19	$ Variance	% Variance	FY2018-19 Amended Budget	% of budget
Fire Facilities	$963,261	$696,513	($266,748)	-27.7%	$1,388,251	50.2%
Public Facilities	2,510,156	1,288,652	($1,221,504)	-48.7%	2,828,181	45.6%
Strategic Improvement	901,798	481,105	($420,693)	-46.7%	962,784	50.0%



Conclusion

Except for identified variances, expenditures and revenues are tracking as expected. Staff will continue to monitor these variances and come back to City Council later in the spring with the FY2018-19 Third Quarter Report.

COUNCIL COMMUNICATION

CC #: 9842
File #: 0103-32-02

Title: State and Federal Legislative Platform 2019
Contact: Mark Wolinski 916-774-5179 mwolinski@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 6.29.

RECOMMENDATION TO COUNCIL

Adopt the attached Legislative Platform, which includes a set of priorities, legislative principles and platforms to guide the City's State and Federal legislative and judicial advocacy programs through 2019. (Attachment A)

BACKGROUND

The City's Legislative Platform is the result of the City Council's articulation of its goals and priorities during legislative updates and the City Council's Legislative Platform Workshop held February 20, 2019. The Legislative Platform conveys the Council's positions on issues that are currently, or are anticipated to be, the focus of future legislation and regulation at the state and federal levels.

Council's adoption of this platform authorizes the City's active participation to influence State and Federal decision-making on legislative, administrative, regulatory and funding issues and to support judicial advocacy consistent with the City's priorities. Using this document as a guide, the City will adopt positions on specific legislation, regulations and budget proposals, and respond to requests for amicus curiae support when the outcome of a pending lawsuit is likely to significantly affect a priority concern of the City. The Mayor will sign letters based on the City's identified interests; the Mayor and other Council Members will advance City interests through individual and regional advocacy efforts; and the Mayor will act on requests from the City Attorney to join in friend-of-the-court briefs.

Staff recommends that the Legislative Platform be updated annually to be responsive to changes to the state and federal legislative and regulatory environments and to reflect the interests unique to Roseville and the region, and the interests that Roseville may have in common with cities throughout the State.

Effective Platform Implementation
An assortment of internal and external resources is used to effectively administer the City's

legislative platform, they include:
• The City Council Law and Regulation Committee. This is a standing, advisory committee of the City Council with review and recommendation authority. The Committee provides a forum to introduce, discuss and more thoroughly analyze selected proposed State and Federal legislation, policies and regulations that have the potential to impact City departments, the community and the region.
• Staff works collaboratively with our lobbyists to understand and develop strategies for influencing legislation. The City's federal lobbyist helps identify funding resources for departmental projects and will review grant applications before they are submitted.
• Staff interacts and participates with industry and regional organizations such as the League of California Cities, Sacramento Area Council of Governments, North State Water Alliance, Northern California Power Agency, California Municipal Utilities Association and the Roseville Chamber of Commerce.
• Staff works with staff from each department on legislation, regulations, and project funding opportunities that are important to their departments. During the course of the legislative year staff monitors introduced legislation, develops priority lists of legislation for each department and makes recommendations on letters of support/opposition as the bills progress through the legislative process.
• Government relations staff works closely with the staff of the City's State and Federal representatives to ensure the City's position on legislation is clearly understood by Roseville's representatives. The development of this relationship and exchange of information with the City's representatives is an effort that continues throughout the entire year.

Working collaboratively with the Council's Law and Regulation Committee and the City's internal and external partners ensures that the City's advocacy strategy has the greatest ability to influence legislation and policies that are crucial to the City. The City has successfully demonstrated the ability to work with this process and to develop coalitions that take positions on legislation in a manner that is beneficial and supportive of the adopted platform.

Platform Modifications

Modifications were made throughout the 2019 platform to ensure the City is well positioned to effectively advocate for or against legislation, policies and regulations introduced during the 2019 legislative and congressional sessions. These modifications were reviewed and discussed with the City Council during the Council's February Legislative Platform workshop. All additions/edits that were provided for Council's review at the Legislative Platform workshop have been incorporated into the 2019 Legislative and Regulatory Platform for State and Federal Advocacy.

FISCAL IMPACT

The costs to implement the legislative advocacy program are included in the City's approved budget. The Legislative Platform has no direct fiscal impact to the City's budget; the platform provides policy direction only.

ECONOMIC DEVELOPMENT / JOBS CREATED

The activities detained in this report will not result in job development or creation.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment (CEQA Guidelines §15061(b)(3)). The action of reviewing proposed CEQA legislation does not include the potential for a significant environmental effect, therefore is not subject to CEQA.

Respectfully Submitted,

Mark Wolinski, Government Relations Administrator

Megan MacPherson, Public Affairs and Communications Director

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Dominick Casey, City Manager

ATTACHMENTS:

Description

Attachment A - 2019 State and Federal Legislative Platform

City of Roseville

2019 Legislative and Regulatory Platform for State and Federal Advocacy

CITY OF ROSEVILLE CALIFORNIA

Roseville City Council

Back row from left: Scott Alvord, Mayor John B. Allard II, Bruce Houdesheldt
Front row from left: Vice Mayor Krista Bernasconi, Pauline Roccucci

Roseville City Council Goals 2019

Public Safety

Fiscal Responsibility

Economic Development

Sound and Stable Utilities

A Great Downtown

Infrastructure

Legislative Advocacy

Civic Engagement

Core Neighborhoods

Regional Engagement

Culturally Rich Community

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- Community Development Goal 9
- Public Safety Goal 11
- Economic Development Goal 12
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Background

The positions defined within this legislative and regulatory platform reflect the City Council's goals and priorities as well as its position on issues that are currently, or are anticipated to be, the focus of future legislation and regulation at the state and federal levels. Council's adoption of this platform authorizes the City's active participation to influence state and federal decision-making on legislative, administrative, regulatory and funding issues and to support judicial advocacy consistent with the City's priorities.

Using this document as a guide, the City will adopt positions on specific legislation, regulations and budget proposals, and respond to requests for amicus curiae support when the outcome of a pending lawsuit is likely to significantly affect a City priority. The Mayor will sign letters of support or opposition based on the City's identified interests, the Mayor and other Council Members will advance City interests through individual and regional advocacy efforts, and the Mayor will act on requests from the City Attorney to join in friend-of-the-court briefs.

Staff recommends that the Legislative and Regulatory Platform be updated annually to be responsive to changes to the state and federal legislative and regulatory environments and to reflect the interests unique to Roseville and interests that may also be common to cities throughout the state.

Strategies for Effective Platform Implementation

- City staff works collaboratively with our federal and state lobbyists to understand and develop strategies to influence legislation. The City's federal lobbyist also works closely with staff to help identify funding resources for projects and reviews grant applications before they are submitted. Staff will scrutinize grant requirements for matching funds, environmental review, or for new requirements required to ensure they have a reasonable correlation to the value of the funding and the benefit being derived from the grant.
- City staff participates in organizations such as The League of California Cities, Sacramento Area Council of Governments (SACOG), Sacramento Metropolitan Chamber of Commerce, North State Water Alliance, Northern California Power Agency (NCPA), California Municipal Utilities Association (CMUA), Municipal Information Systems Association of California (MISAC), California Association of Sanitation Agencies (CASA), National Association of Clean Water Agencies (NACWA), Association of California Water Agencies (ACWA) and the Roseville Area Chamber of Commerce to advocate on issues that are important to the City. This allows the City to have a stronger voice and a greater potential to influence key policy and legislative matters.
- Government relations staff works with staff from each department to develop awareness of and understanding of legislation, regulations, and project funding opportunities. During the course of the legislative year, staff monitors legislation, develops priority lists of legislation for each department, and makes recommendations on letters of support or opposition as bills progress through the legislative process.
- Government relations staff strategizes and coordinates with other jurisdictions, special districts and organizations on key issues of common interest to ensure a stronger voice on legislation, regulatory and policy matters.
- City advocacy letters are signed by the Mayor. In the event the Mayor is not available to sign an advocacy letter, the responsibility will reside with the Vice-Mayor.
- Government relations staff works closely with state and federal legislative staff to ensure the City's position on legislation and critical concerns is clearly understood by Roseville's elected representatives. The development of this relationship and exchange of information with the City's representatives continues throughout the year.
- Proposed City advocacy positions on bills that would result in the issuance of or a vote for a new state bond will be brought to the full Council for its consideration and direction.

Working collaboratively with the Council's Law and Regulation Committee and the City's internal and external partners ensures that the City has the greatest ability to influence legislation and policies that are important to the City. The City has successfully used this process of proactive advocacy and coalition development to take positions on legislation to effectively advance the legislative platform.

Funding Opportunities

To develop outside state and federal funding opportunities for Roseville projects and programs.

We take the following approach to accomplish this:

1. Develop relationships and funding opportunities by actively promoting Roseville projects that provide a mutual benefit for our funding partners.

Federal Funding Requests

Projects (not in order of priority):

1. Emerging energy- and water-use efficiency technologies
2. Recycled water system
3. Water supply reliability improvements such as increased conjunctive use capacity, diversification of water supplies as it pertains to implementation of the Roseville Groundwater Strategic Plan, and recommended in other long-range resource planning documents
4. Expansion of wastewater digestion capacity to handle organics recycling and generate renewable energy
5. Washington Andora widening project
6. Cybersecurity technology and IT infrastructure improvements needed to comply with federal mandated regulations and laws

Initiatives: Promoting economic stimulus and infrastructure investment

a. Projects that provide jobs especially in the areas of energy, water, transportation, public safety and community development.

b. Assistance for business expansion and formation.

Priorities For 2019

Citywide Legislative Principles

1. The City of Roseville believes in local control and the ability of the City Council to make decisions that address the needs of residents and businesses within its jurisdiction. In general, the City of Roseville will oppose legislation that erodes local control and will support legislation that increases local control.
2. The City of Roseville also believes in fiscal responsibility and requires financial flexibility to carry out its mission and objectives for the community. The City will oppose legislation that hinders financial flexibility and will support legislation that encourages financial flexibility.
3. Oppose legislation that requires the City to provide a service or benefit without appropriate and full funding.
4. Oppose legislation that would negatively impact City revenues including but not limited to sales tax, property tax, other General Fund revenues and enterprise fund revenues.
5. Support legislation that protects and maintains City sales tax revenue and oppose legislation that erodes this revenue. Any advocacy on sales tax legislation beyond these guidelines will be brought to the full Council for consideration and direction.
6. Support sponsoring or co-sponsoring legislation that effectively meets the objectives of the City's legislative principles and platform.
7. Support legislation and provide leadership in crafting a regional vision and agenda that seizes on regional assets and reinforces the value and versatility of regionalism to address complex regional issues including transportation, economic development, education, land use policy, environmental concerns, and intraregional inequities in housing and education.

City's Federal and State Legislative Platform

1. Oppose state and federal actions that produce incompatible consequences and/or have an adverse impact on the City's ability to comply with state and federal regulations and/or legislation. The City will inform the community when these situations occur.
2. Support legislation that would further the stated missions of the City's departments and oppose legislation that would impede the ability of each department to effectively meet its operational objectives.
3. Support legislation and regulations that protect City investments in infrastructure and other projects and enhances financial sustainability of City assets.
4. Support legislation and policies that protect our residents and businesses from inconsistent, unnecessary and costly regulations and guidance, mitigation requirements, and permitting mandates
5. Oppose legislation and regulations that would adversely affect or divert City revenues to the state or any other entity.
6. Support legislation that would require the state or federal governments to pay for mandates that are unfunded.
7. Oppose legislation that would impose significant compliance costs to the City and where a public benefit has not been identified to justify the costs.

8. Oppose legislation that would eliminate or curtail local control over City owned property, physical assets and infrastructure.

Administrative Services Goal:

To protect the ability of the City to make decisions unencumbered by onerous policies and regulations that are costly and/or restrictive in how they must be implemented regarding areas of finance, human resources, city clerk, information technology and purchasing; to ensure the City's positions regarding pension reform are clearly articulated by providing input and expertise in response to future legislative efforts.

We take the following approaches to accomplish this:

Administrative Services Platform

1. Support legislation and measures that protect the City's rights in the collective bargaining process.
2. Support legislation, policies and regulations that simplify the administration of public records, election code and Brown Act provisions.
3. Oppose legislation that diminishes enacted workers' compensation reforms and cost controls.
4. Support efforts that engage and include local government in future pension reform discussions and legislation.
5. Oppose legislation and regulations that place new environmental requirements on local agencies that would inhibit the City's ability to fulfill its mission and are not accompanied by funding necessary for implementation.
6. Support legislation, policies and regulations that simplify public procurement and contracting.
7. Oppose legislation that restricts or diminishes the City's ability to procure goods and services efficiently and effectively.
8. Oppose legislation that alters the tax treatment of municipal bonds such as proposals that would cap or eliminate the current tax-exempt status.
9. Support reasonable and common-sense legislation and regulations that clarify conflict-of-interest rules.
10. Support legislation and policies that encourage streamlining of business processes for responding to open records requests and that provide funding for these activities.
11. Support legislation that includes operational expenses as an acceptable use of public, educational, government access (PEG) funds collected from cable-franchise agreements per the Federal Communications Commission for government-access stations.

Information Technology Platform

1. Support legislation and regulations that ensure emergency communication capabilities and interoperability for information technology and public safety departments and agencies.
2. Support legislation that promotes and provides funding for increased ability to manage technology, assistance in adhering to regulatory compliance requirements and reducing the risk of cyber-attacks.

3. Oppose legislation that would require public agencies to share information in public settings that could be used by groups or individuals with malicious intent to compromise the systems, services or private information of public employees or citizens.
4. Support legislation for cost-effective environmental technology initiatives.
5. Oppose legislation that would restrict procurement practices or impact vendor interaction.

Community Development Goal

To act on legislation that would affect our ability to amend and implement our General Plan policies and/or restrict local control over development or impose new regulations that will increase development costs and place greater demands on the City's General Fund. The intent of our General Plan policies is to create an attractive, vibrant, well-planned city, demonstrated by balanced land uses with desirable neighborhoods, prosperous businesses, excellent schools, convenient public services and open space and recreation amenities all linked by superior transportation systems that include well-maintained streets, sidewalks, bike paths and transit in a cost- effective and financially sustainable manner.

We take the following approaches to accomplish this:

Public Works Platform

1. Support continued reauthorization of the nation's highway and transit funding bills.
2. Oppose legislation that reduces or eliminates transportation revenues for transportation purposes or creates new unfunded state and federal mandates on transportation projects.
3. Support legislation that provides additional funding for local roadway maintenance, transportation and infrastructure.
4. Oppose legislation that would increase traffic congestion and/or reduce roadway vehicle capacity as a means of reducing Vehicle Miles Traveled and/or greenhouse gases (GHG).
5. Support legislation that allows local governments to determine local roadway Level of Service (LOS) policy.
6. Support measures that ensure reasonable and fiscally responsible accessibility of all public and private transportation services.
7. Oppose legislation that reduces the ability to use high-occupancy vehicle (HOV) lanes by transit, paratransit and other high-occupancy use vehicles.
8. Support legislation, policies and regulations that allow the use of Medi-Cal funds for transportation purposes and support Medi-Cal policies that promote the use of transit/ paratransit as Medicaid providers.
9. Support legislation that provides tax incentives for people who use public transit and other alternatives to driving a single-occupant personal vehicle.
10. Support legislation that provides funding for cities to comply with state and federal mandates regarding flood-protection levels.
11. Support state legislation that would allow Placer County to create boundaries for a new transportation sales tax district in southern Placer County.

Development Services Platform

1. Support legislation that strengthens local control in the areas of transportation and land-use policies and assists local governments in integrating new growth.
2. Support legislation, policies and regulations that ensure local governments maintain local land-use control and maintain the ability to address local constituents' concerns.
3. Support legislation that ensures local control and flexibility in determining reduction measures for greenhouse gas requirements.
4. Support legislation and regulations that streamline state and federal permitting processes and require agencies to consider the economic impacts and equities of mitigation measures regarding permits for water supply, flood control, air quality, water quality and sustainability. (This list is representative and not intended to be exhaustive).
5. Oppose legislation for new wetlands regulations that duplicates similar requirements at the federal level.
6. Support legislation for California Environmental Quality Act (CEQA) reform that streamlines the environmental review process and reduces opportunities for "green mail" lawsuits.
7. Support legislation that would purge laws and regulations that are redundant and/or no longer applicable or necessary.
8. Advocate for appropriate federal resource agency staffing levels to ensure Endangered Species Act Section 7 Consultations are completed within statutory timeframes (in particular, for the National Marine Fisheries Service).
9. Support legislation that ensures the rules governing representation of a city on a Board, Committee, or Commission with regional authority allow for meaningful and continual participation by the most populous cities on that Board, Committee, or Commission.
10. Support legislation that more narrowly defines the California Department of Fish and Wildlife jurisdiction under California Department of Fish and Wildlife Code Section 1600 (Streambed Alteration Agreement).

Parks, Recreation & Libraries Platform

1. Support legislation and measures that fund recreation, fitness, and wellness, and prevention programs for youth and adults.
2. Support legislation that protects funding for the State Library Fund.
3. Support legislation and new measures for park, recreation, and library programs, services, and special events.
4. Support new initiatives that provide funding for park and public facilities development, rehabilitation, and operations.
5. Support full funding of state parks, recreation, bike trails, open space, and library grants; including, but not limited to, the Land and Water Conservation Fund.
6. Support legislation and budgets that fund development of capital park and open space improvements or rehabilitation.
7. Support legislation that funds ongoing operational values for recreation and library programming, including fitness, wellness, enrichment, maintenance, and books/technology for youth and adults.

8. Support legislation that would further fair and appropriate access to park and library resources for all persons; including, but not limited to, homeless persons.
9. Support legislation that defines appropriate penalties for incidents of vandalism and property theft.
10. Support legislation that assists local agencies including parks departments with funding and/or resources for addressing clean-up and hauling of items from homeless encampments.
11. Support legislation that provides increased funding to the California Arts Council for the benefits it would provide to the residents, schools, and nonprofits regarding arts and culture.

Building Inspection Platform

1. Promote public health and safety in building construction through responsible legislation that adopts building codes through the regulatory process and allows for local control of enforcement.
2. Support legislation that enhances code enforcement through a uniform approach at the state level with input from the local authority by going through the regulatory process.
3. Oppose legislation that mandates specific enforcement requirements through the legislative process.
4. Protect the ability to adopt local amendments to fire and building codes.
5. Oppose legislation that places additional burdens of enforcement on local officials but is not directly related to issues of health and safety.

Public Safety Goal

To act on legislation that hinders our ability to protect and enhance the safety and quality of life for our residents, businesses, customers and partners by providing effective responses to all service requests; to promote programs that minimize risk and maximize the safety for our entire community; and to deliver community risk-reduction programs and exceptional solutions as a cohesive team and in a collaborative manner.

We take the following approaches to accomplish this:

1. Oppose legislation that would decrease state and federal funding for programs and services including Homeland Security.
2. Support legislation that ensures flexibility for and local control of all grant resources and funding for public safety technology and mandatory reporting systems.
3. Protect the ability to adopt local amendments to fire and building codes.
4. Oppose legislation that would reduce or eliminate funding for disaster mitigation.
5. Oppose reductions to the levels of state and federal funding opportunities for public safety programs and/or services.
6. Oppose legislation and regulatory policies that negatively affect the funding and operations of the police or fire departments.
7. Oppose legislation that reduces or eliminates local law enforcement flexibility or otherwise enacts broad sentencing reforms that reduce sentences for non-violent crimes in a general fashion.

8. Support legislation that provides municipalities with local control to provide para-transport, community para-medicine services and illness-prevention practices and programs.
9. Support legislation that provides adequate funding to cities for realignment services and oppose legislation that reduces or eliminates funding for those services.
10. Support legislation that results in regionalization of public safety functions and local control of regionalization of fire services.
11. Support legislation that requires the state to pay for unfunded mandates related to new public safety training requirements.
12. Support legislation that provides new and/or increased funding for mental health programs and services.

Economic Development Goal

To act on legislation that affects the City of Roseville's ability to create a vibrant business and community environment that enhances the quality of life for our residents and provides outstanding potential for our businesses and partners to flourish. To provide exceptional facilities, programs, services, and affordable housing opportunities in a safe environment by maintaining neighborhoods and commercial districts. To create a vibrant economic development environment by forming effective partnerships for the purposes of acting on legislation that encourages and assists with the development of businesses and manufacturing and to maximize social and economic opportunities.

We take the following approaches to accomplish this:

Housing and Community Investment Platform

1. Support legislation and appropriations that fully fund assistance for affordable housing, prevention and solutions to homelessness, and community investment funding, including the federal Housing Choice Voucher (HCV)/Section 8, Home Investment Partnerships (HOME) and Community Development Block Grant (CDBG) programs.
2. Support legislation and measures that create new state incentives for affordable housing and infill development.
3. Support legislation that increases flexibility in the state housing element process and streamlines environmental statutes.
4. Support streamlining of the requirements for the types of projects that can be funded with state and federal funding.
5. Support legislation and advocacy efforts to protect existing housing and community investment funding that will support goals for the City's core area and provide support for community assets.
6. Support legislation that provides funding, accountability, and program resources that address the primary causes of homelessness and address the needs of the homeless population.
7. Oppose legislation that revamps the current Regional Housing Needs Assessment (RHNA) process by giving greater authority to the Department of Housing and Community Development (HCD) to oversee and enforce regional housing goals and in determining a methodology for allocating housing needs to regions and local jurisdictions; and, that links housing element certification to non-housing grant sources.

Economic Development Platform

1. Oppose legislation and measures that create competitive disadvantages for businesses at local and state levels.
2. Support legislation and measures that allow the City to grow the current economic base by providing the tools and resource needed for businesses to expand and flourish.
3. Support legislation, funding and policies that promote Regional Occupation Programs, trade schools, investment in research and development technology, and tax incentives for manufacturing.
4. Support legislation, policies, and regulations that require economic analysis and/or scientific validation of changes to state policies or regulations before modifications can be enacted.
5. Support legislation that promotes the state as an economically viable and strong destination for businesses to locate.
6. Oppose legislation that negatively impacts the City as it relates to the dissolution and wind-down of the Redevelopment Agency.
7. Support legislation that enhances and provides incentives for business retention and expansion, while ensuring California's business environment remains competitive with national and international markets.
8. Support legislation that supports the development and expansion of higher education institutions including new private institutions and satellite campuses of national universities as an important segment of growth, workforce and economic development throughout the state.
9. Support legislation that creates a new tax increment program that will assist cities and counties with revitalizing their communities through the elimination of physical and economic blight and by providing assistance to building owners, tenants and businesses in their efforts to be successful.
10. Oppose legislation that restricts the City's ability to dispose of real property.

Electric and Environmental Utilities Goals

To protect local control over how utilities provide services to our customers; to protect our customers from state and federal legislation, policies, and regulations that have no clear benefit relative to cost; and to oppose legislation, policies, and regulations that create unfunded mandates and compliance requirements that negatively impact the utilities' ability to provide their services and products in the most safe, reliable and cost-effective manner.

Electric Utility Platform

Roseville Electric Utility's mission is to improve the quality of life in our community and to provide customers with safe, reliable electricity at competitive prices and with exceptional service. As technological advancements in the electric utility industry evolve, as well as increased legislative and regulatory mandates, the electric utility will continue to transform its business model to best serve its customers in the most efficient, reliable and cost-effective way.

We take the following approaches to accomplish this:

1. Support legislative efforts that retain local decision-making authority over programs, services, resources and rates.
2. Support legislation that maintains flexibility to comply with regulations in the way that best reflects community priorities.
3. Support legislation that enables meeting the state's energy and environmental policies in a cost-effective manner.
4. Support legislation that preserves public tax-exempt financing.
5. Support legislation that requires a comprehensive cost-benefit analysis for new environmental regulations.
6. Support future transmission system improvements and requirements which ensure that cost allocation is born by the parties that impact and/or stand to benefit from those improvements.
7. Support legislation that provides greater flexibility to meet the Renewable Portfolio Standards (RPS) program.
8. Support legislation and regulations that streamline permitting of new generating facilities.
9. Oppose legislation that mandates power purchases from specific projects and/or specific resources, if other cost-effective opportunities are available.
10. Oppose legislation that would reduce funding for existing energy programs and mandates.
11. Oppose legislation that will increase utility operating costs without commensurate funding.
12. Collaborate with neighboring utilities on legislative issues that impact the electric utility industry as a whole.

As part of the legislative and regulatory platform Roseville Electric Utility also takes advocacy positions to promote the City's position before the applicable regulatory agencies.

Environmental Utilities Platform

Roseville's Environmental Utilities (EU) Department provides solid waste, water, wastewater, and recycled water utility services; and manages the City's stormwater program for the benefit of Roseville's residents and businesses. There are many external factors that influence how EU operates, how much services cost, and the quality of service EU provides to its customers.

We take the following approaches to accomplish this:

Resiliency, Greenhouse Gas and Sustainability Platform:

1. Support efforts that reduce greenhouse gas emissions where the benefits of the GHG-reduction measures are balanced with cost.
2. Support efforts that allow local governments to develop practical, local solutions to reduce and manage locally generated GHG emissions.
3. Assure statewide or federal greenhouse gas emission estimating, monitoring, and reporting mandates provide demonstrated benefits to the environment and rate payers
4. Advocate for policies that provide assistance to address utility resiliency needs, including planning, deployment of technologies, facility relocation and other actions.

Regulations and Permit Platform:

1. Support legislative reform efforts that require a cost/benefit analysis for new regulations.
2. Support legislative reform efforts that require a cost/benefit analysis be completed as part of any permit writing process.
3. Support modernization of permitting processes, including extended permit terms up to ten years to address lifecycle of technologies and construction schedules.

Solid Waste Management (not in order of priority):

1. Advocate recycling market development by the state and federal government for recyclables, green waste, food waste, biosolids and other organics. Oppose mandated material-disposal bans or restrictions in circumstances where there is an insufficient capacity or available technology within the private recycling market to handle these materials in a more beneficial way besides landfilling.
2. Support efforts to reuse waste in a beneficial way if cost-effective relative to benefits.
3. Support efforts to enact a comprehensive statewide Extended Producer Responsibility (EPR) law that allocates end-of-life disposal costs with the producer of the product consistent with Council direction as outlined in Council Resolution 10-278.
4. Support product-by-product EPR laws as a second alternative to a statewide comprehensive EPR law consistent with Council direction as outlined in Council Resolution 10-278.
5. Oppose efforts to increase recycling diversion rates if determined not to be cost-effective relative to the benefits that could be achieved.
6. Support continued availability of all biosolids management options.
7. Support efforts to streamline the permitting, construction, and funding of facilities that allow the City to transform usable waste into energy/beneficial byproducts; and efforts to provide state and federal funding for any potential City waste-to- energy projects.
8. Support efforts that protect solid waste worker safety.
9. Oppose efforts to increase statewide tipping fees where there is no clear benefit to Environmental Utilities ratepayers.

Water Supply and Delivery:

1. Safeguard Roseville's water supply contracts from outside interests.
2. Support and advocate for efforts to develop, diversify, and fund the city and region's water supply portfolio and achieve a regional water supply that is reliable for generations to come.
3. Advocate the finalization and execution of long-term Central Valley Projects (CVP) water service contracts to ensure a secure, long-term and reliable CVP water source from Folsom Reservoir.
4. Support efforts that allocate the costs for Delta and statewide water infrastructure improvements to the parties that either impact the Delta and/or stand to benefit from those improvements, known as the "Beneficiary Pays Principle".
5. Support Delta and statewide solutions that are based upon sound science.
6. Oppose efforts that impose arbitrary flow requirements on the American River that are inconsistent and incompatible with responsible water-supply management and undermine the locally developed flow-management principles under the Water Forum Agreement.

7. Advocate efforts to implement a locally developed Modified Flow Management Standard on the lower American River that supports the Water Forum effort and provides for appropriate carryover storage at Folsom Reservoir.
8. Support proactive and participatory approaches to developing Delta and statewide solutions.
9. Support efforts that help local governments maintain water-efficiency programs that meet state objectives, are cost-effective, and make sense for the local conditions.
10. Identify funding opportunities to support the assessment, protection and increased resilience of Roseville's drinking water and wastewater utilities from climate related events.
11. Support state and federal efforts to increase water-efficiency ratings for common consumer products that use water, including tax credits similar to those provided to energy technology.
12. Advocate for environmental mandates that streamline compliance.
13. Protect primacy of Roseville's (and the region's) ability to manage its groundwater resources.
14. Protect the City's land-use authority and its right to make land-use decisions with respect to water supply.
15. Oppose efforts to impose a state water tax or fees where revenue is collected from local ratepayers or agencies and are allocated for statewide projects that have no direct benefit to Roseville's ratepayers.
16. Oppose efforts by the State of California to impose unrealistic water efficiency targets as "the new normal" for urban water use.
17. Advocate for long-term water efficiency targets that consider climate, land-use, and other region-specific attributes, provide a reasonable standard for our customer base (both residential and commercial) to achieve, and oppose proposed standards that do not recognize previous water-supply reliability and water efficiency investments by the region and local community.
18. Support water efficiency policy that enhances key City investments such as undeveloped and developed park lands, the City's wastewater treatment and conveyance systems and the City's urban forest and oppose policy that would diminish or impair investments.
19. Oppose efforts to standardize water-supply contingency actions.
20. Support efforts that allow local agencies to develop and implement practical and locally controlled water-use efficiency programs and solutions.

Water Quality:

1. Oppose efforts to impose additional state-mandated stormwater program requirements without commensurate funding for those programs.
2. Identify funding opportunities to support stormwater infrastructure (including green infrastructure) investments that protect Roseville's public health and safety, water quality, and economic development.
3. Advocate policy to reduce cost of compliance for dischargers.
4. Support legislative efforts to reduce potential of third-party lawsuits pertaining to water quality issues.

5. Support legislation that revises the state Constitution to allow for stormwater programs to establish a funding mechanism that is similar to that of the utilities under the Proposition 218 reforms.
6. Support efforts to require pesticide manufacturers to produce products that are less harmful to the environment.
7. Support efforts to implement statewide Extended Producer Responsibility (EPR) principles so that manufacturers design their products in a way that has less of an environmental impact upon local waterways (example: car brake pads).
8. Oppose efforts to increase whole effluent toxicity testing for recycled water, stormwater and wastewater when it is not cost-effective, has no clear benefit and/or is not based on sound science.
9. Ensure efforts to add contaminants of emerging concern identified for testing or regulation for recycled water, stormwater, and wastewater are cost-effective, have a demonstrated health benefit and/or is based on peer reviewed, sound science.
10. Actively track, comment, and advocate for proposed changes in NPDES Permits and Waste Discharge Requirements (WDRs) from the State Water Board and Regional Water Boards.
11. Participate in the Basin Plan Amendments to address proposed changes in the requirements.
12. Monitor and advocate for laboratory standards that are reasonable, cost-effective, and achieve a higher level of performance for the City's water quality lab which supports the core mission of protecting human health and safety.
13. Support legislative and regulatory efforts that deliver increased development and use of recycled water supply; and creates a policy environment that supports the development of other emerging advanced treatment technologies.

Critical Concerns for the Upcoming Legislative/Congressional Session

- **Tax or Fees** – The City has increased concerns regarding the Governor's and the state legislature's interest to impose a fee on drinking water that would be collected from local ratepayers and allocate the money for statewide projects and programs that have no direct benefit to Roseville's ratepayers.
- **Implementation of Water Loss and Water Conservation Legislation** – Over the past few years, new laws were passed to set water loss and conservation targets for local water purveyors. State regulatory agencies are in the process of developing these targets. It is incumbent upon the City to assure these bodies adhere to the intent of the legislation while developing the regulatory framework and consider climate, land-use, and other region-specific attributes; and recognize previous water-supply reliability and conservation investments by the region and local community.
- **Cost-Effective Utilities** – The ability to provide reliable and cost-effective utilities to the residents and businesses of Roseville continues to be a central concern for the City as new state and federal mandates are proposed that would increase the utilities operational costs.
- **Federal and State Funding for Infrastructure and Transportation Projects** – Maintaining or increasing funding for these types of projects and improvements is critical for the City's ability to upgrade and maintain roadways and meet future infrastructure and transportation demands.
- **Cybersecurity** – Future state and federal laws regarding cybersecurity will continue to affect the City and the community. Implementing new cybersecurity requirements will add significant expense to the operation of the City's information technology systems.
- **Changes to Tax-Exempt Status of Municipal Bonds** – Any proposals that would cap or eliminate the tax exemption on municipal bonds would significantly reduce the City's ability to finance major projects. This would negatively and severely impact the City's budget, increase rates for utility customers, and have a damaging effect on the community at large.
- **Modifications to Government-Operated Mortgage Programs** – The City will remain active in understanding the changes being considered at the federal level to modify government-operated mortgage programs, tax deductions, and to write new banking regulations regarding mortgage-related lending programs. These all have the potential to impact the fragile housing recovery throughout the region and the state.
- **Challenges with State and Federal Permitting Processes** – The City has concerns with various permitting processes at both the state and federal level that hamper the ability of development projects to gain approval within a reasonable amount of time. Of current critical concern is time required to complete federal Endangered Species Act Section 7 consultations with the National Marine Fisheries Service (NMFS). By statute, these consultations are to be completed within 135 days. However, the City is currently experiencing processing times exceeding well over a year.
- **Changing Economy** – The City is interested in discussions regarding local tax systems, tax-revenue leakage from internet sales, the fundamental shift from purchasing taxable commodities to purchasing non-taxable services, and how these affect the City's ability to fund basic services.

- **Sales Tax** – The City is concerned with the uncertainty over potential changes to the sales tax allocation structure that would result in a loss of revenue to the City. The City will actively monitor the ever-changing discussions and will remain engaged to ensure the City's best interests are represented regarding any future changes to the sales tax structure.
- **Housing and Homelessness** – The City will remain active in addressing the needs of the City's homeless population with a primary focus on preventing and reducing the population of chronically homeless individuals by providing solutions that address the fundamental causes of homelessness and by supporting solutions that provide permanent housing options and required supportive services.
- **Municipal-Based District Elections** – The City has concerns regarding the possibility of legislation that would require all cities to change to a district-based election system and would remove the ability to determine the election system that works best for a specific city from the local community and their elected officials.
- **CalPERS Investment Policy** – The City has concerns with actions taken or proposed by the CalPERS Board and the State Legislature to divest from certain companies or industries to be "socially responsible". These policy decisions come at the price of reduced market rates of return on pension plan investments. The pension funding requirement not covered by investment returns will be borne by the state and local governments, and ultimately California taxpayers.
- **Federal and State Funding for Parks and Library Projects** – The City is interested in efforts to maintain or increase funding for these types of projects and improvements. The funding is critical for the City's ability to upgrade and ensure access to the City's parks, recreation, and library facilities.
- **Substance and Opioid Abuse Funding** – The City is concerned with funding levels for substance and opioid abuse programs and services will prevent those who are addicted or abusing substances from overcoming their addiction. The addiction/abuse cycle has negative implications for our community and use of public safety resources.
- **Existing Investments in Natural Gas-Fired Generation** – The City is concerned with proposed policies related to the phasing out of natural gas power plants. These plants are integral to supporting a reliable and affordable electric grid for our customers.
- **Wildfire Prevention and Preparedness** – The City has been proactive in developing a fire preparedness plan to ensure a safe and reliable electric grid. In response to the growing concern over wildfires statewide, the City is concerned of over-regulation and a one-size-fits-all approach to electric utilities like Roseville which are not located in a high fire risk area.
- **Pole Attachments/Communications Equipment** – The City is interested in supporting legislation that would overturn a recent Federal Communications Commission (FCC) Order that authorizes attachments on publicly-owned infrastructure. This Order sets a new precedent that diminishes local control and is in conflict with exemptions granted to public providers under the Communications Act. In addition, the Order may have negative impacts on revenue recovery, aesthetics and most importantly, safety.

COUNCIL COMMUNICATION

CC #: 9864
File #: 0721-05 & 0400-06-03

Title:	Dry Creek Greenway East Trail - EIR Certification and Project Approval
Contact:	Michael Dour 916-746-1304 mdour@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 7.1.

RECOMMENDATION TO COUNCIL

The Transportation Commission recommends that the City Council:

1. Adopt a resolution to Certify the Environmental Impact Report (EIR), approve the Findings of Fact and Statement of Overriding Considerations, and approve the Mitigation Monitoring Plan; and
2. Approve the Dry Creek Greenway Trail Project including Alignment Option 1B for the Hillcrest area and Alignment Option 5A for the Sunrise Avenue area.

BACKGROUND

The Dry Creek Greenway East Trail Project is a proposed paved multi-use trail along Dry, Cirby, and Linda Creeks from Darling Way/Riverside Avenue to the City limits at S. Cirby Way/Old Auburn Road. The project is identified as a proposed Class I bikeway in the City of Roseville General Plan. The project is also identified as a priority project in the Bicycle Master Plan (adopted in 1994 and most recently updated in 2008) because: 1) it would provide a safe, comfortable, convenient and highly connected bike route in an area of the City that is otherwise underserved by bicycle facilities; 2) it would connect schools and businesses to residential neighborhoods, and; 3) it provides regional connections as part of a planned loop trail around the greater South Placer/ Sacramento area.

Planning Study and Public Participation: Planning and feasibility analysis for the project began in 2008 and concluded in 2013. The planning and feasibility analysis included a robust public participation program with multiple neighborhood, stakeholder and community meetings. Preparation of the environmental and engineering technical reports began in 2014, and writing of the EIR began in 2017 and concluded in early 2018. During this time, there were continued public outreach efforts, including neighborhood meetings and a scoping meeting. A detailed description of the public outreach efforts is described in the May 21, 2018 Transportation Commission report (Attachment 1).

Draft EIR: The Draft EIR including appendices (Exhibit A) was released for a 45-day public review period from April 13-May 29, 2018. Notice of the availability of the Draft EIR and the

opportunity to comment at the May 21, 2018 Transportation Commission meeting was provided to the public in the following ways:

- Direct mailing to the approximately 1,900 property owners within 300 feet of the trail
- Legal notification in the Roseville Press-Tribune
- Email notification to the project list of interested persons
- City of Roseville Trail Alerts Email List
- City of Roseville Website
- City of Roseville Social Media (Facebook, Twitter, NextDoor)
- Copies of the Draft EIR were made available at the Permit Center, the Maidu Library and the Downtown Library

During the 45-day public review period for the Draft EIR, we received 22 written and 6 verbal comments.

Final EIR: Pursuant to CEQA, a Final EIR (Exhibit B) was prepared to document and respond to all comments received during the public comment period. The 28 commenters provided comments on a range of topics. The topics included parking and traffic, flooding and erosion, biological resources (including oak trees), visual quality, and noise. The Final EIR responses clarify, amplify, and/or correct information presented in the Draft EIR, as appropriate. These responses are summarized in the December 18, 2018 Transportation Commission staff report (Attachment 2). The comments and responses to comments did not alter any of the environmental impact or significance conclusions of the Draft EIR.

Summary of Project Impacts: A full summary of project environmental impacts and recommended mitigation measures is contained in Table 4-1 of the Final EIR (Exhibit B). With one exception, all potential project impacts can be mitigated to a less than significant level. The EIR includes a mitigation measure to reduce short-term construction noise impacts to the extent feasible, but even with that mitigation measure the EIR concludes that the project would result in a significant and unavoidable short-term construction noise impact. The EIR also notes that Option 5A may also expose residents of nearby homes on Meadow Gate Drive to significant ground vibration associated with the construction of bridge #14, whereas other alignment options would not expose residents to levels of significant ground vibration.

Transportation Commission Recommendation: The Final EIR was presented to the Transportation Commission December 18, 2018. At that meeting, the Transportation Commission was tasked with making a recommendation to the City Council on the EIR. The Transportation Commission was also tasked with making a recommendation on the project, including alignment alternatives for the Segment 1 (Riverside/Hillcrest) and Segment 5 (Sunrise) areas.

As noted in the staff report to the Transportation Commission (Attachment 2), in 2010 the City Council selected a preferred trail alignment for most of the 4-mile Dry Creek Greenway East trail project. However, the City Council did not select a preferred alignment for the Hillcrest (Riverside Avenue) and Sunrise Avenue areas at that time. As a result, the EIR included project-level CEQA analysis for multiple alignment options in those areas as follows:

- Segment 1 (Hillcrest) area alignment options: 1A, 1B, and 1C.
- Segment 5 (Sunrise) area alignment options: 5A and 5B.

The Transportation Commission staff report (Attachment 2) included a detailed analysis of the pros and cons for each alignment option, and a staff recommendation for selection of Alignment

Option 1B for the Hillcrest area and Alignment Option 5A for the Sunrise Avenue area. The key factors in this analysis are provided below:

Analysis of Segment 1 Alignment Options (Hillcrest/Riverside Area) - The following key considerations inform the staff recommendation for the Segment 1 Hillcrest Area:

- Limited space, existing property line fences, steep banks along the creek, and the location of sewer main and manholes present significant challenges to Option 1C.
- Options 1A & 1B require two bridge crossings (Bridge #2 across Dry Creek and Bridge #4 across Cirby Creek), while Option 1C requires one bridge crossing (Bridge #3 across Dry Creek).
- Option 1C requires challenging construction including the installation of a large retaining walls along the south side of Dry and Cirby Creeks(walls 35, 36 and 37 as shown on Exhibit 3-13 of the Draft EIR), resulting in overall greater cost.
- Option 1A reduces access options for the Hillcrest neighborhood since access to Hernandez/Machado is not provided. However this connection can be provided under the proposed trail alignment and Option 1C.

Analysis of Segment 5 Alignment Options (Sunrise Avenue Area) - The following key considerations inform the staff recommendation for the Segment 5 Sunrise Area:

- Option 5A and 5B both result in significant and unavoidable short-term temporary construction noise impacts. However, Option 5A may also expose residents of nearby homes on Meadow Gate Drive to significant ground vibration associated with the construction of bridge #14.
- Option 5A provides direct and convenient access to the west and east sides of Sunrise Avenue.
- Option 5A requires less right-of-way acquisition, but requires additional structural features including Bridge #14 that results in a cost differential of $1,100,000 (compared to Option 5B).
- Option 5B does not provide access to the east side of Sunrise Avenue, and access to the west side of Sunrise Avenue is not convenient as it begins over 500' from Sunrise Avenue. The limited access to Sunrise Avenue is a concern because there are no safe and convenient options for bicyclists and pedestrians to cross Sunrise Avenue.
- Bridge 13 of Option 5B is proposed as a low-flow bridge across Linda Creek (similar to the bridges on Miners Ravine) because the regulatory floodway is very wide at the confluence of Cirby and Linda Creeks. This is expected to result in permitting challenges with the Central Valley Flood Protection Board since a variance would be required.

Public comment: At the December 18, 2018 Transportation Commission meeting nine (9) members of the public provided verbal comments related to the following:

- Effect on floodplain
- Safety and homeless issues
- Desire for further public review during final design
- Tree removal and effect on creek water temperature
- Effect on private property
- Support for project

At the request of the Transportation Commission, City staff, including a Police Department representative, spoke to the above comments. After discussion, the Transportation Commission

recommended that the City Council certify the EIR and approve the project with Alignment Option 1B for the Hillcrest area and Alignment Option 5A for the Sunrise Avenue area.

FISCAL IMPACT

The Transportation Commission staff report (Attachment 2) includes a detailed breakdown of the costs for design and construction of the project in 3 phases. The cost for design, permitting and right-of-way are estimates based upon our experience with similar projects. The construction cost estimates are based upon recent bid openings for other similar projects. Recent projects have been expensive due to the current high demand for contractors and high materials costs, and this is factored into the cost estimates. We anticipate that the project costs will be paid for using a variety of federal and state grants, and local transportation funds. In fact, staff has already identified $5,000,000 in federal Active Transportation grant funding for Phase 1 construction. General Fund resources, including the recently-approved Measure B funds, will not be used for this project.

Phase 1: Riverside/Darling to Rocky Ridge – Phase 1 is approximately 2 miles long and includes the following improvements:

- Connection to existing Saugstad Park Trail at Darling Way
- Widening and undercrossing of Darling Way
- One bridge crossing of Dry Creek and potentially 1 bridge crossing of Cirby Creek (depending on selected alignment option)
- Undercrossing of I-80
- Connection to Eastwood Park
- Undercrossing of and connection to Sunrise Avenue
- 1 bridge crossing of Linda Creek (location dependent on selected alignment option)
- At-grade crossing of Oakridge Drive to connection with existing Sierra Gardens Trail
- At-grade connection to west side of Rocky Ridge Drive

The estimated cost for Phase 1 is $15,900,000. As noted above, staff has already identified $5,000,000 in federal grant funding for Phase 1 construction. In order to take advantage of this funding, construction of Phase 1 would need to begin in 2021. If the EIR is certified and the project is approved, staff will seek additional grant funding opportunities for the balance of the construction costs.

Phase 2: Rocky Ridge to Old Auburn Way- Phase 2 is approximately 1.5 miles long and includes the following improvements:

- Undercrossing of and connection to existing path along Rocky Ridge Drive
- 1 Bridge crossing of Linda Creek
- Replacement or retrofit of the existing bridge over Strap Ravine
- Undercrossing of Old Auburn Road
- Trail connection to the west and east sides of Old Auburn Road

The estimated cost for Phase 2 is $5,000,000. Staff has not yet identified funding for Phase 2, but expects that it would compete well for state and federal air quality and active transportation grants.

Phase 3: Old Auburn Way to City Limits - This phase is approximately 0.5 miles long and includes the following improvements:

- Trail improvements along north side of Linda Creek adjacent to the Spahn Ranch subdivision
- Up to 2 bridge crossings of Linda Creek

The estimated cost for Phase 3 is $2,000,000. Staff has not yet identified funding for Phase 3, but also expects this phase to be eligible for grant funding. As noted in the Transportation Commission staff report, staff recommends that design and construction of Phase 3 not proceed until Placer County further develops its plans for the trail alignment east of Old Auburn Road, including the segments leading from the Spahn Ranch area.

Maintenance Costs: Staff anticipates that the maintenance costs for the 4-mile trail will be approximately $55,000 per year. This estimate includes day-to-day maintenance efforts such as vegetation control, sweeping, sign repair, and trash removal. This estimate also includes an annualized cost for periodic trail resurfacing and stream bank stabilization efforts. The trail will be designed to minimize the potential erosive effects of nearby streams per the City's design and construction standards. This includes the use of concrete paving (instead of asphalt) and erosion control materials in higher risk areas as described in the EIR. Even so, we still expect periodic erosion to occur and that is why we are including in the above estimate an annualized cost of $15,000 per year for stream bank stabilization. Staff proposes the use of the Local Transportation Fund's Transportation Development Act (TDA) resources to pay for maintenance. General Fund resources would not be used for project construction or maintenance.

ECONOMIC DEVELOPMENT / JOBS CREATED

Certification of the EIR and approval of the project does not create any jobs. However, if the project is approved, jobs would be created when future contracts for design and construction are awarded.

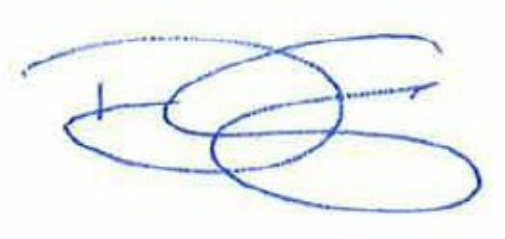
ENVIRONMENTAL REVIEW

The proposed action would certify the EIR for the project pursuant to the CEQA Guidelines.

Respectfully Submitted,

Michael Dour, Alternative Transportation Manager

Jason Shykowski, Acting Public Works Director



Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-68

Transportation Commission Report May 21, 2018

Transportation Commission Report December

Draft EIR - Chapters 1 and 2

Draft EIR Chapter 3

Draft EIR - Chapters 4.0-4.2

Draft EIR - Chapter 4.3

Draft EIR Chapter 4.4-4.8

Draft EIR Chapter 4.9

Draft EIR 4.10-8.0

Draft EIR Appendices A, B and D

Draft EIR - Appendix C Part 1

Draft EIR - APpendix C Part 2

Draft EIR Appendix E - Part 1

Draft EIR - Appendix E - Part 2

Draft EIR - Appendix F

Final EIR

Findings and SOC

RESOLUTION 19-68

CERTIFYING A FINAL ENVIRONMENTAL IMPACT REPORT RELATING TO THE DRY CREEK GREENWAY EAST TRAIL PROJECT, MAKING FINDINGS OF FACT, ISSUING A STATEMENT OF OVERRIDING CONSIDERATIONS, APPROVING A MITIGATION MONITORING PROGRAM AND APPROVING THE DRY CREEK GREENWAY EAST TRAIL PROJECT

WHEREAS, the City of Roseville (City) has proposed the Dry Creek Greenway East Trail Project (the "Project"); and

WHEREAS, the City determined that an environmental impact report (EIR) should be prepared for the Project pursuant to the California Environmental Quality Act (CEQA; Public Resources Code 21000 et seq.); and

WHEREAS, on April 13, 2018, the Draft EIR was distributed to the public for review and comment and the review and comment period for the Draft EIR closed May 29, 2018; and

WHEREAS, on May 21, 2018, the proposed Project and Draft EIR were reviewed by the Transportation Commission, which recommended that the City Council certify the Final EIR and approve the Project; and

WHEREAS, written and oral comments to the Draft EIR were received, and responses to those comments have been prepared and are presented in the Final EIR; and

WHEREAS, the Final EIR consists of the Draft EIR, a list of persons and agencies commenting on the Draft EIR, comments received on the Draft EIR, and responses to the significant environmental issues raised in those comments; and

WHEREAS, the Final EIR was presented to the City Council and City Council has reviewed and considered the information in the Final EIR,

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Roseville as follows:

1. It is hereby certified that the Final EIR was presented to the City Council, a copy on file with the City Clerk.

2. It is hereby certified that the City Council has reviewed the Final EIR prepared for the Dry Creek Greenway East Trail Project, all staff reports pertaining to the Project, and all other pertinent documents relating to the preparation of the Final EIR, including the Draft EIR and all comments received thereon, and that the Final EIR is adequate, complete and has been prepared in compliance with CEQA.

3. It is hereby certified that the Final EIR reflects the independent judgment and analysis of the City Council of the City of Roseville and that the City Council reviewed and considered the information contained in the Final EIR prior to approving the Project.

4. The City Council hereby adopts the Findings of Fact and Statement of Overriding Considerations for the Dry Creek Greenway East Trail Project, on file with the City Clerk, pursuant to Public Resources Code section 21081.

5. The City Council hereby adopts and incorporates into the Project all of the mitigation measures for the Project that are within the responsibility and jurisdiction of the City that are identified in the Findings.

6. The City Council hereby adopts the Mitigation Monitoring Plan for the Dry Creek Greenway East Trail Project, on file with the City Clerk.

7. The Project is hereby approved.

8. The City Clerk shall be the custodian of the record of the proceedings, and the documents and other materials constituting the record of proceedings shall be located at the office of the City Clerk.

9. The City Clerk is directed to file a Notice of Determination in the Office of the County Clerk of Placer County for posting in the County Clerk's Office in accordance with Public Resources Code section 21152, within five working days after approval of the resolution.

PASSED AND ADOPTED by the Council of the City of Roseville this ____ day of _____, 2019 by the following on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
CITY CLERK

Transportation Commission Meeting
May 21, 2018 – 7:00 p.m.
Special Presentations/Reports

Item 5.1: **Dry Creek Greenway East Trail Project - Draft Environmental Impact Report (EIR)**

Staff Michael Dour, Alternative Transportation Manager

Recommendation
Staff recommends that the Transportation Commission:
1. Accept the Staff Report on the Dry Creek Greenway East Trail Project Draft EIR;
2. Accept Public Comment on the Dry Creek Greenway East Trail Project Draft EIR; and
3. Provide comments on the Dry Creek Greenway East Trail Project Draft EIR.

Staff Report Contents

- Meeting Purpose and Role of the Transportation Commission (p.1)
- Project Background and Public Participation (p. 1)
- Environmental Impact Report (p. 4)
- Next Steps (p. 6)

Meeting Purpose and Role of the Transportation Commission
Prior to taking action to approve a project, the City of Roseville is required as lead agency under the California Environmental Quality Act (CEQA) to prepare, review and certify or adopt an environmental document. For the Dry Creek Greenway East Trail Project, a Draft Environmental Impact Report (EIR) has been prepared pursuant to CEQA. That document is now available for public review and comment. The public review period for the Draft EIR closes on Tuesday May 29, 2018 at 5:00 p.m.

Pursuant to the CEQA Guidelines, a public meeting may be held to solicit public comments on the Draft EIR. As the advisory body to the City Council on transportation projects, the Transportation Commission is tasked with accepting and considering public comments on the Draft EIR. The Transportation Commission may also make its own comments on the Draft EIR. Comments received at the Transportation Commission meeting or received in writing during the 45-day review period of the Draft EIR shall be included in a Final EIR (FEIR).

As the advisory body to the City Council on transportation projects, the Transportation Commission is also tasked with making a project recommendation to the City Council. Upon completion of the Final EIR, a second Transportation Commission meeting will be scheduled to forward a project recommendation to the City Council. Staff will provide the Transportation Commission with a recommendation on the project and the merits of the alignment options (discussed later in this report) at this second meeting (see page 7 of this report for information about the scheduling of this future meeting).

Project Background and Public Participation
The Dry Creek Greenway East Trail Project is a proposed paved trail along Dry, Cirby & Linda Creeks from Darling Way/Riverside Avenue to the City limits at S. Cirby Way/Old Auburn Road (see Figure 1).

Figure 1 – Study Area Map

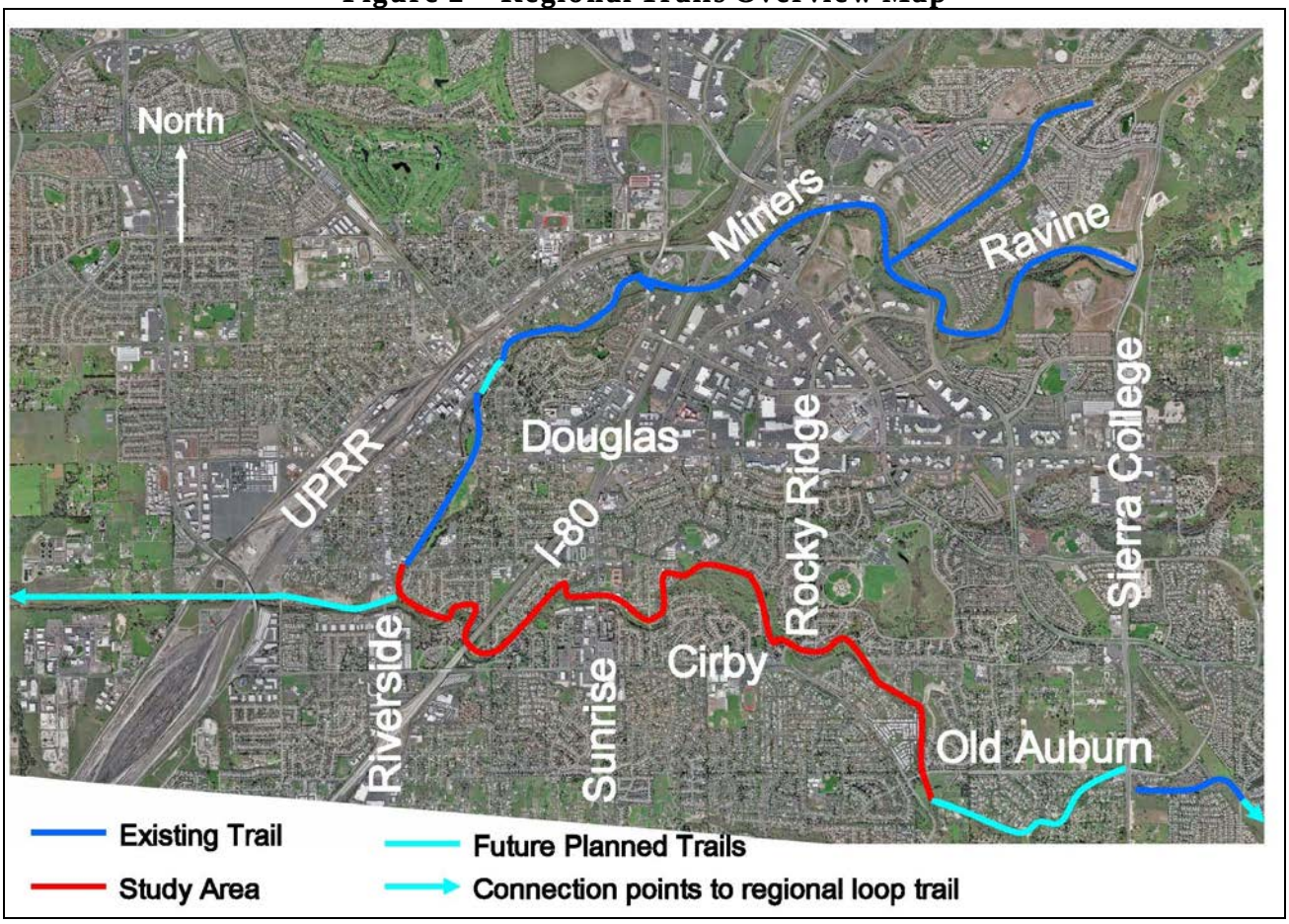
The Dry Creek Greenway East Trail is identified as a proposed Class I bikeway in the City of Roseville General Plan. The project is also identified as a priority project in the Bicycle Master Plan (adopted in 1994 and most recently updated in 2008) because: 1) It would provide a safe, comfortable, convenient and highly connected bike route in an area of the City that is otherwise underserved by bicycle facilities; 2) it would connect schools and businesses to residential neighborhoods, and; 3) it provides regional connections as part of a planned loop trail around the greater South Placer/ Sacramento area. The study area's relation to other trails is shown in Figure 2.

Planning and Feasibility Study (Phase 1) – In 2008, the City initiated the Dry Creek Greenway Trail Planning & Feasibility Study for the segment of trail from Darling/Riverside to Old Auburn/S. Cirby Way. The purpose of the study was to document the existing conditions, opportunities and constraints, evaluate design and alignment options, identify a locally preferred alternative for trail routing, and obtain initial cost estimates.

The City used a community based planning approach with an emphasis on public outreach. The public outreach efforts included:

- Mass mailing to over 900 property owners along the open space corridor
- An online public opinion survey

Figure 2 – Regional Trails Overview Map



- Two public open houses
- Six Stakeholder Representatives Group meetings
- Field walks with interested groups and persons, including the Stakeholder Representatives Group and neighborhood associations
- Attendance at neighborhood meetings
- Transportation Commission and Parks and Recreation Commission meetings

The study identified a preferred alignment for the majority of the 4.25-mile long study area. The two areas where a preferred alignment was not identified were:

- Segment 1 – Hillcrest Area - Darling Way to Riverside Avenue then ¼-mile west along Cirby Creek
- Segment 5 – Sunrise Area – West and east of Sunrise Avenue.

In 2010 the City Council accepted the DCG Planning & Feasibility Study and directed staff to initiate a second phase of feasibility analysis and environmental review for the project.

Planning and Feasibility Study (Phase 2) – In 2012, the City initiated a second phase of feasibility analysis for the project. The purpose of updating the feasibility analysis was to further evaluate the

optional trail alignments for the Segment 1 Hillcrest and Segment 5 Sunrise Areas, and to conduct initial technical studies including a preliminary hydraulic model to confirm feasibility of the full length of the trail. The City continued the community based planning approach with outreach efforts that included:

- 4 additional Stakeholder Representative Group Meetings
- Attendance at neighborhood association meetings
- An additional public open house

The hydraulic analysis and other technical studies confirmed that the proposed project is feasible, including each of the proposed options in the Hillcrest and Sunrise areas. The Updated Feasibility Study provided some important insights into the tradeoffs for each of the Hillcrest and Sunrise options. However, a decision on which option to use in each of these area was not reached. As a result, the Draft Environmental Impact Report (EIR) fully evaluates each of the Segment 1 Hillcrest and Segment 5 Sunrise Area options, with the intention that the City Council may choose either option within these areas. See the Project Description discussion below for further information on the process for selection of an alignment through the Segment 1 Hillcrest and Segment 5 Sunrise areas.

Environmental Review

In accordance with the California Environmental Quality Act (CEQA), a Draft Environmental Impact Report (EIR) has been prepared for the Dry Creek Greenway East Trail Project. The purpose of the Draft EIR is to:

- Evaluate the physical environmental effects of the proposed project
- Identify feasible mitigation for significant impacts
- Evaluate a reasonable range of alternatives, including a No-Project Alternative
- Assess cumulative and growth-inducing impacts
- Provide for public and agency participation in the decision-making process

Notice of the availability of the Draft EIR has been provided to the public in the following ways:

- Direct mailing to all property owners within 300 feet of the trail
- Legal notification in the Roseville Press-Tribune
- Email notification to the project list of interested persons
- City of Roseville Trail Alerts Email List
- City of Roseville Website
- City of Roseville Social Media (Facebook, Twitter, NextDoor)
- Copies of the Draft EIR were made available at the Permit Center, the Maidu Library and the Downtown Library

Project Description – Chapter 3 of the Draft EIR contains a detailed description of the project. This chapter includes

- Section 3.1 - Introduction and Project Description (including a detailed description of and exhibits for the proposed trail alignment and design elements)
- Section 3.2 – Alignment Options
- Section 3.3 – Required City Actions
- Section 3.4 – Other Permits and Approvals

It should be noted that the “Proposed Trail Alignment” identified within Section 3.1 includes an alignment for the Segment 1 Hillcrest and Segment 5 Sunrise Areas. However, as noted above, the

City Council has not made a decision on which option to use in each of these areas. As a result, Section 3.2 identifies "Alignment Options" for Segments 1 and 5, including a detailed description of and exhibits for each alignment option. The Draft EIR presents project-level CEQA analysis of both the proposed trail alignment and the alignment options.

City staff has not yet prepared a recommendation for the Segment 1 Hillcrest and Segment 5 Sunrise alignment. Upon preparation of the Final EIR, City staff will present an alignment recommendation for each of these segments to the Transportation Commission at a follow-up meeting. The Transportation Commission would review the staff analysis, the Final EIR and any public comments presented at the meeting and then forward a recommendation on the alignments for Segments 1 and 5 to the City Council. The City Council would have the decision-making authority to select a final alignment for Segments 1 and 5. See page 7 of this report for information about the scheduling of these future meetings.

Notice of Preparation (NOP) - The City initiated the EIR process for the project by releasing a NOP for a 30-day review period from November 18 – December 19, 2013. The review period included a public scoping meeting on December 3, 2013 at the Maidu Community Center. The City received 15 comment letters during the NOP review period as identified in section 1.2.1 of the Draft EIR.

Draft EIR Technical Topics - In consideration of the NOP comments, the Draft EIR analyzes project-related impacts to the following resource areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions and Climate Change
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services
- Recreation
- Transportation and Circulation
- Utilities

Draft EIR Analysis and Findings –Section 4 of the Draft EIR includes a detailed analysis of the above-noted resource topics. The analysis was prepared by resource area experts at Ascent Environmental and is supported by technical studies related to air quality and greenhouse gas emissions modeling, biological and cultural resource record searches, and fluvial (hydrologic) modeling.

For the proposed project and the Segment 1 and Segment 5 options, the Draft EIR analysis finds that there are ***no impact*** or ***less-than-significant impacts*** to the following resources areas:

- Aesthetics
- Geology and Soils
- Greenhouse Gas Emissions and Climate Change
- Hydrology and Water Quality
- Land Use and Planning
- Public Services
- Recreation
- Utilities

For the proposed project and the Segment 1 and Segment 5 options, the Draft EIR analysis also finds that there is a potentially significant impact to the following resource areas, but that the impacts for these resource areas would be reduced to a ***less-than-significant level with mitigation:***

- Air Quality
- Biological Resources
- Cultural Resources
- Hazards and Hazardous Materials
- Transportation and Circulation

Table 2-1 includes a list of all of the proposed mitigation measures.

For the proposed project and the Segment 1 and Segment 5 options, the Draft EIR also finds that, even with implementation of the feasible mitigation measures, there would be a significant unavoidable short-term construction-related noise impact for the proposed project and all of the alignment options. For the Segment 5 options, the Draft EIR finds that, even with implementation of the feasible mitigation measures, there would be a significant unavoidable short-term construction-generated ground vibration impact for Alignment Option 5A.

Although all of the impact findings are the same between the proposed project and alignment options for Segments 1 and Segment 5, there are variations between the levels of impact that are discussed in each issue area and these variations are summarized in Table 6-1.

Other Considerations - The State CEQA Guidelines (Section 15130) requires that an EIR discuss cumulative impacts of a project and determine whether the project's incremental effect is "cumulatively considerable. ***Potential Cumulative Impacts*** are analyzed in Chapter 5, Section 5.1. Table 5.1 lists the technical areas discussed and Section 5.1.2 includes the impact analysis. With one exception, the analysis concludes that cumulative impacts would be less than significant for the proposed project and Options 1A, 1C, and 5A. The only exception is for cumulative short-term construction related noise which was found to be significant and unavoidable at both "project level" and "cumulative conditions." Chapter 5 also includes an analysis of potential Growth-inducing Impacts (Section 5.2), which were found to be less than significant, and provides a summary of the project's Significant Environmental Impacts (Section 5.3).

Alternatives Analysis – CEQA requires EIRs to describe "… a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." For this project, the Segment 1 Options 1A and 1C and Segment 5 Option 5A are analyzed at an equal level in each technical chapter and are also discussed in Chapter 6, Alternatives. In addition, Chapter 6 includes a discussion of the No Project Alternative.

Next Steps

The public review period for the Draft EIR closes on Tuesday May 29 at 5:00 p.m. The public may provide oral testimony to the Transportation Commission at tonight's meeting. The public is also encouraged to provide written comments on the EIR by 5:00 p.m. on May 29, 2018. Comments may be submitted to:

City of Roseville
Attn: Mark Morse
311 Vernon Street
Roseville, CA 95678
Email: mmorse@roseville.ca.us

Submittal information is available online at www.Roseville.ca.us/DryCreek.

Upon close of the public review period, the project team will compile all of the public and Transportation Commission comments and forward them to Ascent Environmental. Ascent and City staff will prepare responses to all comments addressing the adequacy of the draft EIR. The responses to comments and any needed changes to the Draft EIR will be incorporated into a Final EIR.

The Final EIR will be forwarded to the Transportation Commission and considered as they make a recommendation on the project to the City Council, including a recommendation for the alignment options for Segments 1 and 5.

The Transportation Commission recommendation and the Final EIR will be forwarded to the City Council for their consideration as they consider certifying the Final EIR and making a final decision on the project.

The City is also required to prepare findings of fact indicating whether feasible mitigation measures or alternatives exist that can avoid or reduce significant effects identified in the EIR, and a "Statement of Overriding Considerations" for approval by the City Council for impacts identified as significant and unavoidable. The City may approve the project if it determines that specific economic, legal, social, technological, or other benefits outweigh the unavoidable adverse environmental effects. Ascent Environmental and City staff will prepare a "Statement of Overriding Considerations" for review and approval by the City Council that discusses the specific reasons for approving the project, based on information in the EIR and other information in the record

Dates have not yet been set for the future Transportation Commission and City Council meetings. Persons interested in receiving notification of the follow-up meetings should submit their contact information to the Alternative Transportation offices at transportation@roseville.ca.us.

If the City Council accepts the project and directs staff to move forward, the next steps would include:

- Final Design
- Environmental Permitting
- Right-of-way Acquisition
- Obtain Grant Funding
- Phased Trail Construction

If the project is approved by the City Council, at the earliest, phased trail construction would begin in 2021.

Attachments

1. Draft EIR for the Dry Creek Greenway East Trail Project
2. Public Comments Received to Date

Transportation Commission Meeting
December 18, 2018 – 7:00 p.m.
Special Presentations/Reports

Item 6.1: **Dry Creek Greenway East Trail Project – Final Environmental Impact Report (EIR) and Project Approval**

Staff Michael Dour, Alternative Transportation Manager

Summary Recommendation

Staff recommends that the Transportation Commission:

1. Recommend that the City Council certify the Dry Creek Greenway East Trail EIR;
2. Recommend that the City Council approve the Dry Creek Greenway East Trail Project with the use of Alignment Options 1B for the Hillcrest area and 5A for the Sunrise Avenue area.

Staff Report Contents

- Meeting Purpose and Role of the Transportation Commission (p.1)
- Project Overview (p. 2)
- Proposed Project and Alignment
- Summary of Draft EIR (p. 3)
- Summary of Final EIR (p. 3)
- Analysis of Alignment Options (p. 7)
- Project Phasing and Cost Estimates (p. 9)
- Recommendation (p.11)

Please see the staff report from May 21, 2018 Transportation Commission meeting (Attachment 1) for a detailed overview of the extensive public participation opportunities provided for the project, including for the Draft EIR direct mailing to all property owners within 300' of the project. For this Transportation Commission meeting, we notified the public in the following ways:

- Dry Creek Greenway East Project Updates email and text message to subscribers
- Trail Alert email and text message to subscribers
- Website
- Social media

Meeting Purpose and Role of the Transportation Commission

The City of Roseville is required as lead agency under the California Environmental Quality Act (CEQA) to prepare, review and certify or adopt an environmental document for capital improvement projects. For the Dry Creek Greenway East, the City has taken the following actions for CEQA compliance:

- Prepared a Notice of Preparation (NOP) and held a public scoping meeting to determine the content and scope of the environmental document;
- Prepared and distributed a Draft EIR for a 45-day public review period that ended Tuesday May 29, 2018 at 5:00 p.m.
- On May 21, 2018, the Transportation Commission held a noticed public meeting to accept public comments on the Draft EIR.

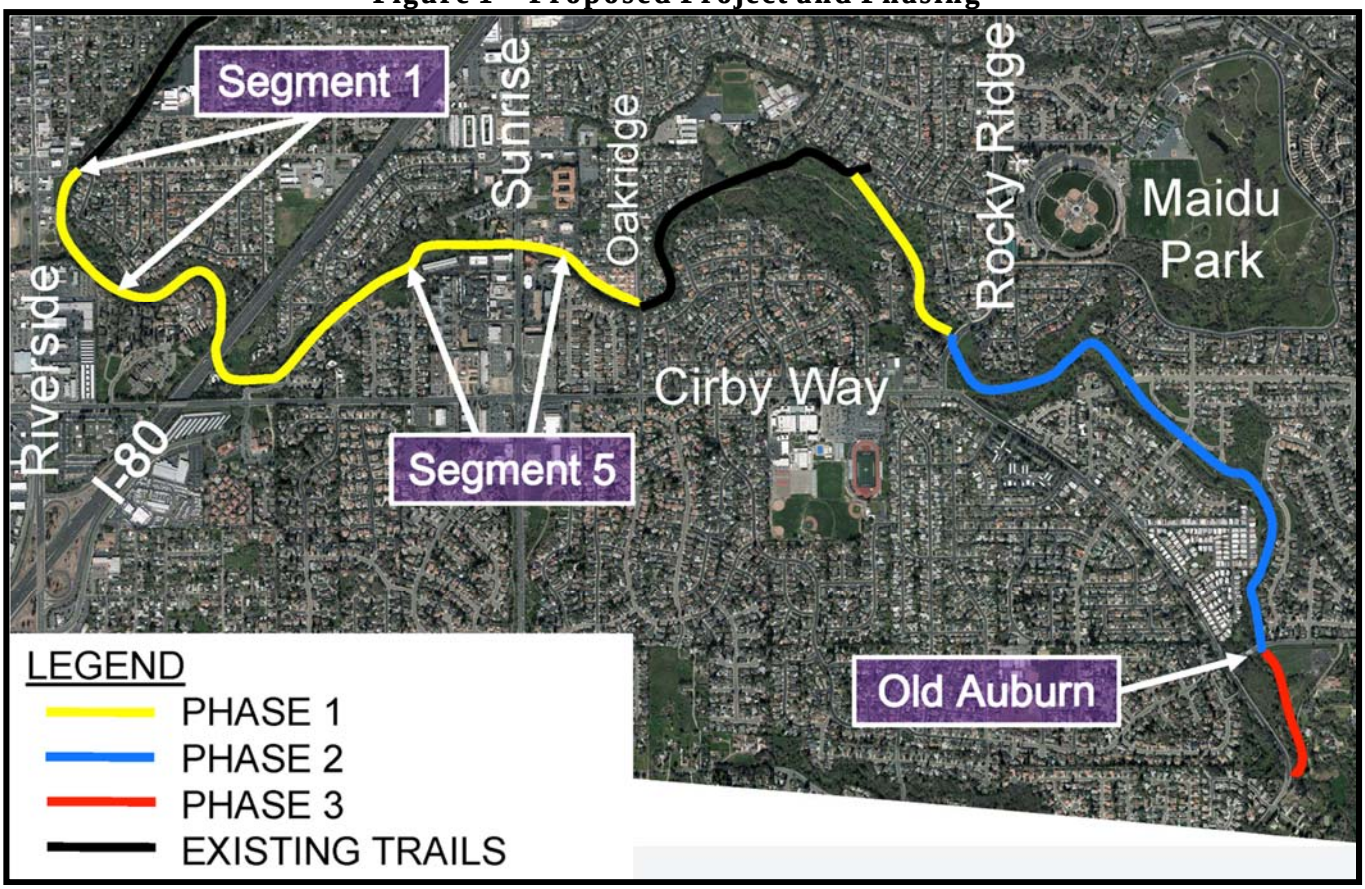
Ascent Environmental, in consultation with city staff, has now prepared a Final EIR for the Dry Creek Greenway Project. This document includes written responses to each written and verbal comment received on the Draft EIR. The responses clarify, amplify, and/or correct information presented in the Draft EIR, as appropriate. These changes do not alter the environmental impact or significance conclusions of the Draft EIR.

As the advisory body to the City Council on transportation projects, the Transportation Commission is now tasked with considering the information provided in the Draft and Final EIRs and making a recommendation on the Final EIR and the Proposed Project to the City Council. This recommendation will be forwarded to the City Council for their consideration when taking an action on certification of the EIR and project approval.

Project Overview

The Dry Creek Greenway East Trail Project is a proposed paved trail along Dry, Cirby & Linda Creeks from Darling Way/Riverside Avenue to the City limits at S. Cirby Way/Old Auburn Road (see Figure 1). The project is identified as a proposed Class I bikeway in the City of Roseville General Plan. The project is also identified as a priority project in the Bicycle Master Plan (adopted in 1994 and most recently updated in 2008) because: 1) It would provide a safe, comfortable, convenient and highly connected bike route in an area of the City that is otherwise underserved by bicycle facilities; 2) it would connect schools and businesses to residential neighborhoods, and; 3) it provides regional connections as part of a planned loop trail around the greater South Placer/ Sacramento area. Figure 1 also shows proposed phasing for the project. The phasing plan was developed in consideration of available funding and connectivity to existing and future bikeway projects. Additional phasing information is provided on pages 9-11.

Figure 1 – Proposed Project and Phasing



Project Description including Alignment Options: Chapter 3 of the Draft EIR includes a detailed description and maps of the proposed project and alignment options for Segments 1 and Segment 5.

For Segment 1 (Hillcrest area near Riverside Avenue), the alignment options are identified as options 1A, 1B, & 1C. For Segment 5 (Sunrise Avenue Area), the alignment options are identified as option 5A & 5B.

The Draft EIR includes a project-level CEQA analysis for all of the alignment options. This approach was used because a preferred alignment for Segments 1 and 5 was not selected by the City Council during review of the prior feasibility study. Providing a project-level review of the Segment 1 and 5 options is intended to allow the City Council to choose from among the options.

It should be noted that the EIR identifies a proposed project that includes Alignment Options 1B & 5B. Identifying options 1B & 5B as part of the "proposed project" was done in order to provide a stable project description for analysis, in compliance with CEQA regulations, but was not intended to preclude the City from choosing from among the alignment options. The alignment option recommendations contained later in this report are based upon the EIR Analysis summarized in Table 6-1 of the Draft EIR, and the detailed analysis of the physical, social and economic considerations of each of the alignment options provided on pages 7-8 of this report.

Summary of Draft EIR

Section 4 of the Draft EIR includes a detailed analysis of the above-noted resource topics. The analysis was prepared by resource area experts at Ascent Environmental and is supported by technical studies related to air quality and greenhouse gas emissions modeling, biological and cultural resource record searches, field studies and fluvial (hydrologic) modeling. For the proposed project and the Segment 1 and Segment 5 options, the Draft EIR analysis finds that there are ***no impacts*** or ***less-than-significant impacts*** to the following resources areas:

- Aesthetics
- Geology and Soils
- Greenhouse Gas Emissions and Climate Change
- Hydrology and Water Quality
- Land Use and Planning
- Public Services
- Recreation
- Utilities

For the proposed project and the Segment 1 and Segment 5 options, the Draft EIR analysis also finds that there is a potentially significant impact to the following resource areas, but that the impacts for these resource areas would be reduced to a ***less-than-significant level with mitigation:***

- Air Quality
- Biological Resources
- Cultural Resources
- Hazards and Hazardous Materials
- Transportation and Circulation

Table 2-1 includes a list of all of the proposed mitigation measures. The Draft EIR finds that, even with implementation of the feasible mitigation measures, there would be a ***significant unavoidable short-term construction-related noise impact*** for the proposed project under all of the alignment options. For the Segment 5 options, the Draft EIR finds that, even with implementation of the feasible mitigation measures, there would be a significant unavoidable short-term construction-generated ground vibration impact for Alignment Option 5A.

Summary of Final EIR

The City received 22 written comments and 6 verbal comments during the 45-day review period for the Draft EIR. The Final EIR is prepared pursuant to CEQA to document and respond to all comments received during the public comment period. The contents of the Final EIR include:

Chapter 1 - Introduction and List of Commenters
Chapter 2 - Comments and Responses
Chapter 3 – Revisions to the Draft EIR
Chapter 4 – Mitigation Monitoring Plan
Chapter 5 – References

The 28 commenters provided comments on a range of topics. The topics included parking and traffic, flooding and erosion, biological resources (including oak trees), visual quality, and noise. The Final EIR responses clarify, amplify, and/or correct information presented in the Draft EIR, as appropriate. However, the comments and responses to comments did not alter any of the environmental impact or significance conclusions of the Draft EIR.

Taken together, the Final EIR, the Draft EIR, and the Appendices constitute the full EIR for the proposed project. The full EIR is to be considered by the Transportation Commission and City Council during project review, including the selection of the alignment options.

Some of the 28 commenters also provided comments on topics that are outside the scope of CEQA review since they address social or economic considerations instead of potential physical changes to the environment. Although these are not addressed through the CEQA process, this staff report provides information on these issues as follows:

Safety & Security – Master Response 1 on page 2-1 of the Final EIR addresses this topic. Fire Department representatives further note that the City of Roseville is not located in a Cal Fire-designated high hazard area. Even so, there is a risk of human-caused fires in open space areas whether or not a trail is present, since all open space areas in Roseville experience some level of human activity. The City has a proactive weed abatement program that reduces the risks associated with fires in our open space. Trails increase human presence in open space areas, but the presence of trail users may actually discourage some illegal activities in the open space and also allows citizens to report suspicious behavior. The Fire Department has not identified a trend for fires in open space areas that have trails. The Fire Department also notes that the presence of paved trails in the open space is an important tool that allows first responders to better respond to calls for emergency service, including fires. Where there are not trails in the open space, responding to wildland fire calls is extremely challenging.

The Roseville Police Department is responsible for public safety in the open space and along Roseville's trails. The Police Department's Social Services Unit has an officer designated for patrolling the City's parks, open space and trails. The trails are patrolled on an as needed basis.

Roseville is a relatively safe and secure community. The Police Department indicates that there is not a trend in crime along our trails. With that said, crime can and does occasionally happen along our trails, just as crime occurs elsewhere in our community. This is consistent with findings in other communities where crime along trails is reflective of the general safety and security of the area through which they travel.

The Police Department has observed that transients are currently active in the open space areas along the length of the project area, even without the presence of a trail. Currently, when the Police Department receives a call for service in the open space along the project area, they have limited options for accessing the open space, and they must often leave their car and walk the open space on foot. This increases the time it takes to respond to a citizen request and reduces the ability to address open space use issues. The Police Department believes that installation of this trail will increase human activity in the

open space, but the vast majority of the new users will be law abiding citizens. As with fire safety, the presence of trail users may actually discourage some illegal activities in the open space and also allows citizens to report suspicious behavior. The trail will also allow the Police Department to better patrol the open space and respond to calls for service.

Potential for Trail User Conflicts – Comment 19-1 and 22-1 (pp. 2-143 and 2-166 of the Final EIR) state concerns with trail width and the potential for injuries resulting from collisions between pedestrians and fast-moving bicyclists between Oakridge Drive and Rocky Ridge Road. Comment 19-1 indicates that the existing paved and dirt trails in the Sierra Gardens area near Eich Middle School are used by families with young children as well as older and physically challenged residents in the area. The concern is that lengthening the trail could result in additional bicyclist use of the paved trail, and this could result in higher potential for conflicts with pedestrians resulting in injuries. The commenter also requests that the project include informational trail signs to identify historic uses of the area (such as Native American activities in the area, or cattle drives.) Comment 22-1 requests that pedestrian paths be provided separate from the paved bike path.

The trail user conflict concern was posed during preliminary planning for the trail. The City responded (prior to preparation of the Draft EIR) by: 1) adjusting the trail alignment between Oakridge Drive and Rocky Ridge Road to avoid paving one existing dirt path and, 2) by proposing where feasible a modified trail design that incorporates a wider decomposed granite shoulder on one side of the pavement to provide more room for pedestrians. Due to limitations in available right-of-way along the length of the trail, we are not able to modify the trail design in most other areas.

Adjacency of trail near Spahn Ranch Subdivision – The Spahn Ranch Subdivision is a new subdivision that is located east of Old Auburn Road and north of Dry Creek. The subdivision was proposed and designed after the City Council accepted the 2010 Dry Creek Greenway Trail Planning and Feasibility Study. During the subdivision design process, the City worked with the subdivision design engineer to ensure that adequate open space was maintained to accommodate the future trail. Although the plans for the trail were made known to the home builder, the Draft EIR was the first time some of the new Spahn Ranch homeowners heard about the trail, and we received quite a few comments with concerns about this segment of trail (Phase 3).

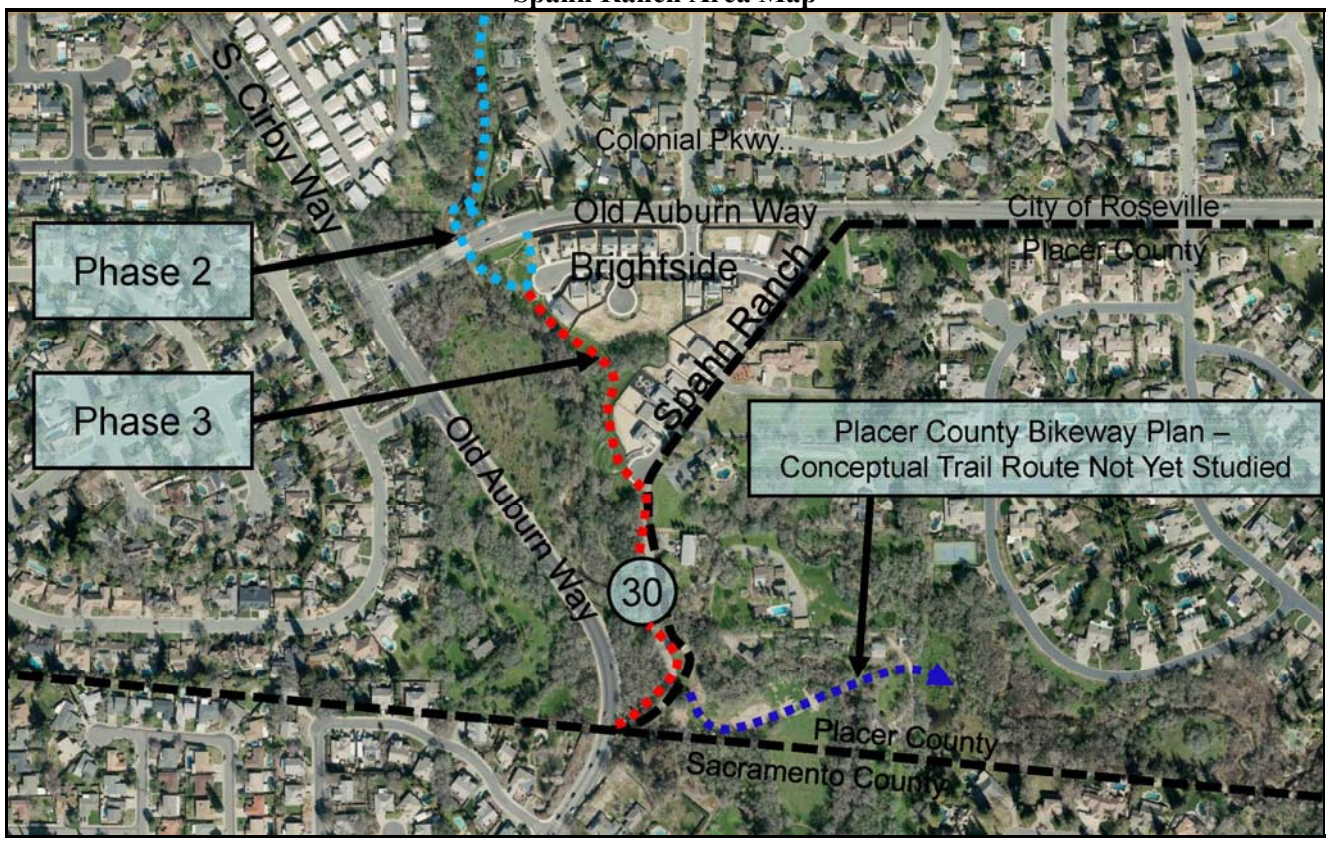
As identified in the project phasing section of this report, Phase 2 of the trail would include an undercrossing of Old Auburn Road to allow for a connection to the east (northbound) side of Old Auburn Road. Phase 2 also includes a connection to Brightside Lane of the Spahn Ranch Subdivision. Phase 3 of the trail would extend the trail from Brightside Lane along the south edge of the Spahn Ranch Subdivision and north bank of Linda Creek to the city limits.

The 2010 Dry Creek Greenway Trail Planning and Feasibility Study proposes that, south of Old Auburn Road, the trail be located on the east side of Linda Creek. The two primary reasons for this are: 1) There are physical constraints to locating the trail on the west side of Linda Creek, including a location about 900 feet east of the South Cirby Way/Old Auburn Road intersection where Old Auburn Road directly abuts Linda Creek and there is no room for trail construction; and 2) as the trail reaches the City limits and enters unincorporated Placer County, the County's Bikeway Master Plan shows the trail heading east toward Sierra College Boulevard along Linda Creek.

Placer County is currently updating its Parks and Trails Master Plan. The current draft shows two alternatives for the extension of the trail: 1) Along Linda Creek per the Placer County Bikeway Master Plan; and 2) from Linda Creek and then along Old Auburn Road directly to Sierra College Boulevard. The City's understanding is that the County will have to conduct additional feasibility analysis to select a

trail alignment for the segment of trail within unincorporated Placer County. As a result, there is a possibility that the County may choose an alternate alignment. For that reason, City staff recommends that design and construction of Phase 3 not proceed until Placer County further develops its plans for the trail alignment.

Spahn Ranch Area Map



Potential for Decreased Property Values – Comment 20-3 (Final EIR p. 2-153) raised a concern about effect on homeowner property values in the Spahn Ranch area. Several studies have been conducted to evaluate the effect of trails on property values. The studies suggest that trails are likely to increase property values within a neighborhood, and that some trails may act as a catalyst for neighborhood revitalization. For example, a 1994 study by the Maryland Greenways Commission titled *Analysis of the Economic Impacts of the Northern Central Rail Trail* asked residents near the trail corridor whether they thought value would be added to homes within walking distance of the trail. Sixty-two percent (62%) believed that a trail would add value, 7% believed that a trail would decrease home value, and 31% believed it would have no effect.

The study of Seattle's Burke-Gilman trail also attempted to evaluate the effect of the trail on property values. That study did not conclusively determine if the trail had any affect, negatively or positively, on property values. However, that study did turn up some anecdotal information:

- Trails are often considered amenities when selling real estate
- Homes are regularly advertised as being near or on the trail
- Residents who bought their homes after the trail was opened are most likely to view the trail as a positive factor that increases the value of their home

- Long-time residents who bought their homes prior to the opening of the trail are generally less likely to view the trail as an economic asset

These views are supported by a 2013 study by the National Association of Realtors and National Association of Home Builders. That study found that walking and jogging trails were identified by 60% of recent homebuyers as the most desirable community feature that would seriously influence the decision to purchase a home.

The studies are less conclusive about the effect of trails on the property value of homes that directly abut the trail corridor. Some studies suggest that the presence of a trail may result in a loss of property value, while others suggest that an adjoining trail would increase in property value. Factors that may influence a particular result include good trail design in context with the neighborhood surroundings. As noted above, the Spahn Ranch subdivision was designed in consideration of the proposed trail, but a final alignment for the trail has not yet been selected.

Other communities and organizations have studied the community-wide economic impact of trails. These studies find that many trails result in economic benefits from increased tourism. The Dry Creek Greenway Trail is part of a future 70 to 80 mile loop trail around the South Placer/Sacramento region that will be a trail of regional and potentially national significance, with corresponding potential for economic benefits.

Analysis of Alignment Options

In 2010, the City Council selected a preferred trail alignment for a majority of the Dry Creek Greenway East trail project. However, the City Council did not select a preferred alignment for the Hillcrest (Riverside Avenue) and Sunrise Avenue areas. As noted above, the EIR includes project-level CEQA analysis for multiple alignment options as follows:

- Segment 1 (Hillcrest) area alignment options: 1A, 1B, and 1C.
- Segment 5 (Sunrise) area alignment options: 5A and 5B.

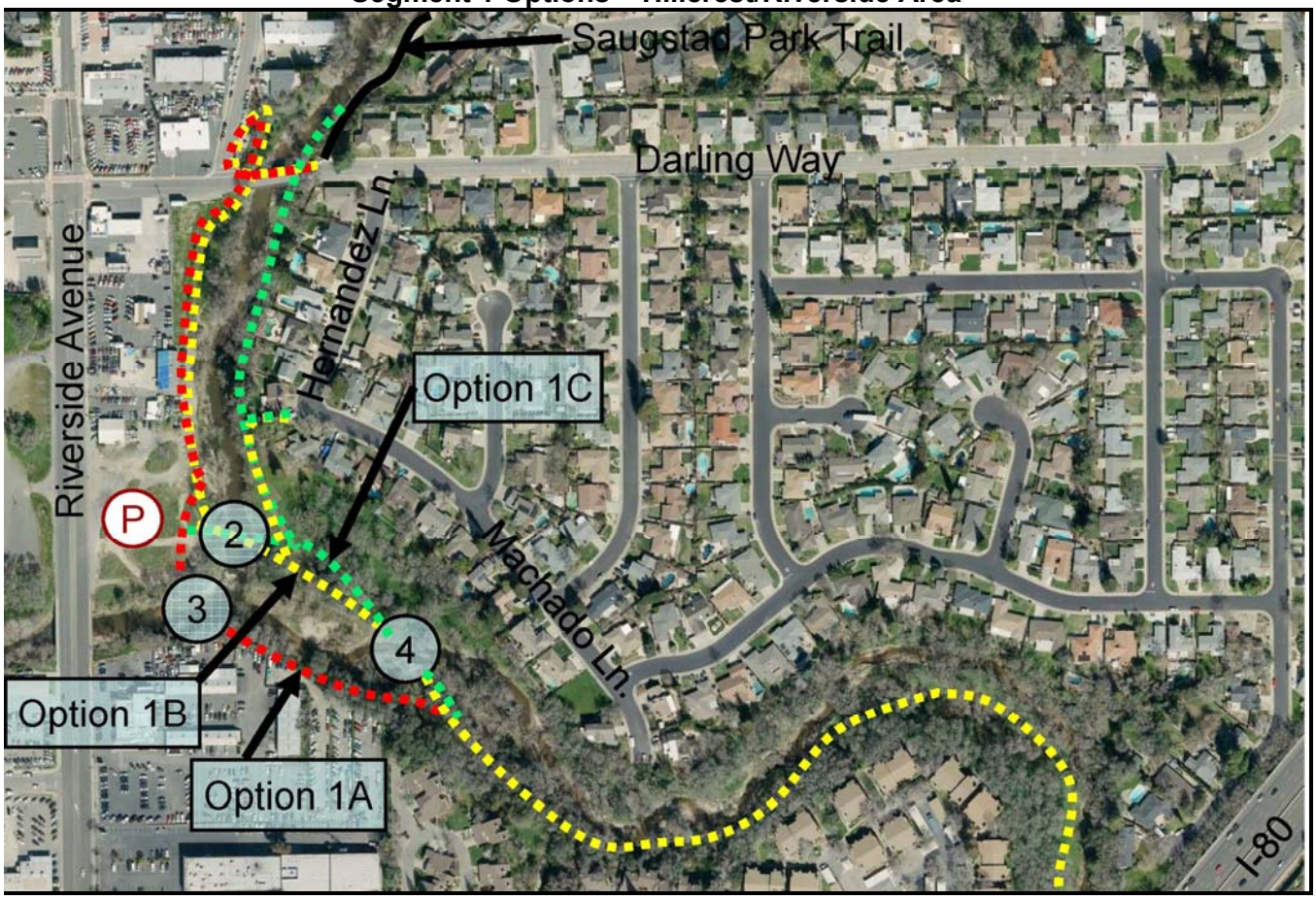
Draft EIR Table 6-1 shows that the environmental impacts of all alignment options are generally the same. There are some minor variations in the level of impact as identified through use of the terms greater than, less than or equal to in Table 6-1. However, since the impacts are generally the same for each alignment option, the staff recommendation provided below focuses primarily on the other physical, social and economic considerations for each alignment option.

Analysis of Segment 1 Alignment Options (Hillcrest/Riverside Area) - The following key considerations inform the staff recommendation for the Segment 1 Hillcrest Area:

- Limited space, existing property line fences, steep banks along the creek, and the location of sewer main and manholes present significant challenges to Option 1C.
- Options 1A & 1B require two bridge crossings (Bridge #2 across Dry Creek and Bridge #4 across Cirby Creek), while Option 1C requires one bridge crossing (Bridge #3 across Dry Creek).
- Option 1C requires challenging construction including the installation of a large retaining walls along the south side of Dry and Cirby Creeks(walls 35, 36 and 37 as shown on Exhibit 3-13 of the Draft EIR), resulting in overall greater cost.
- Options 1A reduces access options for the Hillcrest neighborhood since access to Hernandez/Machado is not provided. However this connection can be provided under the proposed trail alignment and Option 1C.

In consideration of the above, **staff recommends that the City select Option 1B as the recommended trail alignment** in the Hillcrest Area. This is primarily due to the improved constructability of Option 1B combined with the access that it provides.

Segment 1 Options – Hillcrest/Riverside Area

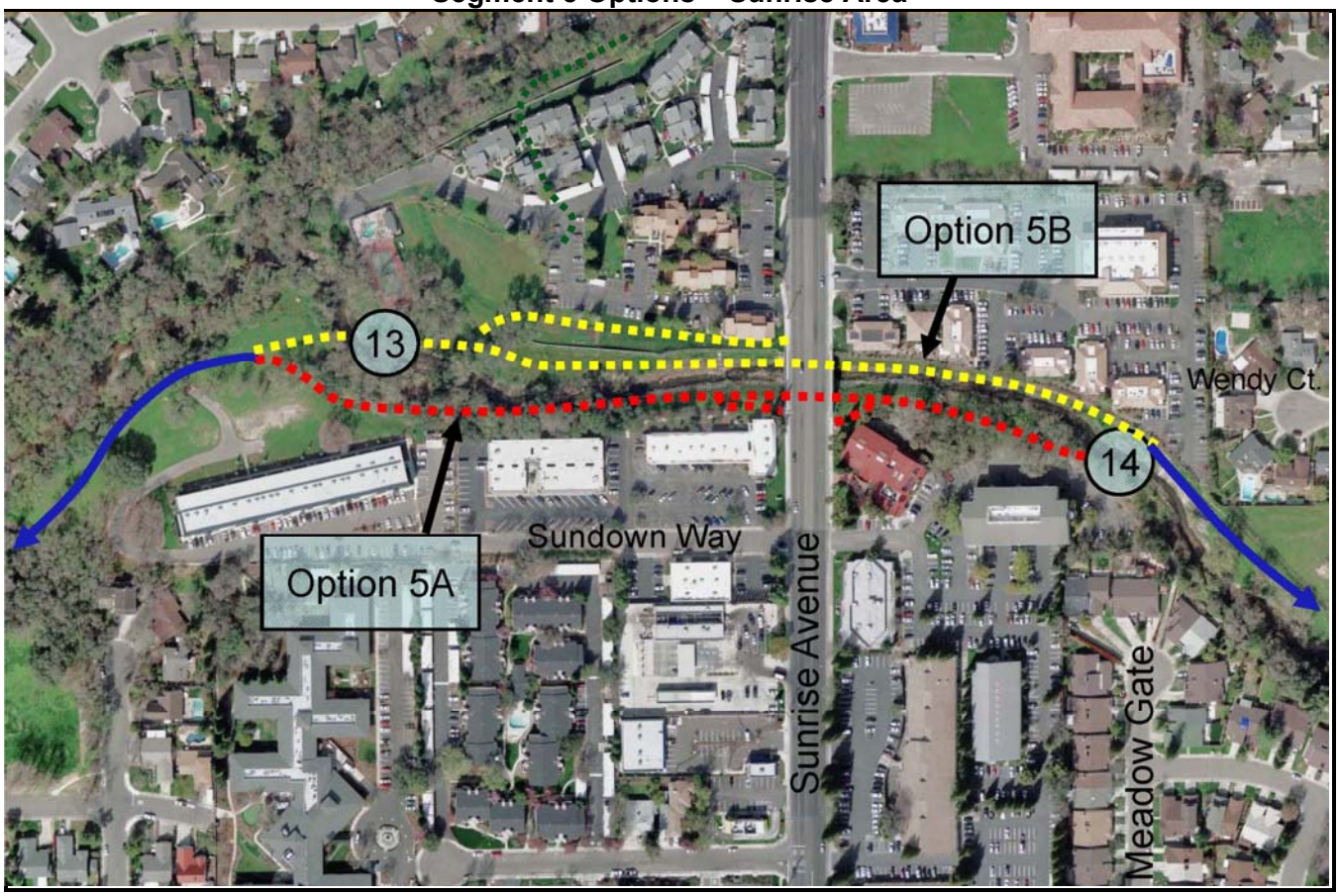


Analysis of Segment 5 Alignment Options (Sunrise Avenue Area) - The following key considerations inform the staff recommendation for the Segment 5 Sunrise Area:

- Option 5A and 5B both result in significant and unavoidable short-term temporary construction noise impacts. However, Option 5A may also expose residents of nearby homes on Meadow Gate Drive to significant ground vibration associated with the construction of bridge #14.
- Option 5A provides direct and convenient access to the west and east sides of Sunrise Avenue.
- Option 5A requires less right-of-way acquisition, but requires additional structural features including Bridge #14 that results in a cost differential of $1,100,000 (compared to Option 5B).
- Option 5B does not provide access to the east side of Sunrise Avenue, and access to the west side of Sunrise Avenue is not convenient as it begins over 500’ from Sunrise Avenue. The limited access to Sunrise Avenue is a concern because there are no safe and convenient options for bicyclists and pedestrians to cross Sunrise Avenue.
- Bridge 13 of Option 5B is proposed as a low-flow bridge across Linda Creek (similar to the bridges on Miners Ravine) because the regulatory floodway is very wide at the confluence of

Cirby and Linda Creeks. This is expected to result in permitting challenges with the Central Valley Flood Protection Board since a variance would be required.

Segment 5 Options – Sunrise Area



In consideration of the above, **staff recommends that the City select Option 5A as the recommended trail alignment** in the Sunrise Area. This is primarily due to the enhanced trail access and the relative balancing of other considerations, and because we anticipate that we will be able to obtain sufficient grant funds for the project.

Proposed Phasing and Cost Estimates

Staff currently proposes construction of the project in 3 phases as described below. We have developed cost estimates for each phase. The cost estimates for design, permitting and right-of-way are estimates based upon our experience with similar projects. The construction cost estimates are based upon recent bid openings for other similar projects. Recent projects have been expensive due to the current high demand for contractors and high materials costs, and this is factored into the cost estimates. We anticipate that the project costs will be paid for using a variety of federal and state grants, and local transportation funds. General fund money, including the recently-approved Measure B funds, will not be used for this project.

Phase 1: Riverside/Darling to Rocky Ridge - This phase is approximately 2 miles long and includes the following improvements:

- Connection to existing Saugstad Park Trail at Darling Way
- Widening and undercrossing of Darling Way
- One bridge crossing of Dry Creek and potentially 1 bridge crossing of Cirby Creek (depending on selected alignment option)
- Undercrossing of I-80
- Connection to Eastwood Park
- Undercrossing of and connection to Sunrise Avenue
- 1 bridge crossing of Linda Creek (location dependent on selected alignment option)
- At-grade crossing of Oakridge Drive to connection with existing Sierra Gardens Trail
- At-grade connection to west side of Rocky Ridge Drive

The estimated cost for Phase 1 is $15,900,000 as follows:

• Final Design	$1,000,000
• Environmental Permits	$700,000
• Right-of-way Acquisition	$1,200,000
• Construction	$11,500,000
• Construction Engineering & Management	$1,500,000

Staff has identified local funds for design, permitting and right-of-way acquisition. Staff has also identified $5,000,000 in federal grant funding for Phase 1 construction. If the project is approved, staff will explore additional options for funding the balance of the construction costs.

The above cost estimate is based upon the recommended alignment. As noted above, the project includes several alignment options within Phase 1 that have varying costs as follows:

- Option 1A would increase the cost of construction by $200,000.
- Option 1C would decrease the cost of construction by $100,000
- Option 5B would decrease the cost of construction by $1,100,000

Phase 2: Rocky Ridge to Old Auburn Way- This phase is approximately 1.5 miles long and includes the following improvements:

- Undercrossing of and connection to existing path along Rocky Ridge Drive
- 1 Bridge crossing of Linda Creek
- Replacement or retrofit of the existing bridge over Strap Ravine
- Undercrossing of Old Auburn Road
- Trail connection to the west and east sides of Old Auburn Road

The estimated cost for Phase 2 is $5,000,000 as follows:

• Final Design	$400,000
• Environmental Permits	$200,000
• Right-of-way Acquisition	$300,000
• Construction	$3,600,000
• Construction Engineering & Management	$500,000

Staff has not yet identified funding for Phase 2, but expects that it would be eligible for transportation-related grants such as the California Active Transportation Program.

Phase 3: Old Auburn Way to City Limits - This phase is approximately 0.5 miles long and includes the following improvements:

- Trail improvements along north side of Linda Creek adjacent to the Spahn Ranch subdivision
- Up to 2 bridge crossings of Linda Creek

The estimated cost for Phase 2 is $2,000,000 as follows:

• Final Design	$200,000
• Environmental Permits	$100,000
• Right-of-way Acquisition	N/A
• Construction	$1,500,000
• Construction Engineering & Management	$200,000

Staff has not yet identified funding for Phase 3, but also expects this phase to be eligible for grant funding. As noted above, staff recommends that design and construction of Phase 3 not proceed until Placer County further develops its plans for the trail alignment.

Recommendation

Staff recommends that the Transportation Commission:

1. Accept the staff report
2. Ask clarifying questions
3. Accept public comment
4. Discuss the project
5. Recommend that the City Council certify the Dry Creek Greenway East Trail Final EIR;
6. Recommend that the City Council approve the Dry Creek Greenway East Trail Project with the use of Alignment Option 1B for the Hillcrest area and Alignment Option 5A for the Sunrise Avenue area.

The Transportation Commission recommendations will be forwarded to the City Council for their review and action. A date has not yet been set for the future City Council meeting. Persons interested in receiving notification of the follow-up meetings should submit their contact information to the Alternative Transportation offices at transportation@roseville.ca.us.

If the City Council accepts the project and directs staff to move forward, the next steps would include:

- Final Design
- Environmental Permitting
- Right-of-way Acquisition
- Obtain Grant Funding
- Phased Trail Construction

If the project is approved by the City Council, phased trail construction could begin as early as 2021.

Attachments

1. Final EIR
2. Draft EIR
3. May 21, 2018 Transportation Commission Staff Report

Dry Creek Greenway East Trail Project

A Multi-Use Trail Along Dry, Cirby, and Linda Creeks From Riverside Avenue to Old Auburn Road

Draft Environmental Impact Report

April 2018

CITY OF ROSEVILLE CALIFORNIA

311 Vernon Street
Roseville, CA 95678
Contact: Mark Morse
(916) 774-5334

Draft Environmental Impact Report
for the

Dry Creek Greenway East Trail Project

State Clearinghouse #2014032087

PREPARED FOR

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April 2018

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1 INTRODUCTION

This document is a draft environmental impact report (Draft EIR) on the proposed Dry Creek Greenway East Trail Project (proposed project), a multi-use trail along Dry, Cirby, and Linda Creeks from Riverside Avenue to Old Auburn Road in the City of Roseville. It has been prepared by the City of Roseville (City) as lead agency, in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Sections 21000-21177) and the State CEQA Guidelines (California Code of Regulations [CCR], Title 14, Division 6, Chapter 3, Sections 15000-15387). The proposed project would be a shared-use trail for pedestrians, bicyclists, and other non-motorized vehicle users that would connect neighborhoods, parks, schools, businesses, natural areas, and the on-street bikeway system across the south side of the City.

1.1 PURPOSE AND INTENDED USES OF THIS DRAFT ENVIRONMENTAL IMPACT REPORT

1.1.1 Type and Purpose of the Draft EIR

This Draft EIR has been prepared pursuant to CEQA (PRC Section 21000, et seq.) and the State CEQA Guidelines (California Code of Regulation, Title 14, Chapter 3, Section 1500, et seq.) to evaluate the physical environmental effects of the proposed Dry Creek Greenway East Trail. CEQA requires that public agencies consider the potentially significant adverse environmental effects of projects over which they have discretionary approval authority before taking action on those projects (PRC Section 21000 et seq.). CEQA also requires that each public agency avoid or mitigate to less-than-significant levels, wherever feasible, the significant adverse environmental effects of projects it approves or implements. If a project would result in significant and unavoidable environmental impacts (i.e., significant effects that cannot be feasibly mitigated to less-than-significant levels), the project can still be approved, but the lead agency's decision makers, in this case the City of Roseville City Council, must prepare findings and issue a "statement of overriding considerations" explaining in writing the specific economic, social, or other considerations that they believe, based on substantial evidence, make those significant effects acceptable (PRC Section 21002; State CEQA Guidelines Section 15093).

According to the State CEQA Guidelines (Section 15064[f][1]), preparation of an EIR is required whenever a project may result in a significant adverse environmental impact. An EIR is an informational document used to inform public agency decision makers and the general public of the significant environmental effects of a project, identify feasible ways to mitigate or avoid those effects, and describe a range of reasonable alternatives to the project that could feasibly attain most of the basic objectives of the project while substantially lessening or avoiding any of the significant environmental impacts. Public agencies are required to consider the information presented in the EIR when determining whether to approve a project. The City of Roseville is the lead agency for the project and is responsible for preparation of the EIR; other public agencies with jurisdiction over the project are described below in Subsection 1.3.3, Responsible, Trustee, and Other Interested Agencies.

In accordance with Section 15161 of the State CEQA Guidelines, this document is a project EIR that examines the environmental impacts of a specific proposed project. A project EIR is an informational document designed to provide the basis for the local planning and decision-making process that would lead to project implementation without the need for further environmental review. This type of EIR focuses on the changes in the environment that would result from the proposed project. In accordance with the State CEQA Guidelines, a project EIR must examine the environmental effects of all phases of

the project, including construction and operation. A detailed description of the proposed project is included in Chapter 3, "Project Description," of this Draft EIR.

1.2 SCOPE AND ORGANIZATION OF THIS DRAFT EIR

1.2.1 Scope of the Draft EIR

In accordance with PRC Section 21092 and CCR Section 15082, the City issued a Notice of Preparation (NOP) on November 18, 2013 to inform agencies and the general public that an EIR was being prepared and to invite comments on the scope and content of the document (Appendix A). The NOP was submitted to the State Clearinghouse, posted on the City of Roseville website (http://www.roseville.ca.us/transportation/bikeways/dc_study.asp), made available at the City clerk's office and the City of Roseville Permit Center, and distributed directly to potential responsible and trustee agencies. The NOP was circulated for 30 days, through December 19, 2013. In accordance with PRC Section 21083.9 and CCR Section 15082(c), a noticed scoping meeting for the EIR occurred on December 3, 2013 at 6:00 p.m. at the Maidu Community Center, 1550 Maidu Drive, Roseville, California, 95661.

Recognizing the NOP release precedes the effective date of Assembly Bill 52 (AB 52), statutes of 2014, the procedural elements of AB 52 do not apply to the project (see Regulatory Setting, in Section 4.4, "Cultural Resources," for additional information on AB 52). Nonetheless, the EIR includes consideration of the potential for the presence of tribal cultural resources as part of the environmental analysis in Section 4.4, Cultural Resources. In addition, Native American consultation was conducted throughout preparation of the technical studies prepared for the EIR (see "Native American Consultation and Other Interested Parties" in Section 4.4).

A summary of the comments received on the NOP is included in each technical section. Appendix A contains a copy of the NOP, while scoping comments and comment letters received on the NOP are included in Appendix B. Table 1-1 below lists the NOP comments received and the location of the response in this EIR, as applicable.

Table 1-1 Comment Letters and Discussion Location in Draft EIR

NOP Comment Letter	Comment/Topic	Addressed in Draft EIR Chapter/Section
Letter 1 Central Valley Flood Protection Board	Hydrology and Water Quality 1. Addresses requirements for a board permit for the placement, construction, reconstruction, removal, or abandonment of any landscaping, culvert, bridge, conduit, fence, projection, fill, embankment, building, structure, obstruction, encroachment, excavation, the planting, or removal of vegetation, and any repair or maintenance that involves cutting into the levee. 2. Requests mitigation measures to avoid decreasing floodway channel capacity. 3. Requests mitigation measures for channel and levee improvements and maintenance to prevent and/or reduce hydraulic impacts.	Subsection 1.3.3 Responsible, Trustee and Other Interested Agencies; Section 4.8, Hydrology and Water Quality
Letter 2 Placer County Air Pollution Control District	Air Quality/Greenhouse Gas Emissions and Climate Change 1. The District recommends using the CEQA Air Quality Handbook (Handbook) to assist with recommended	Section 4.2, Air Quality Section 4.6, Greenhouse Gas Emissions and Climate Change

Table 1-1 Comment Letters and Discussion Location in Draft EIR

NOP Comment Letter	Comment/Topic	Addressed in Draft EIR Chapter/Section
	analytical approaches and feasible mitigation measures when preparing air quality analyses for land use projects.	
Letter 3 UAIC	Cultural Resources 1. Expresses interest in holding conservation easements for culturally significant prehistoric sites. 2. Requests the opportunity to provide Tribal representatives to monitor project excavation. 3. Requests receipt of cultural materials from prehistoric sites where excavation and data recovery has been performed. 4. Requests copies of environmental notices and documents for the project and requests a meeting to discuss cultural resources of importance to the UAIC.	Section 4.4, Cultural Resources
Letter 4 Friends of Linda Creek (1)	Project Description 1. Supports a setback of at least 20' from the creek or use of an alternate route if setbacks are not included along Mallard, Condor, Blue Jay and along the Eich school area. 2. Expresses the opinion that the route will meet the City's goal of a Regional Bike Trail Connecting the Parks and Open Space.	Chapter 3, Project Description Section 4.5, Geology ad Soils Section 4.8, Hydrology and Water Quality
Letter 5 Friends of Linda Creek (2)	Project Description, Biological Resources 1. Requests that the total distance from the creek be a minimum of 20 to 30 feet from the top of the creek bank. 2. Expresses concern for the creek related to the removal of trees. 3. Expresses support for natural creek restoration. 4. Addresses the potential to acquire a small amount of additional property.	Chapter 3, Project Description Section 4.5, Geology ad Soils Section 4.8, Hydrology and Water Quality Section 4.9, Land Use and Planning
Letter 6 Friends of Linda Creek (3)	Project Description, Biological Resources 1. Requests the use of bio-engineering and native rock bank restoration rather than the use of concrete.	Chapter 3, Project Description Section 4.3, Biological Resources
Letter 7 Bobbi Knapp	Project Description 1. Requests elements such as underpasses at the crossings at Oak Ridge and Rocky Ridge. 2. Addresses the junction at Meadowlark.	Chapter 3, Project Description
Letter 8 Jim Williams	Project Description 1. Requests renovation of Oak Ridge bridge to allow trail to go under Oak Ridge. 2. Requests that the alignment from Sierra Gardens (Eich) soccer fields to Rocky Ridge be flat and requests an underpass at Rocky Ridge.	Chapter 3, Project Description
Letter 9 David Allen	Project Description, Land Use and Planning 1. Requests an assessment in the EIR of the degree to which the proposed alignment supports the goal of a highly connected trail. 2. Expresses an opinion that the intersection at Sunrise is not the best route for providing connectivity to/from northbound and southbound Sunrise.	Chapter 3, Project Description Section 4.9, Land Use and Planning

Table 1-1 Comment Letters and Discussion Location in Draft EIR

NOP Comment Letter	Comment/Topic	Addressed in Draft EIR Chapter/Section
Letter 10 Andrea Walker	Biological Resources; Hazardous Waste 1. Requests an assessment in the EIR of the impact to potential salmon run. 2. Requests an assessment in the EIR of the environmental impact to the creek of littered dog waste and proposed measures to encourage proper disposal (if it is deemed to adversely impact the water quality of the creek).	Section 4.3, Biological Resources Section 4.8, Hydrology and Water Quality
Letter 11 Rosalyn Clement	Hydrology and Water Quality; Biological Resources 1. Expresses concern regarding downstream effects due to the underpass at Rocky Ridge or any creek bank work. 2. Expresses concern regarding habitat for river otters, western pond turtle, red-winged hawks, and pheasants. 3. Expresses concern for the 30-year old native oaks on Meadow Oaks along the creek trail.	Section 4.3, Biological Resources Section 4.8, Hydrology and Water Quality
Letter 12 Jim Holland	Hydrology and Water Quality; Biological Resources 1. Addresses the natural drainage path of rainwater run-off for Quail Circle and Swallow Way. 2. Addresses the maintenance of dense growth oak trees behind properties on Meadow Lark Way in open space.	Section 4.3, Biological Resources Section 4.8, Hydrology and Water Quality
Letter 13 David Schmidt	Land Use and Planning 1. Addresses property values and limiting future development.	Not a CEQA/EIR-related comment.
Letter 14 Jim Williams	Project Description 1. Requests keeping the trail flat and level. 2. Addresses the existing uphill grade from the creek up to Meadow Lark Drive; 3. Addresses existing skateboarders and young cyclists who use the existing downhill grade that may jeopardize pedestrians at the blind curve.	Chapter 3, Project Description Section 4.9, Land Use and Planning
Letter 15 Shirley Brown	Project Description; Biological Resources 1. Expresses support for leaving this area in its natural state without pavement. 2. Addresses existing wildlife, including ducks, mink, otter, and Western Pond turtle.	Section 4.3, Biological Resources

The City has considered the relevant NOP comments in preparation of this Draft EIR and has determined that the project may result in environmental effects in the following resource areas. Pursuant to CCR Section 15063 (a), of the CEQA Guidelines, an Initial Study has not been prepared for the proposed project. Rather, this EIR analyzes project-related impacts to the following resource areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions and Climate Change
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services
- Recreation
- Transportation and Circulation
- Utilities

Resource areas that would not be affected by the proposed project are addressed in Chapter 2, "Summary."

1.2.2 Draft Environmental Impact Report Organization

This Draft EIR is organized into chapters as briefly described below.

Chapter 1, Introduction: This chapter provides a description of the lead and responsible agencies, the legal authority and purpose of the EIR, the public review process, and organization of the EIR.

Chapter 2, Summary: This chapter summarizes the Dry Creek Greenway East Trail Project and the environmental review process. A description of effects found not to be significant and key environmental issues is provided. Finally, this chapter includes a summary table of the project's significant environmental impacts and associated mitigation measures to reduce significant impacts to less-than-significant levels.

Chapter 3, Project Description: This chapter describes the project location, background, and purpose and need. The Dry Creek Greenway East Trail Project elements and anticipated phasing are described in detail.

Chapter 4, Environmental Setting, Impacts, and Mitigation Measures: The resource sections in this chapter (Sections 4.1 through 4.14) evaluate the environmental effects anticipated from implementation of the proposed Dry Creek Greenway East Trail and Alignment Options 1A, 1C, and 5A. Within each section of Chapter 4, the regulatory background, environmental setting, significance criteria, and analysis methodology and assumptions are described. Environmental impacts are identified and evaluated for each resource. For each significant or potentially significant impact that would result from project or alignment option implementation, mitigation measures are recommended, and the level of significance after mitigation disclosed. Environmental impacts are numbered sequentially throughout the sections of Chapter 4 (e.g. Impact 4.2-1, Impact 4.2-2, etc.). Any required mitigation measures are numbered to correspond to the impact numbering; therefore, the first mitigation measure for Impact 4.2-1 would be Mitigation Measure 4.2-1.

Chapter 5, Other CEQA Considerations: This chapter assesses the potential cumulative impacts that would result from implementation of the Dry Creek Greenway East Trail Project together with other past, present, and probable future projects; and identifies and assesses potential direct and indirect growth inducing impacts, significant and unavoidable impacts, and significant and irreversible commitment of resources.

Chapter 6, Alternatives: This chapter provides a discussion of alternatives to the proposed Dry Creek Greenway East Trail Project, including the No Project Alternative, alternatives considered but eliminated from further consideration, and the environmentally superior alternative.

Chapter 7, References: This chapter identifies the organizations and persons consulted during preparation of this Draft EIR and the documents used as sources for the analyses.

Chapter 8, Report Preparation: This chapter identifies the lead and responsible agency contacts as well as the preparers of this Draft EIR.

Chapter 9, Acronyms and Abbreviations: This chapter identifies the acronyms and abbreviations used in this Draft EIR.

Appendices: This section contains various technical data or reports and official publications (such as the NOP) which were summarized or otherwise used for preparation of the Draft EIR.

1.2.3 Standard Terminology

This Draft EIR uses the following standard terminology:

No Impact means no change from existing conditions (no mitigation is required).

Less-than-Significant Impact means no substantial adverse change in the physical environment (no mitigation is required).

Potentially Significant Impact or **Significant Impact** means an impact that might or would cause a substantial adverse change in the physical environment (all feasible mitigation must be adopted).

Significant and Unavoidable Impact means an impact that would cause a substantial adverse change in the physical environment and that cannot be avoided, even with the implementation of all feasible mitigation.

Significance Criteria means criteria or criterion used to define what level of impact would be considered significant. Standards are defined by a lead agency based on examples found in CEQA or the State CEQA Guidelines, scientific and factual data, views of the public in affected areas, the policy/regulatory environment of affected jurisdictions, and other factors.

1.3 CEQA PROCESS

1.3.1 Public Review of the Draft EIR

This Draft EIR is being circulated for public review and comment for a period of at least 45 days, from April 13, 2018 to May 29, 2018. During this period, comments from the general public, organizations, and agencies on the Draft EIR may be submitted to the City. The Notice of Availability and the Draft EIR are being posted on the City's website:

http://www.roseville.ca.us/EnvironmentalDocs

Additional project information can be obtained from the project website:

http://www.roseville.ca.us/DryCreek

Copies of this Draft EIR are also available for review at the following locations:

City of Roseville Permit Center
311 Vernon Street
Roseville, CA 95678
(Open to the public Monday – Friday from 8:00 am to 5:00 pm)

Maidu Library
1530 Maidu Drive
Roseville, CA 95661(Open to the public: Monday ‑ Wednesday 10:00 am - 7:00 pm; Thursday / Saturday 10:00 am - 5:00 pm)

Written comments on the Draft EIR should be submitted by May 29, 2018 at 5:00 p.m. to:

City of Roseville City Manager's Office
Mark Morse, Environmental Coordinator
311 Vernon Street
Roseville, CA 95678
Phone: (916) 774-5499
Email: mmorse@roseville.ca.us

In addition, a public hearing will be held to receive public and agency comments on the Draft EIR during the public comment period. The meeting date, time, and location and will be noticed via the Notice of Availability of the Draft EIR and posted on the City's website.

Upon completion of the public review period, a Final EIR will be prepared that will include written comments on the Draft EIR received during the public review period and the City's responses to those comments. The Final EIR will also include the Mitigation Monitoring Program. The Final EIR will address any revisions to the Draft EIR made in response to public comments or at the direction of the lead agency. The Draft EIR and Final EIR together will comprise the EIR for the proposed project.

Before the City of Roseville can approve the project, it must first certify that the EIR was completed in compliance with CEQA, that the City Council reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City. If significant environmental effects are identified, the lead agency must adopt "Findings" indicating whether feasible mitigation measures or alternatives exist that can avoid or reduce those significant effects. If the impacts are identified as significant and unavoidable because there are no feasible mitigation measures or alternatives that render such impacts less than significant, the lead agency may still approve the project if it determines that specific economic, legal, social, technological, or other benefits outweigh the unavoidable adverse environmental effects. On this basis, the lead agency would then be required to prepare a "Statement of Overriding Considerations" for review and approval by the decision makers that discusses the specific reasons for approving the project, based on information in the EIR and other information in the record.

1.3.2 Lead Agency

The City of Roseville is the lead agency for this EIR under CEQA, as defined in CCR Section 15367. As such, the City has the principal responsibility for conducting the environmental review process, including scoping, preparing appropriate environmental documentation, and obtaining required permits and other regulatory approvals. After the EIR public review process is complete and the Final EIR is prepared, the City is responsible for certifying the EIR and rendering a decision to approve or deny the Dry Creek Greenway East Trail Project.

1.3.3 Responsible, Trustee, and other Interested Agencies

A responsible agency is a non-federal public agency other than the lead agency that has legal responsibility for reviewing, carrying out, or approving elements of a project (CCR Section 15381). A trustee agency is a state agency that has jurisdiction by law over resources affected by a project which are held in trust for the people of the State of California (CCR Section 15386). The California Department of Fish and Wildlife is a trustee agency with jurisdiction over fish and wildlife and their habitats that may be affected by the Dry Creek Greenway East Trail Project. Responsible and trustee agencies are consulted by the lead agency to ensure the opportunity for input during the environmental review process.

Responsible agencies should participate in the lead agency's CEQA process, review the lead agency's CEQA document, and use the document for decision making on project elements over which they have discretionary approval. The following state agencies may have responsibility for, or jurisdiction over, implementation of portions of the Dry Creek Greenway East Trail Project.

- California Department of Transportation,
- Central Valley Regional Water Quality Control Board,
- Central Valley Flood Protection Board, and
- California Department of Fish and Wildlife

In addition, the following federal agencies may provide funding for project implementation or have responsibility for, or jurisdiction over, permits required prior to implementation of portions of the Dry Creek Greenway East Trail Project.

- Federal Highway Administration (see below),
- U.S. Army Corps of Engineers,
- U.S. Fish and Wildlife Service, and
- National Oceanic and Atmospheric Administration Fisheries

The Federal Highway Administration (FHWA) is serving as the National Environmental Policy Act (NEPA) lead agency as a result of the expectation that Federal Department of Transportation funding would help construct the project. FHWA has an agreement with the State of California that allows delegation of NEPA compliance to Caltrans. Through this NEPA Assignment Memorandum of Understanding, Caltrans is serving FHWA's role as NEPA lead agency. At this time, it is anticipated that NEPA compliance will be satisfied with a Categorical Exclusion based on technical studies.

2 SUMMARY

2.1 INTRODUCTION

As required by the State CEQA Guidelines, California Code of Regulations (CCR) Section 15123(a), this chapter includes: 1) a summary description of the proposed project; 2) a synopsis of environmental impacts and recommended mitigation measures; 3) identification of the alternatives evaluated and of the environmentally superior alternative; and 4) a discussion of potential areas of controversy associated with the project.

2.2 SUMMARY DESCRIPTION OF THE PROPOSED PROJECT

2.2.1 Background

The Dry Creek Greenway East Trail (a multi-use trail along Dry, Cirby, and Linda Creeks from Riverside Avenue to Old Auburn Road) (proposed project) is a proposed 4.25-mile paved multi-use trail in the City of Roseville (City). The proposed project would be a shared-use trail for pedestrians, bicyclists, and other non-motorized vehicle users that would connect neighborhoods, parks, schools, businesses, natural areas, and the on-street bikeway system across the south side of the City.

The City's 2008 Bicycle Master Plan (BMP) includes a plan for development of over 28 miles of Class I trails in Roseville, including the Dry Creek Greenway East Trail. The proposed project is identified as a priority project in the BMP because of its potential to provide a safe, comfortable, and convenient bicycle route in an area of the City with limited existing options for bicyclists.

The City prepared the Dry Creek Greenway Planning and Feasibility Study in 2009. The study outlined the existing conditions, opportunities and constraints, alignment options, evaluation criteria, and a recommended alignment for a paved path from Riverside Avenue and Darling Way to the City limits just south of Old Auburn Road. The study also included design treatment options, cost estimates, and a phasing plan. The City Council accepted the study in 2010. The study was updated in 2013 to provide further information regarding alternative trail alignments.

During preparation of the original and updated feasibility study, the City used a community-based planning approach with an emphasis on public outreach. The public outreach efforts included establishment of a Stakeholder Representative Group (SRG) that represented a broad array of community interests. The SRG met 10 times between 2008 and 2013. The public outreach efforts also included three community meetings, an online survey and numerous neighborhood meetings. The community input received during this process informed the proposed project's design and alignment, and the community input was also considered during the formulation of the optional alignments and project alternatives presented in this EIR.

2.2.2 Summary Description of the Proposed Project

The proposed 4.25-mile multi-use trail would extend from the existing Saugstad/Royer Park trail near the intersection of Riverside Avenue and Darling Way eastward to the City limits, just past the Old Auburn Road/South Cirby Way intersection. The trail would follow creek corridors along portions of Dry, Cirby, and Linda Creeks. These corridors currently contain segments of existing unimproved natural surface paths and paved multi-use paths, some of which do not meet current City design standards.

Much of the corridor has been used historically for recreation and for access and transportation of infrastructure maintenance vehicles and equipment. The corridor continues to be used for these purposes along both improved and unimproved segments.

The proposed project would be a paved, multi-use trail would that would conform to the City of Roseville Design Standards (Section 13 Bikeways) and other provisions of the City of Roseville Construction Standards. A typical cross-section for the proposed trail would consist of a 10-foot wide paved trail with two-foot shoulders on each side (one composed of decomposed granite and one of aggregate base), for a total width of 14 feet. The trail may also include drainage swales on one or both shoulders, as needed. The proposed trail may be narrowed to an eight-foot wide paved section with one- or two-foot wide shoulders for access spurs and in "pinch-point" locations that have severe physical or environmental constraints. The narrower cross section would still support safe, two-way travel but would limit physical disturbance where design constraints prevent construction of the standard cross-section. The proposed trail may also be widened in areas where additional shoulder or trail width is desired to enhance user comfort and safety. In these instances, the shoulder width may be increased to between 5 and 10 feet on one side of the trail. As a result of existing topography, retaining walls would be required at several locations along the proposed alignment. The proposed walls would include gravity walls (reinforced concrete) and anchored walls. The proposed project would include undercrossings to pass beneath existing roadways, including Darling Way, Interstate 80, Sunrise Avenue, Rocky Ridge Drive, and Old Auburn Road. The project would also include the construction or modification of up to eight bridges to provide creek crossings throughout the alignment. Finally, the project could include elements such as benches, lighting on lengthy portions of the undercrossings, utility relocations, and regulatory and wayfinding signs (see Chapter 3, "Project Description.")

The proposed trail would, to the extent feasible, be designed to provide maintenance and emergency access for the City Environmental Utilities Department, open space and storm water maintenance crews, and the Roseville Fire Department. It would provide a safe route for walkers, joggers, cyclists, wheelchair users, and others traveling on non-motorized vehicles to access parks and other trails.

2.2.3 Project Objectives

The proposed project objectives for the Dry Creek Greenway East Trail are developed in consideration of the California Environmental Quality Act (CEQA), the City of Roseville General Plan, 2008 Bicycle Master Plan, and the 2009 Dry Creek Greenway Planning and Feasibility Study. The project objectives are as follows:

- Develop a safe and continuous trail alignment that maximizes opportunities for bicycle and pedestrian travel separate from roadway vehicle traffic by connecting neighborhoods, shopping and employment, schools, parks, transit, and other existing and planned trails, bikeways and walkways.
- Enhance access to the Dry Creek, Cirby Creek, and Linda Creek open space areas for public recreational and educational opportunities, utility maintenance, open space maintenance, and emergency response.
- Protect the natural habitat and special-status wildlife species of the Dry Creek, Cirby Creek, and Linda Creek open space areas, minimize the potential for loss of life and property due to flooding, enhance compatibility with private properties, and reduce the need for right-of-way acquisition.
- Seek the most effective and efficient balance of capital cost, operational and maintenance costs, environmental and community impacts, and public benefits.
- Direct consideration of cost is not required under CEQA. However, efforts to attain this objective are part of the design process employed by the City in meeting its health, welfare and economic obligations to the citizens of Roseville.

2.3 ENVIRONMENTAL IMPACTS AND RECOMMENDED MITIGATION MEASURES

The Draft EIR addresses the following technical issue areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions and Climate Change
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services
- Recreation
- Transportation and Circulation
- Utilities

The specific topics evaluated are described in each of the technical sections presented in Chapter 4. Table 2-1 at the end of this chapter, provides a summary of the environmental impacts of the proposed project, the level of significance of the impact before mitigation, recommended mitigation measures, and the level of significance of the impact after the implementation of the mitigation measures.

2.3.1 Effects Eliminated from Detailed Evaluation

Under CEQA and the State CEQA Guidelines, a lead agency may limit an EIR's discussion of environmental effects when they are not significant (Public Resources Code [PRC] Section 21002.1(e); State CEQA Guidelines CCR Sections 15128 and 15143). Based on a review of the potential effects of the proposed project, the City determined that agricultural and forestry resources, mineral resources, and population and housing would not require detailed evaluation in the Draft EIR.

AGRICULTURAL AND FORESTRY RESOURCES

No agricultural uses exist on or near the proposed project site, and the site is designated by the Farmland Mapping and Monitoring Program (FMMP) as "Urban and Built-up" (California Department of Conservation 2016). The designation for much of the adjacent lands surrounding the project site is Urban and Built Up; the eastern end of the proposed trail (at Old Auburn and South Cirby Way is designated "Other Land"). The proposed project site is not on, or near, any land with the FMMP designation of Prime or Unique Farmland or Farmland of Statewide Importance, nor is it on or near any land with a Williamson Act contract. Thus, development of the proposed project would not convert any prime farmland, unique farmland, or farmland of statewide importance; would not conflict with existing zoning for agricultural use of a Williamson Act contract; and would not involve any changes in the existing environment that could result in conversion of farmland to nonagricultural use. While the project alignment contains some area of riparian woodland, it is not zoned as forest land or Timberland Production, and development of the site would not result in conversion of forest land to non-forest use. Recognizing the absence of adverse impacts related to agriculture or forest resources, these issues are not discussed further in this EIR.

MINERAL RESOURCES

Under the State Mining and Reclamation Act, areas containing economically significant mineral deposits are classified and mapped. These mineral resource zones (MRZs) are used in land use planning to show the likelihood of the occurrence of mineral resources in a particular area. Areas classified as MRZ-2 are considered to have the likelihood of significant mineral deposits that could be economically beneficial to society. Areas classified as MRZ-1 or MRZ-3 are not considered to contain significant mineral deposits.

The project area is classified as MRZ-4, areas of unknown mineral resource significance (California Department of Conservation 1995). As stated in the *City of Roseville General Plan* (City of Roseville 2010), mineral resources, consisting of sand and gravel, are limited and no mineral extraction operations currently occur or are anticipated to occur in the City within the timeframe of the General Plan's analysis. The City of Roseville has not designated the site as a locally important mineral resource area. The project area is not located within or near an area of significant mineral deposits; therefore, no loss of availability of a known mineral resource would occur, and this issue is not discussed further in this EIR.

POPULATION AND HOUSING

The proposed project would not result in new housing or additional population in the City of Roseville. The project would involve the construction of a paved trail alignment along portions of Dry, Cirby, and Linda Creek corridors. The proposed project would be aligned within the creek corridors of developed neighborhoods and business districts in the City of Roseville. With the exception of a few scattered parcels, the properties surrounding the creek corridors are fully developed. While most of the project corridor is on public property, use of some privately-owned parcels is necessary, and this issue is discussed in Chapter 4.9, "Land Use and Planning."

The Proposed Project would not directly induce population growth, because it would not include employment-generating uses. Project development would not indirectly induce population growth, because it would not extend roads or infrastructure into previously undeveloped areas (see the growth-inducing discussion in Chapter 5, "Other CEQA Considerations"). The proposed project does not include residential development, would not displace any existing homes or people, and would not necessitate the construction of replacement housing elsewhere. Recognizing the absence of adverse impacts related to population and housing, these issues are not discussed further in this EIR.

2.3.2 Effects Found to be Less Than Significant

A number of project impacts identified in the Draft EIR were evaluated in detail and found to be less than significant, requiring no mitigation. These impacts can be found in sections 4.1, "Aesthetics"; 4.2, "Air Quality"; 4.5, "Geology and Soils"; 4.6, "Greenhouse Gas Emissions and Climate Change"; 4.8, "Hydrology and Water Quality"; 4.9, "Land Use and Planning"; 4.11, "Public Services"; 4.12, "Recreation"; 4.13, "Transportation and Circulation," and 4.14, "Utilities."

2.3.3 Environmental Impacts and Mitigation

Under CEQA, a significant effect on the environment is defined as a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by the project, including air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (CCR Section 15382). Implementation of the proposed project would result in significant impacts to some of these resources, which are analyzed in Sections 4.1 through 4.14 of this document and summarized in Table 2-1 at the end of this chapter.

CCR Section 15126.4 requires that an EIR describe feasible mitigation measures that could minimize significant adverse impacts. Implementation of mitigation measures would either reduce the impact to a less-than-significant level or leave the impact as significant and unavoidable. In the course of drafting the EIR for this project, impacts were identified that could be reduced to a less-than-significant level with implementation of proposed mitigation measures (see also Chapter 5, "Other CEQA Considerations"). These impacts can be found in sections 4.2, "Air Quality"; 4.3, "Biological Resources"; 4.4, "Cultural Resources"; and 4.7, "Hazards and Hazardous Materials"; 4.10, "Noise"; and 4.13, "Transportation and Circulation."

An impact that remains significant after mitigation is considered an unavoidable adverse impact of the proposed project. One significant and unavoidable impact has been identified in Section 4.10, “Noise,” related to short-term construction noise.

2.4 SUMMARY OF ALTERNATIVES

The following summary describes the alternatives to the proposed project that are evaluated in this EIR. For a complete discussion of project alternatives, see Chapter 6, “Alternatives.”

2.4.1 Alternatives Considered but Eliminated from Further Consideration

This Draft EIR includes a discussion of four alternatives to the project that attempt to reduce the environmental impacts of the proposed project. In addition to the alternatives listed below, several alternatives were considered, but dismissed. These include the following:

- Alternative 1D: This alignment option would begin just before the existing terminus of the Saugstad/Royer trail, travel under the bridge on the east side of Dry Creek and continue south for approximately 700 feet. The trail alignment would continue along the east side of Dry Creek and Cirby Creek for approximately 500 feet before crossing Cirby Creek via Bridge #4 to the southern bank of Cirby Creek, and continue within the floodplain along the south side of Cirby Creek toward the I-80 underpass. Access to the proposed trailhead parking would be via Riverside Avenue. Ultimately, access to the trailhead parking and future trail extension to lower Vernon Street would be provided via Bridge #2.
- Alternative 5C: This alignment option would begin just south of the confluence of Cirby Creek and Linda Creek and cross Linda Creek via Bridge #13 and follow the northern bank of Linda Creek within City owned property. The trail would tie into the existing maintenance path in front of the floodwalls on the north side of Linda Creek and travel eastward under Sunrise Boulevard overcrossing. No direct access would be provided to Sunrise Boulevard.
- Additional On-street Portions of the Path: This alternative would include more on-street bikeways. This alternative would create areas within paved streets identified by striping and signs for preferential (semi-exclusive) bicycle use (Class II bike lanes).

2.4.2 Alternatives Evaluated

This Draft EIR analyzes the following alternatives to the proposed project:

- No Project Alternative: The proposed trail and associated structures, including bridges and retaining walls, would not be constructed.
- Option 1A Alternative Alignment: This Alternative Alignment (shown in Exhibit 3-13) would begin at the existing terminus of the Saugstad/Royer trail, travel across Darling Way bridge (potentially requiring widening of the bridge) and loop under the bridge on the west side of Dry Creek. The alternative would continue south, crossing Dry Creek via Bridge #3 to the southern bank of Cirby Creek, from where it would traverse the existing steep slope down to the existing bench, and continue within the floodplain along the south side of Cirby Creek toward the I-80 undercrossing. Access would be provided to the proposed trail-head parking area at Riverside Avenue and to the future trail extension to Vernon Street. Option 1A Alternative Alignment would require Bridge #3, but would eliminate the need for Bridge #2 and Bridge #4. The remainder of the trail would be the same as the proposed project.

- Option 1C Alternative Alignment: This Alternative (shown in Exhibit 3-14) would begin just before the existing terminus of the Saugstad/Royer trail, travel under the bridge on the east side of Dry Creek and continue south for approximately 700 feet. A spur to the west would provide access to the proposed trail head parking and future trail extension toward Vernon Street, via Bridge # 2 over Dry Creek. This alternative would continue along the east side of Dry Creek and Cirby Creek before crossing Cirby Creek via Bridge #4 to the southern bank of Cirby Creek, from where it would continue along the south side of Cirby Creek toward the I-80 undercrossing. The remainder of the trail would be the same as the proposed project.
- Option 5A Alternative Alignment: This Alternative (shown in Exhibit 3-15) would begin just south of the confluence of Cirby Creek and Linda Creek and remain on the south side, following the southern bank of Linda Creek within City-owned property. The trail would travel eastward and pass beneath Sunrise Avenue. Connecting ramps would provide access to both sides of Sunrise Avenue. This alternative would continue to just east of the existing drainage outfall structure at which point it would cross to the north side of Linda Creek via Bridge #14. It would eliminate the need for Bridge #13. The remainder of the trial would be same as the proposed project.

These alignment Options are evaluated at a project level in Chapter 4 and, therefore, may be selected by the City Council for implementation in association with the proposed project. The relative effects of the alternatives are identified by impact area in Chapter 6, “Alternatives.”

2.5 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

The City issued a Notice of Preparation (NOP) on November 18, 2013 to inform agencies and the general public that an EIR was being prepared and to invite comments on the scope and content of the document. The NOP was circulated for 30 days, through December 19, 2013, and a noticed scoping meeting for the EIR occurred on December 3, 2013. A summary of the comments received on the NOP during the public scoping period is included in each technical chapter and in Chapter 1, “Introduction.” Appendix A contains a copy of the NOP, while scoping comments and comment letters received on the NOP are included in Appendix B.

A total of 15 NOP comment letters were received that addressed the following issues of concern: potential hydrology impacts associated with the accumulation and establishment of woody vegetation that is not managed and including mitigation measures for channel and levee improvements and maintenance to prevent and/or reduce hydraulic impacts; potential impacts to native trees including allowing the destruction of one area by planting young trees miles away; habitat protection for river otters, western pond turtle, red-winged hawks, pheasants, and salmon; design crossings such that Oak Ridge and Rocky Ridge are underpasses; water quality concerns including rainwater run-off; design concerns that the uphill grade from the creek up to Meadow Lark Drive will discourage many who would otherwise continue walking further; include an assessment of the degree to which the proposed alignment supports the goal of a highly connected trail; and diminishing property values and limiting future development. Please see Table 1-1 in Chapter 1, “Introduction,” for a table summarizing the NOP comments and the location of the appropriate Draft EIR chapter in which each comment is addressed. The City has considered the relevant NOP comments in preparation of this Draft EIR. Issues to be resolved related to hydraulics, the loss of trees and natural habitats, water quality, and trail connectivity are addressed in the appropriate technical sections of this EIR.

Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
4.1 Aesthetics			
Impact 4.1-1: Substantially degrade the visual character or quality of the site and its surroundings.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS	None required	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS
Impact 4.1-2: Create a new source of substantial light or glare that would adversely affect day or nighttime views of the area.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS	None required	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS
4.2 Air Quality			
Impact 4.2-1: Short-term construction-generated emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$.	Proposed Project = PS Alignment Option 1A = PS Alignment Option 1C = PS Alignment Option 5A = PS	**Mitigation Measure 4.2-1: Reduce construction-related NO_X emissions.** Before approval of grading permits, the construction contractor shall submit for PCAPCD approval, a written calculation demonstrating that the fleet of heavy-duty (> 50 horsepower) off-road equipment used during the project's construction, including owned, leased, and subcontractor vehicles, will achieve the necessary percent reduction in NOX emissions during all construction phases, and for any periods during which multiple phases would overlap, as to not exceed 82 lb/day. Acceptable options for reducing emissions may include reduction in the number of segments constructed in a single day, use of late model-year engines, low-emission renewable diesel fuel, engine retrofit technologies, and/or other effective options as recommended by PCAPCD at the time (see Appendix C of the PCAPCD 2017 CEQA Handbook [PCAPCD 2017:75] for additional options). The calculation shall be provided using PCAPCD's Construction Mitigation Calculator.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS

NI = No impact, LTS = Less than significant, PS = Potentially significant, S = Significant

Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
Impact 4.2-2: Long-term use-related emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS	None required	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS
Impact 4.2-3: Generation of local mobile-source CO emissions.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS	None required	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS
Impact 4.2-4: Exposure of sensitive receptors to toxic air contaminant (TAC) emissions.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS	None required	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS
4.3 Biological Resources			
Impact 4.3-1: Disturbance and loss of waters of the United States, waters of the state and riparian habitat.	Proposed Project = S Alignment Option 1A = S Alignment Option 1C = S Alignment Option 5A = S	**Mitigation Measure 4.3-1: Wetlands, Waters of the United States, and Water of the State.** This mitigation would apply for the Proposed Trail Alignment, Alignments Options 1A, 1C, and 5A. The City shall implement the following measures to compensate for the loss of wetlands, waters of the United States, waters of the State, and riparian habitat: a. The City shall submit a wetland delineation report to USACE and request a preliminary jurisdictional determination. Based on the jurisdictional determination, the City shall determine the exact acreage of waters of the United States and waters of the state that would be filled as a result of project implementation. b. The City shall replace on a "no net loss" basis (minimum 1:1 ratio) (in accordance with USACE, CDFW, and/or RWQCB) the acreage and function of all wetlands and other waters that would be removed, lost, or degraded as a result of project implementation. Wetland habitat shall be replaced at an acreage and location agreeable	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS

NI = No impact, LTS = Less than significant, PS = Potentially significant, S = Significant

Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
		to USACE, CDFW, and the Central Valley RWQCB and as determined during the Section 401, Section 404 and Section 1602 permitting processes. The ratio of stream habitat restoration/replacement shall consider value for Central Valley steelhead and Chinook salmon (as discussed under Mitigation Measure 4.3-2). Habitat shall either be restored on the affected stream and within City property, or at an approved mitigation bank. In either instance, compensatory mitigation will be approved by USACE, CDFW, and RWQCB. c. The City shall obtain a USACE Section 404 Individual Permit, RWQCB Section 401 certification, and a Section 1602 streambed alteration agreement from CDFW before any groundbreaking activity within 50 feet of any wetland or water of the United States. The City shall implement all permit conditions, which may include contributions to an approved wetland mitigation bank or through the development and implementation of a Compensatory Wetland, Stream and Riparian Mitigation and Monitoring Plan for creating or restoring in-kind habitat in the surrounding area. If mitigation credits are not available, stream and riparian habitat compensation shall include establishment of riparian vegetation on currently unvegetated bank portions of streams affected by the project and enhancement of existing riparian habitat through removal of nonnative species, where appropriate, and planting additional native riparian plants to increase cover, continuity, and width of the existing riparian corridor along streams in the project site and surrounding areas. The ratio of riparian restoration/replacement shall consider value for Central Valley steelhead and Chinook salmon (as discussed under Mitigation Measure 4.3-2) as well as City Protected trees and Oak Woodland Habitat (as discussed under Mitigation Measure 4.3-8).	

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Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
		Construction activities and compensatory mitigation shall be conducted in accordance with the terms of a streambed alteration agreement as required under Section 1602 of the Fish and Game Code. d. The Compensatory Wetland, Stream and Riparian Restoration and Mitigation and Monitoring Plan shall include the following: 1. identification of compensatory mitigation sites and criteria for selecting these mitigation sites; 2. in kind reference habitats for comparison with compensatory wetland, stream, and riparian habitats (using performance and success criteria) to document success; 3. monitoring protocol, including schedule and annual report requirements (Compensatory habitat shall be monitored for a minimum of three (3) years from completion of mitigation, or human intervention (including recontouring and grading), or until the success criteria identified in the approved mitigation plan have been met, whichever is longer.); 4. ecological performance standards, based on the best available science and including specifications for native riparian plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship (based on characteristics of the existing impacted habitat); at a minimum, compensatory mitigation planting sites must achieve 80 percent survival of planted riparian trees and shrubs by the end of the three-year maintenance and monitoring period or dead and dying trees shall be replaced and monitoring continued until 80 percent survivorship is achieved; 5. corrective measures if performance standards are not met;	

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Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
		6. responsible parties for monitoring and preparing reports; and 7. responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions.	
Impact 4.3-2: Interfere substantially with the movement of Central Valley steelhead and Central Valley fall-run Chinook salmon.	Proposed Project = S Alignment Option 1A = S Alignment Option 1C = S Alignment Option 5A = S	**Mitigation Measure 4.3-2: Central Valley Steelhead and Central Valley fall-run Chinook Salmon** This mitigation would apply for the Proposed Trail Alignment, Alignment Options 1A, 1C, and 5A. The City shall implement the following measures, developed based on past consultations with NMFS, to avoid, minimize and/or mitigate potential effects on Central Valley steelhead and Central Valley fall-run Chinook salmon. a. Prior to the onset of work, the qualified biologist shall conduct a mandatory worker environmental awareness training. The training shall educate workers about the importance of avoiding impacts to Central Valley steelhead and Central Valley fall-run Chinook salmon and their habitat. The training shall also cover the relevant permit conditions and avoidance and minimization measures that protect sensitive species and habitats, as well as the penalties for non-compliance with state and federal laws, regulations, and permit requirements. The training shall include information about the life history and habitat requirements of Central Valley steelhead and Central Valley fall-run Chinook salmon and their potential to occur in the project site, as well as the terms and conditions of the Project's Biological Opinions or other authorizing documents (i.e. letter of concurrence). b. Construction activities occurring within creek banks and channel beds shall be limited to the low-flow period	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS

NI = No impact, LTS = Less than significant, PS = Potentially significant, S = Significant

Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
		(typically June 15 - October 15), unless earlier or later dates are approved by CDFW and NMFS during consultation. By limiting in-water construction activities to this time period, the Project shall limit construction activities to periods when low flow depths and velocities within the project streams are less likely to support Central Valley steelhead or Central Valley fall-run Chinook salmon life stages including adult migration, spawning, and egg incubation periods. c. Fish screens or temporary stream diversion structures shall be installed to exclude Central Valley steelhead and Central Valley fall-run Chinook salmon from areas where in-water and near-water construction activities would be conducted. Installation of fish screens or temporary diversion structures shall prevent access to affected areas in the unlikely event that Central Valley steelhead or Central Valley fall-run Chinook salmon are present in the project streams during the low-flow period (June 15 - October 15). d. The City shall retain a qualified biologist to monitor the installation of fish screens or temporary stream diversion structures, as well as any other near or in-water construction activities (e.g., installation of RSP along creek banks or below the OHWM, installation and removal of low water crossings, placement of new abutments, rock walls, gabions, and water diversions). Prior to the installation of fish screens or temporary stream diversion structures the biologist shall visually survey the in-water work area for Central Valley steelhead and Central Valley fall-run Chinook salmon. e. Once the biologist confirms that no Central Valley steelhead or Central Valley fall-run Chinook salmon are present in the in-water work area, fish screens or temporary diversion devices shall be installed in a downstream direction, installing the upstream fish	

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Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
		screen or temporary diversion device. The biologist shall conduct a second visual survey before the downstream portion of the fish screen or temporary stream diversion is installed. If fish are present within the diversion area, the fish shall be guided out of the in-water work area with nets by the qualified biologist. The need for fish salvage is not anticipated because Central Valley steelhead or Central Valley fall-run Chinook salmon are not likely to be present in the project streams during the low-flow period (June 15 - October 15) – primarily because of excessive summer water temperatures that occur during this period in the Project area. However, fish salvage (or relocation outside of the in-water work areas) shall be conducted as needed should fish be present. f. Before the onset of construction activities, high visibility orange construction fencing shall be installed along the perimeter of Environmentally Sensitive Areas under the supervision of the qualified biologist. Fencing shall be installed along the limits of construction in riparian habitat, minimizing the disturbance of or encroachment on sensitive aquatic and riparian habitats. The contractor shall maintain the project's Environmentally Sensitive Area fencing for the duration of the project and remove it when the project is complete. g. Erosion control BMPs shall be implemented during construction to minimize the potential for erosion, and the mobilization of sediments to project waterways and be consistent with the Open Space Preserve Overarching Management Plan (and related USFWS Biological Opinion (81420-2008-F-1958-3). The following erosion and sediment control measures shall be implemented to prevent sedimentation and turbidity, as well as any identified in the SWPPP, 401, 404, or 1602 permits.	

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Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
		1. Soil exposure shall be minimized by limiting the area of construction and disturbance and through the use of temporary BMPs, groundcover, and stabilization measures. These measures may include mulches, soil binders and erosion control blankets, silt fencing, fiber rolls, temporary berms, sediment de-silting basins, sediment traps, and check dams. 2. Pursuant to Section 13-4.03C(3) of the Caltrans Standard Specifications, water pollution control practices shall be implemented within 72 hours of stockpiling material or before a forecasted storm event, whichever occurs first. If stockpiles are being used, soil, sediment, or other debris shall not be allowed to enter storm drains, open drainages, and watercourses. Active and inactive soil stockpiles must be covered with soil stabilization. 3. Plastic mono-filament netting (erosion control matting) or similar material that could trap wildlife shall not be used. Acceptable substitutes include, but are not limited to, jute, coconut coir matting, or tackified hydroseeding compounds. 4. Energy dissipaters and erosion control pads shall be provided at the bottom of slope drains as needed. Other flow conveyance control mechanisms may include earth dikes, swales, or ditches. Stream bank stabilization measures shall also be implemented. 5. Existing vegetation shall be protected, to the extent feasible, to reduce erosion and sedimentation. Vegetation shall be preserved by installing temporary fencing, or other protection devices, around areas to be protected. Where complete removal is not necessary, vegetation shall be cut to ground level with the root systems left intact to	

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Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
		prevent erosion and facilitate the recovery of riparian vegetation after project activities are complete. 6. Exposed soils shall be covered by loose bulk materials or other materials to reduce erosion and runoff during rainfall events. 7. Exposed soils shall be stabilized, through watering or other measures, to prevent the movement of dust at the project site caused by wind and construction activities such as traffic and grading activities. 8. All construction roadway areas shall be properly protected to prevent excess erosion, sedimentation, and water pollution. 9. The contractor shall conduct periodic maintenance of erosion and sediment control measures. All erosion and storm water control measures shall be properly maintained for the duration of the project. h. A Spill Prevention and Control Plan shall be developed and implemented by the City, or its contractor, for the duration of the project. Pollution prevention and control BMPs shall be implemented during construction to minimize the risk of hazardous materials being released into waters in the project site. The following pollution and contamination prevention measures shall be implemented to prevent the release of hazardous materials during construction: 1. All equipment and materials shall be stored at least 50 feet from wetlands or waters in the project site unless the equipment is on established paved areas. If storage of equipment or materials within 50 feet of wetlands or waters in the project site is necessary, secondary containment shall be utilized to contain the equipment and materials and prevent discharge of any harmful substances into the soil or aquatic resources. Staging and storage areas for equipment,	

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Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
		materials, fuels, lubricants, and solvents shall be located outside of the channel and banks of Dry Creek, Cirby Creek, Linda Creek, and Strap Ravine. 2. Secondary containment shall be provided for stationary equipment such as motors, pumps, generators, and compressors located within or adjacent to the Dry Creek, Cirby Creek, Linda Creek, and Strap Ravine. Any equipment or vehicles driven or operated within or adjacent to these creeks shall be checked and maintained daily to ensure proper working conditions to avoid potential impacts such as leaks. 3. No fueling, cleaning or maintenance of vehicles or equipment, or placement of construction debris, spoils or trash should occur within 50 feet of wetlands or waters in the project site unless it occurs in designated refueling/staging areas on existing paved surfaces with secondary containment in place. Refueling of equipment should occur at approved fuel locations. Contractor shall inspect all equipment/vehicles for leaks prior to use and should inspected regularly during Project inspection. 4. For work that is to occur on existing structures over open flowing portions of Dry Creek, Cirby Creek, Linda Creek, or Strap Ravine, a method of containment such as netting, tarps or similar catchments shall be utilized to catch debris or other potential construction materials and prevent such material from falling into the waters. i. Lighting design shall include measures to limit the amount of light "spill" on water surfaces at night that could lead to predation of juvenile salmonids. To minimize the effects of lighting on salmonids, the City shall prevent lighting that directly shines on the water	

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Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
		surfaces of Dry Creek, Cirby Creek, and Linda Creek by minimizing the amount of lighting necessary to safely and effectively illuminate pedestrian areas on bridges and trails, and by shielding and focusing lights on the bridge and trail surfaces and away from water surfaces. j. The project shall avoid impacts to riparian vegetation where feasible, and shall incorporate restoration and enhancement of the riparian corridor into the final design plans and construction specifications and shall develop a riparian and restoration plan (RRP), as part of the Compensatory Wetland, Stream and Riparian Mitigation and Monitoring Plan discussed in Impact 4.3-1, Disturbance and loss of waters of the United States, and Mitigation Measure 4.3-1 that involves onsite enhancements and purchase of mitigation bank credits to compensate for permanent and temporal loss of riparian and SRA cover. The RRP shall include on-site measures such as enhancing riparian vegetation by the planting of native shrub, tree, and understory species to create a more diverse vegetation structure and thus a higher quality habitat for wildlife. The onsite measures in the RRP may also include the planting of willows and other fast-growing native riparian species, which can quickly compensate for the loss of riparian and SRA cover, and will be planted where erosion control (RSP, slope pavement etc.) is installed along stream banks. Permanent impacts to riparian vegetation can also be mitigated with the purchase of credits (1:1 for riparian and 1.7:1 for SRA cover), and 0.5:1 for temporal loss of riparian vegetation and SRA cover. Restoration and enhancement of the riparian vegetation in the project site (combined with mitigation bank credits) shall result in no net loss of riparian habitat acreage or function and shall increase the quality of habitat for Central Valley steelhead (including Critical Habitat), Central Valley fall-	

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Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
		run Chinook salmon (including EFH), and shall be accomplished through development and implementation of the RRP. Permanent impacts to riparian, including SRA, and waters of the United States shall be further analyzed and determined based on final design for each construction phase during Section 7 consultation as part of USACE Section 404 and CDFW Section 1602 permitting. k. Construction techniques shall be implemented to isolate near shore work from waterbodies in the project site. It is anticipated that clear water diversion using a cofferdam or gravel bag berm with impermeable layer would be used. Isolating in-water construction areas behind cofferdams would minimize the potential for turbidity and suspended sediments from reaching levels that could harm Central Valley steelhead, degrade existing Critical Habitat, harm Central Valley fall-run Chinook salmon, or degrade existing EFH. The extent of cofferdam footprints and dewatering shall be kept to the minimum necessary to support construction activities, and creek flow shall not be interrupted or reduced as a result of construction activities. Any fill material used in association with the cofferdams, such as sandbag fill, shall be composed of washed, rounded, spawning-sized gravel between 0.4 and 4 inches in diameter. If authorized by applicable state and federal permits, any of this gravel in contact with flowing water shall be left in place, and distributed manually with hand tools to allow passage for all life stages of fish. Installation and removal of cofferdams and/or gravel bag berms would be restricted to the summer low-flow period.	

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Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
Impact 4.3-3: Disturbance or loss of valley elderberry longhorn beetle or its habitat.	Proposed Project = S Alignment Option 1A = S Alignment Option 1C = S Alignment Option 5A = S	**Mitigation Measure 4.3-3a: Avoidance and Minimization Measures** The following measures shall be implemented to avoid or minimize effects to VELB and/or its habitat during construction of the proposed project. a. A worker awareness training program for construction personnel shall be conducted by a qualified biologist prior to beginning construction activities. The program shall inform all construction personnel about the life history and status of the beetle, requirements to avoid damaging the elderberry plants, and the possible penalties for not complying with these requirements. Written documentation of the training shall be submitted to the USFWS within 30 days of its completion. b. If elderberry shrubs can be retained within the project footprint, the City shall avoid indirect impacts by implementing the following measures, to the extent feasible, or equivalent measures agreed to in consultation with USFWS. Minimization measures include: 1. Avoidance Area. An avoidance area shall be established at least 20 feet from the drip-line of an elderberry shrub for any activities that may damage or kill the elderberry shrub (e.g., trenching, paving, etc.). 2. Fencing. All areas to be avoided during construction activities shall be fenced and/or flagged as close to construction limits as feasible. 3. Signage. Signage shall be posted every 50 feet along the buffer area with the following information, "This area is habitat of the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the Endangered Species Act of 1973, as amended.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS

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Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
		Violators are subject to prosecution, fines, and imprisonment." The signs shall be clearly readable from a distance of 20 feet, and must be maintained for the duration of construction. 4. Timing. To the extent feasible, all activities that could occur within 165 feet of an elderberry shrub, shall be conducted outside of the VELB flight season (March - July). 5. Erosion Control and Revegetation. Erosion control measures will be implemented to restore areas disturbed within 165 feet of elderberry shrubs and the affected area will be re-vegetated with appropriate native plants. 6. Chemical Usage. Herbicides will not be used within the drip-line of the shrub. Insecticides will not be used within 100 feet of an elderberry shrub. All chemicals will be applied using a backpack sprayer or similar direct application method. 7. Mowing. Mechanical weed removal within the drip-line of the shrub shall be limited to the season when adults are not active (August - February) and shall avoid damaging the elderberry. 8. Pre-construction and post-construction surveys. Pre-construction surveys shall document compliance with mitigation measures. The post-construction survey shall confirm that there was no additional damage to any of the elderberry shrubs than as described in this document. 9. Construction monitoring. A qualified biologist shall monitor the work area at project-appropriate intervals to assure that all avoidance and minimization measures are implemented. The amount and duration of monitoring will depend on the project	

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Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
		specifics and shall be discussed with a USFWS biologist. 10. Elderberry Shrub Protection and Management Plan. The City will develop as part of the Section 7 consultation process with USFWS for the Dry Creek Greenway Multi-Use Trail project an elderberry shrub protection and management plan that will include how the buffer areas are to be protected, restored, and maintained after construction is completed and the City will ensure that ground-disturbing activities on the project site do not alter the hydrology for shrubs to be protected or otherwise affect the likelihood of vigor or survival of elderberry shrubs. The Elderberry Shrub Protection and Management Plan shall be consistent with the City's Open Space Preserve Overarching Management Plan. **Mitigation Measure 4.3-3b: Removing/Transplanting Individual Elderberry Shrubs** a. Elderberry shrubs that are in the path of construction activities and cannot be avoided shall be removed and if feasible, transplanted, according to Table 4.3-5. A Biological Opinion from USFWS will be obtained prior to removal or transplanting of elderberry shrubs. Removal of a shrub may either include the roots or just the removal of the above-ground portion of the plant. If feasible, the entire root ball shall be removed, and the shrub transplanted. b. Elderberry shrubs requiring removal shall be transplanted as close as feasible to its original location within City-owned property or as approved by USFWS. Elderberry shrubs may be relocated adjacent to the project footprint if: 1) the planting location is suitable for elderberry growth and reproduction; and 2) the City is	

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Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
		able to provide long-term protection to the shrub and ensure that the shrub becomes reestablished. c. If these criteria cannot be met, the shrub may be transplanted to an appropriate USFWS-approved mitigation site. d. Any elderberry shrub that is unlikely to survive transplanting because of poor condition or location, or a shrub that would be extremely difficult to move because of access problems, may not be appropriate for transplanting. The following transplanting guidelines shall be used to guide removal and transplanting of elderberry shrubs on the project site: 1. A qualified biologist shall be on-site for the duration of transplanting activities to assure compliance with avoidance and minimization measures and other conservation measures. 2. Exit-hole surveys shall be completed immediately before transplanting. The number of exit holes found, GPS location of the plant to be relocated, and the GPS location of where the plant is transplanted shall be reported to the USFWS and to the California Natural Diversity Database (CNDDB). 3. Elderberry shrubs shall be transplanted when the shrubs are dormant (November through the first two weeks in February) and after they have lost their leaves. Transplanting during the non-growing season will reduce shock to the shrub and increase transplantation success. 4. Transplanting shall follow the most current version of the ANSI A300 (Part 6) guidelines for transplanting (http://www.tcia.org/).	

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Table 4.3-5 Mitigation for Loss of Individual Shrubs According to Preliminary Project Design

Shrub ID	Proposed Trail Alignment	Alignment Option 1A	Alignment Option 1C	Alignment Option 5A
ES24	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES25	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES26	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES31	Transplant if feasible	No Impact	Transplant if feasible	Transplant if feasible
ES32	Transplant if feasible	No Impact	No Impact	Transplant if feasible
ES33	Transplant if feasible	No Impact	Transplant if feasible	Transplant if feasible
ES34	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES35	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES36	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES37	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES38	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES39	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES40	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES41	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES42	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible

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Table 2-1 Summary of Impacts and Mitigation Measures

<table>
<tr><th>Impacts</th><th>Significance before Mitigation (by Alignment Option)</th><th>Mitigation Measures</th><th>Significance after Mitigation (by Alignment Option)</th></tr>
<tr><td></td><td></td><td>
Mitigation Measure 4.3-3c: Compensatory Mitigation for Loss of Riparian Habitat
a. The following compensatory mitigation addresses impacts to VELB habitat through compensating for the permanent loss of riparian habitat within 165 feet of elderberry shrubs. Table 4.3-6 lists the total riparian habitat that is anticipated to be lost, according to the preliminary project design, and the corresponding credits that shall be purchased to replace habitat lost at a 3:1 ratio, as outlined in the VELB framework (USFWS 2017b). The exact amount of compensation shall be as agreed to by USFWS, per Section 7 consultation under the Federal Endangered Species Act.
Table 4.3-6 Potential Valley Elderberry Longhorn Beetle Habitat-Level Compensation
<table>
<tr><th>Project Alternative Options</th><th>Compensation Ratio</th><th>Loss of Riparian Habitat (acres)</th><th>Acres of Credit[1]</th><th>Total Credit Purchase[2]</th></tr>
<tr><td>Proposed Trail Alignment</td><td>3:1</td><td>1.22</td><td>3.66</td><td>89</td></tr>
<tr><td>Alignment Option 1A</td><td>3:1</td><td>0.89</td><td>2.67</td><td>65</td></tr>
<tr><td>Alignment Option 1C</td><td>3:1</td><td>1.41</td><td>4.23</td><td>103</td></tr>
<tr><td>Alignment Option 5A</td><td>3:1</td><td>1.22</td><td>3.66</td><td>89</td></tr>
</table>
[1] Acre(s) of credit = Compensation Ratio X Total Acres of Riparian Habitat Permanently Lost within 165 Feet of Elderberry Shrubs
[2] Formula for Credit Purchase: 1 credit = 0.041 acres
</td><td></td></tr>
</table>

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Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
		b. If the City chooses not to purchase credits at a USFWS-approved bank, they shall follow USFWS requirements for providing a permanent conservation area that meets USFWS criteria and approval, as described in the VELB Framework (USFWS 2017b). **Mitigation Measure 4.3-3d: Consultation with USFWS** Caltrans, as the federal designated agency, will consult with USFWS under Section 7 of ESA for approval of transplanting and compensatory measures outlined in Mitigation Measures 4.3-3b and 4.3-3c prior to project construction.	
Impact 4.3-4: Disturbance or loss of Swainson's hawk, white-tailed kite, and other nesting raptors.	Proposed Project = PS Alignment Option 1A = PS Alignment Option 1C = PS Alignment Option 5A = PS	**Mitigation Measure 4.3-4: Nesting Raptors** This mitigation would apply for the Proposed Trail Alignment, Alternative Alignments 1A, 1C, and 5A. The following measures shall be implemented to avoid, minimize and fully mitigate impacts to Swainson's hawk, white-tailed kite, as well as other raptors. a. For project activities, including tree removal, that begin between February 15 and September 15, a qualified biologist shall conduct preconstruction surveys for nesting raptors and to identify active nests on and within 0.25 mile of the project site with direct line of sight from public access areas with the use of binoculars and spotting scopes to the proposed work areas. The surveys shall be conducted before the beginning of any construction activities between February 15 and September 15. b. The City shall attempt to initiate upland construction activities before the nest initiation phase (i.e., before February 15). If breeding raptors establish an active nest site, as evidenced by nest building, egg laying, incubation, or other nesting behavior, near the	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS

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Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
		construction area, they shall not be harassed or deterred from continuing with their normal breeding activities. c. Impacts to nesting raptors shall be avoided by establishing appropriate buffers around active nest sites identified during preconstruction raptor surveys. No project activity shall commence within the buffer areas until a qualified biologist has determined the young have fledged, the nest is no longer active, or reducing the buffer, in coordination with CDFW, would not likely result in nest abandonment. CDFW guidelines recommend implementation of 500 feet for raptors, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with CDFW, determine that such an adjustment would not likely adversely affect the nest. Monitoring of the nest by a qualified biologist during construction activities shall be required if the activity has potential to adversely affect the nest. d. Trees shall not be removed during the breeding season for nesting raptors unless a survey by a qualified biologist verifies that there are not active nests within the trees or within 500 feet of the trees proposed to be removed. Loss of trees that provide potential nesting habitat shall be compensated by planting replacement trees according to Mitigation Measure 4.3-1 (wetlands/riparian trees) and Mitigation Measure 4.3-8 (protected oak trees).	
Impact 4.3-5: Disturbances to special-status song birds.	Proposed Project = S Alignment Option 1A = S Alignment Option 1C = S Alignment Option 5A = S	**Mitigation Measure 4.3-5: Special-status birds** This mitigation would apply for the Proposed Trail Alignment, Alignment Option 1A, 1C, and 5A. The following measures shall be implemented and are intended to avoid, minimize, and fully mitigate impacts to nesting special-status birds.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS

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Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
		a. The City shall ensure that before any ground-disturbing project activities begin for a given proposed trail segment, a qualified biologist shall identify potential habitat for nesting special-status bird species in areas that could be affected during the breeding season by construction. b. If vegetation removal or other disturbance related to construction of the trail segment is required during the nesting season, focused surveys for active nests of special-status birds shall be conducted before and within 5 days of initiating construction by a qualified biologist. The appropriate area to be surveyed and timing of the survey may vary depending on the activity and species that could be affected. If no active nests are found during focused surveys, no further action under this measure shall be required. c. If an active special-status bird nest is located during the preconstruction surveys, the biologist shall notify the City and the City shall notify CDFW. Construction shall be prohibited within a minimum of 25 feet of the nest to avoid disturbance until the nest is no longer active. d. If construction stops for more than 5 days during the nesting season, a follow up survey shall be conducted to make sure that no birds moved into the area and started nesting.	
Impact 4.3-6: Disturbance or loss of Western pond turtle.	Proposed Project = S Alignment Option 1A = S Alignment Option 1C = S Alignment Option 5A = S	**Mitigation Measure 4.3-6: Western Pond Turtle.** This mitigation would apply for the Proposed Trail Alignment, Alignment Options 1A, 1C, and 5A. a. Implement Mitigation Measure 4.3-1. b. Before ground disturbance, all onsite construction personnel shall be instructed by a qualified biologist regarding the potential presence of western pond turtle, the importance of avoiding impacts on this species and	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS

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Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
		its habitat, and recognition of western pond turtle and its habitat(s). c. Within 24 hours before beginning construction activities within 200 feet of suitable aquatic habitat for western pond turtle, a qualified biologist shall inspect areas of anticipated disturbance for the presence of western pond turtle nests and individuals. If nests are found, a 100-foot no disturbance buffer shall be erected and maintained until the turtles have hatched and no obstructions between the nest and aquatic habitat shall be created. No vegetation clearing will be allowed within the buffer to shelter the turtles from the elements and potential predators. d. If adult and juvenile turtles are found during preconstruction, dewatering, or fish rescue operations, the biologist shall relocate the western pond turtle to the nearest suitable habitat outside of the area of disturbance. The construction area shall be re-inspected whenever a lapse in construction activity of two weeks or more has occurred. The biologist shall be available thereafter; if a turtle is encountered during construction activities, the biologist shall relocate the western pond turtle to the nearest suitable aquatic habitat outside the area of disturbance. As suitable habitat is located throughout the area, it is not anticipated that turtles would be relocated far from construction areas and that they would recolonize following construction. e. After completion of project-related construction activities, any temporary fill and construction debris shall be removed, and temporarily disturbed areas shall be restored to pre-project conditions. Restoration of grassland and riparian habitat shall be conducted as applicable under Mitigation Measure 4.3-1 (for riparian vegetation) and Mitigation Measure 4.3-4 (for grassland habitat) in proximity to the stream corridors.	

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Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
Impact 4.3-7: Disturbance or loss of special-status bats – pallid bat and silver-haired bat.	Proposed Project = S Alignment Option 1A = S Alignment Option 1C = S Alignment Option 5A = S	**Mitigation Measure 4.3-7: Special-status bats** This mitigation would apply for the Proposed Trail Alignment, Alternative Alignments 1A, 1C, and 5A. a. Bat surveys shall be conducted by a qualified wildlife biologist within 5 days before removal of trees that have suitable roosting habitat for bats. Specific survey methodologies shall be determined in coordination with CDFW, and may include visual surveys of bats (e.g., observation of bats during foraging period), inspection for suitable habitat, bat sign (e.g., guano), or use of ultrasonic detectors (e.g., Petterson, Anabat, Wildlife Acoustics). Removal of any significant roost sites located shall be avoided to the extent feasible with a non-disturbance buffer of 250-feet. If it is determined that an active roost site cannot be avoided and will be affected, bats shall be excluded from the roost site before the site is removed. The City shall first notify and consult with CDFW on appropriate bat exclusion methods and roost removal procedures. Exclusion methods may include use of one-way doors at roost entrances (bats may leave, but not reenter), or sealing roost entrances when the site can be confirmed to contain no bats. Once it is confirmed that all bats have left the roost, crews shall be allowed to continue work in the area. The City may have to provide temporary suitable bat roosting habitat (i.e. bat boxes), prior, during, and after exclusion to provide bat roosting habitat. b. Exclusion efforts shall be restricted during periods of sensitive activity (e.g., during winter hibernation or while females in maternity colonies are nursing young [generally, April 15 through August 15]). If a hibernation or maternity roosting site is discovered, the project biologist and the City shall consult with CDFW to	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS

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Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
		establish appropriate exclusionary buffers until all young are determined to be able to fly by the project biologist. Once it is determined that all young are able to fly, passive exclusion devices shall be installed and all bats will be allowed to leave voluntarily. Once it is determined by a qualified biologist that all bats have left the roost, crews shall be allowed to work within the buffer zone.	
Impact 4.3-8: Disturbance or loss of City protected trees, Valley Oak Woodland, and other Sensitive Vegetation Alliances and Associations.	Proposed Project = S Alignment Option 1A = S Alignment Option 1C = S Alignment Option 5A = S	**Mitigation Measure 4.3-8: Avoid impacts or mitigate for impacts to Valley Oak Woodland, and other Sensitive Vegetation Alliances and Associations (previously known as Sensitive Natural Communities)** This mitigation would apply for the Proposed Trail Alignment, Alignment Option 1A, 1C, and 5A. a. To the maximum extent feasible, oak and riparian trees shall be avoided where possible and protection measures shall be implemented to protect oak woodlands, riparian areas and associated native trees from project-related impacts. The following measures shall be implemented for oak and riparian trees that would be impacted by project activities to avoid and minimize potential impacts to individual oak and riparian trees: 1. Temporary protective fencing shall be installed at least one foot outside the dripline of the native oak tree before initiating construction to avoid damage to the tree canopy and root system. A circle with a radius measurement from the trunk of the tree to the tip of its longest limb will constitute the dripline protection area for each tree. Limbs must not be cut back to change the dripline. The area beneath the dripline is a critical portion of the root zone and defines the minimum protected area of each tree. Removing limbs that make up the dripline does not change the protected area.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS

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Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
		2. No vehicles, construction equipment, mobile home/office, supplies, materials or facilities shall be driven, parked, stockpiled or located within the dripline of the native oak trees. 3. No grading shall be allowed within the dripline of the native oak tree. 4. No trenching shall be allowed within the dripline of the native oak tree. If it is necessary to install underground utilities within the dripline of the native oak tree, the utility line shall be jacked and bored under the supervision of a certified arborist. 5. Drainage patterns onsite shall not be modified so that water collects or stands within, or is diverted across, the dripline of any native oak tree. 6. If ground disturbance must occur within the protected zone of a native oak tree, all work shall occur consistent with the City's Tree Preservation Ordinance requirements. b. For those trees that cannot be avoided, the City shall comply with any riparian habitat conditions to comply with the Compensatory Wetland, Stream and Riparian Mitigation and Monitoring Plan that will be developed during the Section 404, Section 401, and Section 1602 permitting process as described in Mitigation Measure 4.3-1. Additionally, the City shall implement the following: 1. An arborist report shall be conducted to identify the species and quantities of trees that will be removed to implement the project. 2. If native oak trees are removed, they shall be replaced as outlined in the City's Tree Preservation Ordinance 19.66.070. A Tree Planting and Maintenance Plan showing species, size, spacing	

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Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
		and location of plantings, and the location and species of established vegetation shall be prepared. A monitoring program shall also be established to ensure compliance with any prescribed mitigation measures established by the project and to monitor the oak woodland restoration area. 3. Fully implement Mitigation Measure 4.3-1, which requires the City to secure and comply with a CDFW Streambed Alteration Agreement that would include a riparian restoration component.	
Impact 4.3-9: Disturbance or loss of special-status plants – Sanford's arrowhead.	Proposed Project = S Alignment Option 1A = S Alignment Option 1C = S Alignment Option 5A = S	**Mitigation Measure 4.3-9: Special-status plants – Sanford's arrowhead.** This mitigation would apply for the Proposed Trail Alignment, Alternative Alignments 1A, 1C, and 5A. The City shall implement the following measures to reduce potential impacts on Sanford's arrowhead: a. Prior to project construction and during the blooming period for Sanford's arrowhead (May – November), a qualified botanist shall conduct floristic-level surveys for Sanford's arrowhead in areas where potentially suitable habitat would be removed or disturbed by project activities. The normal blooming period for Sanford's arrowhead generally indicates the optimal survey period when the species is most identifiable. b. If no Sanford's arrowhead plants are found, the botanist shall document the findings in a letter report to the City of Roseville and CDFW and no further mitigation shall be required. c. If Sanford's arrowhead plants are found that cannot be avoided during construction, the City shall consult with CDFW to determine the appropriate mitigation measures for direct and indirect impacts that could occur as a result of project construction and shall implement	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS

NI = No impact, LTS = Less than significant, PS = Potentially significant, S = Significant

Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
		the agreed-upon mitigation measures to achieve no net loss of occupied habitat or individuals. Mitigation measures may include preserving and enhancing existing populations, creation of offsite (but within the stream reach) populations on project mitigation sites through seed collection or transplantation, and/or restoring or creating suitable habitat in sufficient quantities to achieve no net loss of occupied habitat and/or individuals. Potential mitigation sites could include suitable locations along the stream but outside of the construction areas. A mitigation and monitoring plan shall be developed describing how unavoidable losses of special-status plants will be compensated. d. If relocation efforts are part of the mitigation plan, the plan shall include details on the methods to be used, including collection, storage, propagation, receptor site preparation, installation, long-term protection and management, monitoring and reporting requirements, success criteria, and remedial action responsibilities should the initial effort fail to meet long-term monitoring requirements. e. Success criteria for preserved and compensatory populations shall include: 1. The extent of occupied area and plant density (number of plants per unit area) in compensatory populations shall be equal to or greater than the affected occupied habitat. 2. Compensatory and preserved populations shall be self-producing. Populations shall be considered self-producing when: I. plants reestablish annually for a minimum of five years with no human intervention such as supplemental seeding;	

NI = No impact, LTS = Less than significant, PS = Potentially significant, S = Significant

Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
		II. reestablished and preserved habitats contain an occupied area and flower density comparable to existing occupied habitat areas in similar habitat types in the project vicinity. 3. If off-site mitigation includes dedication of conservation easements, purchase of mitigation credits, or other off-site conservation measures, the details of these measures shall be included in the mitigation plan, including information on responsible parties for long-term management, conservation easement holders, long-term management requirements, success criteria such as those listed above and other details, as appropriate to target the preservation of long term viable populations.	
Impact 4.3-10: Impacts on movement of native resident or migratory fish or wildlife species or migratory wildlife corridors or impede the use of native wildlife nursery sites.	Proposed Project = S Alignment Option 1A = S Alignment Option 1C = S Alignment Option 5A = S	**Mitigation Measure 4.3-10: Movement of native resident or migratory fish or wildlife species or migratory wildlife corridors or impede the use of native wildlife nursery sites.** This mitigation would apply for the Proposed Trail Alignment, Alternative Alignments 1A, 1C, and 5A. Implementation of Mitigation Measure 4.3-1 and Mitigation Measure 4.3-2 would ensure that impacted habitats are mitigated for or restored, and work windows would prevent impact to migratory fish species. The work windows would allow the fish to freely use the stream corridors during migration to and from the streams. Impacted habitats (i.e., aquatic, riparian and SRA) would be restored or mitigated for and although affected their long-term function as breeding or nursery site would not be impacted. a. Implement Mitigation Measure 4.3-1 Wetlands, Waters of the United States, waters of the state and riparian habitat. b. Implement Mitigation Measure 4.3-2 Central Valley Steelhead and Central Valley Fall-run Chinook Salmon.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS

NI = No impact, LTS = Less than significant, PS = Potentially significant, S = Significant

Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
4.4 Cultural Resources			
Impact 4.4-1: Disturb archaeological resources, including tribal cultural resources.	Proposed Project = PS Alignment Option 1A = PS Alignment Option 1C = PS Alignment Option 5A = PS	**Mitigation Measure 4.4-1: Proper Handling of Archaeological Resources.** This mitigation would apply for the Proposed Trail Alignment, Alignment Options 1A, 1C, and 5A. A minimum of seven days prior to beginning earthwork or other soil disturbance activities, the City shall notify UAIC of the proposed earthwork start-date. As part of this notification, a UAIC tribal representative shall be invited to inspect the project site, including any soil piles, trenches, or other disturbed areas, within the first five days of groundbreaking activity. During this inspection, a site meeting of construction personnel shall also be held to afford the tribal representative the opportunity to provide cultural resources awareness information. If any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains are encountered during this initial inspection or during any subsequent construction activities, work shall be suspended within 100 feet of the find, and the City's Project Manager shall immediately notify the City of Roseville Development Services Director. The City's Project Manager, in consultation with the City's Environmental Coordinator, shall coordinate any necessary investigation of the site with a qualified archaeologist approved by the City, and as part of the site investigation and resource assessment the archeologist shall consult with the UAIC and provide proper management recommendations should potential impacts to the resources be found by the City to be significant. A written report detailing the site assessment, coordination activities, and management recommendations shall be provided to the City by the qualified archaeologist. Possible management recommendations for unique archaeological resources	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS

NI = No impact, LTS = Less than significant, PS = Potentially significant, S = Significant

Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
		could include resource avoidance or, where avoidance is infeasible in light of project design or layout or is unnecessary to avoid significant effects, preservation in place or other measures. The contractor shall implement any measures deemed by City staff to be necessary and feasible to avoid or minimize significant effects to the cultural resources.	
Impact 4.4-2: Accidental discovery of human remains.	Proposed Project = PS Alignment Option 1A = PS Alignment Option 1C = PS Alignment Option 5A = PS	**Mitigation Measure 4.4-2: Stop work if human remains are discovered.** This mitigation would apply for the Proposed Trail Alignment, Alignment Options 1A, 1C, and 5A. If human remains are discovered during any construction activities, potentially damaging ground-disturbing activities in the area of the remains shall be halted immediately, and the project applicant shall notify the Placer County coroner and the NAHC immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the NAHC to be Native American, the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The City shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the MLD, if any, identified by the NAHC. Following the coroner's and NAHC's findings, the archaeologist, and the NAHC-designated MLD shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in California Public Resources Code Section 5097.94.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS

NI = No impact, LTS = Less than significant, PS = Potentially significant, S = Significant

Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
4.5 Geology and Soils			
Impact 4.5-1: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, or landslides.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS	None required	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS
Impact 4.5-2: Result in substantial soil erosion or the loss of topsoil.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS	None required	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS
Impact 4.5-3: 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.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS	None required	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS
Impact 4.5-4: Be located on expansive soil, creating a substantial risk to life or property.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS	None required	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS
Impact 4.5-5: Destroy a unique paleontological resource.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS	None required	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS
4.6 Greenhouse Gas Emissions and Climate Change			
Impact 4.6-1: Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS	None required	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS

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Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
4.7 Hazards and Hazardous Materials			
Impact 4.7-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS	None required	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS
Impact 4.7-2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release or hazardous materials into the environment.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS	None required	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS
Impact 4.7-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or wastes within 0.25 mile if an existing or proposed school.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS	None required	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS
Impact 4.7-4: Impair implementation of, or physically interfere with, an adopted emergency evacuation plan or emergency response plan.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS	None required	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS
Impact 4.7-5: Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are located adjacent to urbanized areas or where residences are intermixed with wildlands during project construction.	Proposed Project = PS Alignment Option 1A = PS Alignment Option 1C = PS Alignment Option 5A = PS	**Mitigation Measure 4.7-5: Clear flammable materials within the project site prior to construction.** This mitigation would apply for the Proposed Trail Alignment, Alignment Options 1A, 1C, and 5A. If dry vegetation or other fire fuels exist on or near staging areas, welding areas, or any other area on which equipment will be operated, contractors shall clear the immediate area of fire fuel prior to construction. To the extent feasible, areas subject to construction activities will be maintained free of fire fuel and debris during the course of construction. To avoid impacts to natural resources, areas to be cleared and appropriate clearing methods shall be identified with the assistance of a qualified biologist.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS

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Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
Impact 4.7-6: Use-related exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are located adjacent to urbanized areas or where residences are intermixed with wildlands.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS	None required	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS
4.8 Hydrology and Water Quality			
Impact 4.8-1: Potential to violate any water quality standards or waste discharge requirements, or to otherwise degrade water quality.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS	None required	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS
Impact 4.8-2: Potential to substantially alter existing drainage patterns or to create runoff volume that would exceed the capacity of drainage systems or result in erosion, siltation, or flooding.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS	None required	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS
Impact 4.8-3: Alter or redirect 100-year flood flows, or expose people or structures to risk of injury or damage by flood waters.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS	None required	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS
4.9 Land Use and Planning			
Impact 4.9-1: Consistency with applicable land use plans.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS	None required	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS
Impact 4.9-2: Physically divide an established community.	Proposed Project = Beneficial Alignment Option 1A = Beneficial Alignment Option 1C = Beneficial Alignment Option 5A = Beneficial	None required	Proposed Project = Beneficial Alignment Option 1A = Beneficial Alignment Option 1C = Beneficial Alignment Option 5A = Beneficial

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Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
4.10 Noise			
Impact 4.10-1: Short-term construction-related noise.	Proposed Project = PS Alignment Option 1A = PS Alignment Option 1C = PS Alignment Option 5A = PS	**Mitigation Measure 4.10-1: Employ Noise-Reducing Construction Practices** This mitigation will apply to the Proposed Trail Alignment and Alignment Options 1A, 1C, and 5A. Feasible measures that can be used to limit construction noise include the following: ◢ Locate stationary noise generating construction equipment as far as feasible from noise-sensitive uses. ◢ Do not idle inactive construction equipment for prolonged periods (i.e., more than 5 minutes). ◢ Prohibit unmuffled engine exhaust systems. All construction equipment powered by gasoline or diesel engines shall have factory-installed sound control devices, or sound control devices that are at least as effective as those originally provided by the manufacturer, and all equipment shall be operated and maintained in good working order to minimize noise generation pursuant to Section 9.24.030 of the Noise Ordinance. ◢ The contractor shall provide advance written notification to owners and renters of buildings located within 50 feet of construction activities. The notice shall explain when construction is expected. The notice shall include contact information for the project manager. ◢ When construction occurs outside of the typical daytime and early evening hours (7:00 a.m. – 7:00 p.m. Monday-Friday and 8:00 a.m. – 8:00 p.m. Saturday and Sunday) or within 50 feet of noise	Proposed Project = SU Alignment Option 1A = SU Alignment Option 1C = SU Alignment Option 5A = SU

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Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
		sensitive commercial or office buildings, the use of noise-generating construction equipment will be avoided to the extent feasible. When not feasible, construction contractors will specify proposed noise-reducing construction practices or alternative schedules that will be employed to reduce construction noise. Measures specified by the contractors will be reviewed and approved by the City prior to construction activities. In these situations, feasible noise reduction measures include the following: ◤ Alternative construction schedule to minimize disturbance to normal office operations; and/or ◤ Use temporary noise-reducing barriers positioned between noise-generating equipment (including hand operated jack hammers) and the sensitive receptor building. Such barriers may include commercially manufactured noise-insulating blankets/quilts or as equal materials with similar noise reduction performance as approved by the resident engineer. When temporary barrier units are joined together, the mating surfaces shall be flush with each other with no gaps.	
Impact 4.10-2: Long-term increases in use-related noise.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS	None required	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS
Impact 4.10-3: Exposure to construction-related groundborne vibrations.	Proposed Project = PS Alignment Option 1A = PS Alignment Option 1C = PS Alignment Option 5A = PS	**Mitigation Measure 4.10-3: Reduce exposure to construction-generated ground vibration.** This mitigation will apply to the Proposed Trail Alignment and Alignment Options 1A, 1C, and 5A.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = SU

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Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
		Construction documents shall specify construction practices that reduce the adverse effects of ground vibration associated with project construction activities. Measures specified by the design engineer will be reviewed and approved by the City prior to approval of the plans and specifications and may include, but are not limited to, the measures listed below. ◢ Implement Mitigation Measure 4.10-1. ◢ All construction equipment on construction sites shall be operated as far away from vibration- and noise-sensitive sites as reasonably feasible. ◢ Earthmoving, dozing, and ground-impacting operations shall be phased so as not to occur simultaneously in areas close to offsite sensitive receptors, to the extent feasible. The total vibration level produced could be significantly less when each vibration source is operated at separate times. ◢ As part of final design, project engineers shall identify areas on the project plans where work may be constrained due to proximity of structures. The designs shall specify requirements that during project construction on the trail alignment, no heavy vibratory equipment (i.e., the types of equipment listed in Table 4.10-5), shall be operated within 13 feet of off-site building structures unless otherwise approved in writing by the City Engineer. Non-vibratory equipment, such as hand tools, and handheld vibratory compactors and rollers may be used. Use of different material types including slurry cement and concrete paving approved by the Engineer, may be used to reduce or eliminate the need for vibratory equipment. Those portions of the	

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Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
		project site located within 13 feet of an off-site building structure shall be identified on construction documents and demarcated with stakes, flags, rope and/or markings on the ground. ◢ For Option 5A, locate caisson drilling for Bridge 14 forty-three (43) feet or greater from existing occupied structures, if feasible. ◢ Staging areas shall be adjusted and temporary fencing shall be installed to ensure that loaded trucks shall not operate within 13 feet of existing structures.	
4.11 Public Services			
Impact 4.11-1: Effects on fire protection and emergency services.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS	None required	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS
Impact 4.11-2: Effects on police protection services.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS	None required	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS
4.12 Recreation			
Impact 4.12-1: Increased use of existing neighborhood and regional parks.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS	None required	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS
4.13 Transportation and Circulation			
4.13-1: Safety-related traffic impacts.	Proposed Project = PS Alignment Option 1A = PS Alignment Option 1C = PS Alignment Option 5A = PS	**Mitigation Measure 4.13-1: Prepare Traffic Management Plan.** This mitigation would apply for the Proposed Trail Alignment, Alignment Options 1A, 1C, and 5A.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS

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Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
		The City shall require the construction contractor to prepare for city approval and implement a traffic management plan before construction activities begin. Before the beginning of construction on the project site, the contractor shall prepare a detailed traffic management plan that will be subject to review and approval by the City Department of Public Works. The plan shall ensure maintenance of safe and acceptable operating conditions for local roadways, bicycle and pedestrian facilities, and transit routes. The Traffic Management Plan shall regulate maintenance of traffic during each construction season and comply with agency standards to promote safe and efficient travel for the public and construction workers through the work zones. The plan shall include provisions for regular inspections to assess contractor compliance, signage to direct traffic, and public noticing, as appropriate. Methods in the plan may include (but are not limited to): ◢ appropriately sequencing activities (e.g., segment phasing, timing of grading, hours of construction) to minimize conflicts with traffic on affected roadways, ◢ maintaining traffic flow in the project area to the extent feasible, ◢ maintaining bicycle and pedestrian access along Riverside Avenue, and ◢ using flaggers to direct traffic, as needed, for ingress or egress of large trucks and other vehicles.	
4.13-2: Conflict with an applicable plan, ordinance or policy which establishes measures of effectiveness for the performance of the circulation system or with an alternative transportation plan.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS	None required	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS

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Table 2-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation (by Alignment Option)	Mitigation Measures	Significance after Mitigation (by Alignment Option)
4.14 Utilities			
Impact 4.14-1: Insufficient water supplies available to serve the project from existing entitlements and resources, or result in the construction of new water treatment facilities.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS	None required	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS
Impact 4.14-2: Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS	None required	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS
Impact 4.14-3: Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs or fail to comply with federal, state, and local statutes and regulations related to solid waste.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS	None required	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS
Impact 4.14-4: Result in a substantial increase in electrical demand.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS	None required	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS
Impact 4.14-5: Disrupt existing utility service.	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS	None required	Proposed Project = LTS Alignment Option 1A = LTS Alignment Option 1C = LTS Alignment Option 5A = LTS

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3 PROJECT DESCRIPTION

3.1 INTRODUCTION AND PROPOSED PROJECT

The Dry Creek Greenway East Trail (a multi-use trail along Dry, Cirby, and Linda Creeks from Riverside Avenue to Old Auburn Road) (proposed project) is a proposed 4.25-mile, paved, multi-use trail in the City of Roseville (City) (see Exhibit 3-1, Project Vicinity). The proposed project would be a multi-use trail for pedestrians, bicyclists, and other non-motorized vehicle users that would connect neighborhoods, parks, schools, businesses, natural areas, and the on-street bikeway system across the south side of the City.

3.1.1 Project Location and Setting

The proposed 4.25-mile, multi-use trail would extend from the existing Saugstad/Royer Park trail near the intersection of Riverside Avenue and Darling Way eastward to the City limits, just past the Old Auburn Road/South Cirby Way intersection (see Exhibit 3-2, Project Location). The trail would follow creek corridors along portions of Dry, Cirby, and Linda Creeks. These corridors currently contain segments of existing unimproved, natural-surface paths and paved multi-use paths, some of which do not meet current City design standards. Much of the corridor has been used historically for recreation, infrastructure maintenance access, and transportation. It continues to be used for these purposes along both improved and unimproved segments.

EXISTING CONDITIONS

Land Use and Zoning

The proposed trail project would be located primarily within City-owned property zoned as Open Space with Floodway or Floodway Fringe Overlays. Small segments of the trail would also be located on property zoned for residential, commercial, and parks and recreation use with the Floodway or Floodway Fringe Overlays. While most of the project corridor is on public property, use of some privately-owned parcels is necessary. Trail development is a permitted use in all of these zone districts.

The proposed project would be aligned within the creek corridors of developed neighborhoods and business districts in the City of Roseville. With the exception of a few scattered parcels, the properties surrounding the creek corridors are fully developed. The properties adjacent to the proposed trail corridor include a mix of residential, commercial, parks, open space and public/quasi-public uses. Flood control improvements, including floodwalls, berms, bypass channel, bypass culverts, and a detention basin are located along the length of the proposed project from Interstate 80 (I-80), easterly to Old Auburn Road. A flood control bypass channel and detention basin are located along the south side of Linda Creek east of Rocky Ridge Drive and north of Cirby Way. Commercially zoned properties are concentrated along Sunrise Avenue to the north and south of the project site along Linda Creek. Commercial areas are also found near the western part of the proposed trail along Riverside Avenue between Darling and Cirby Ways.

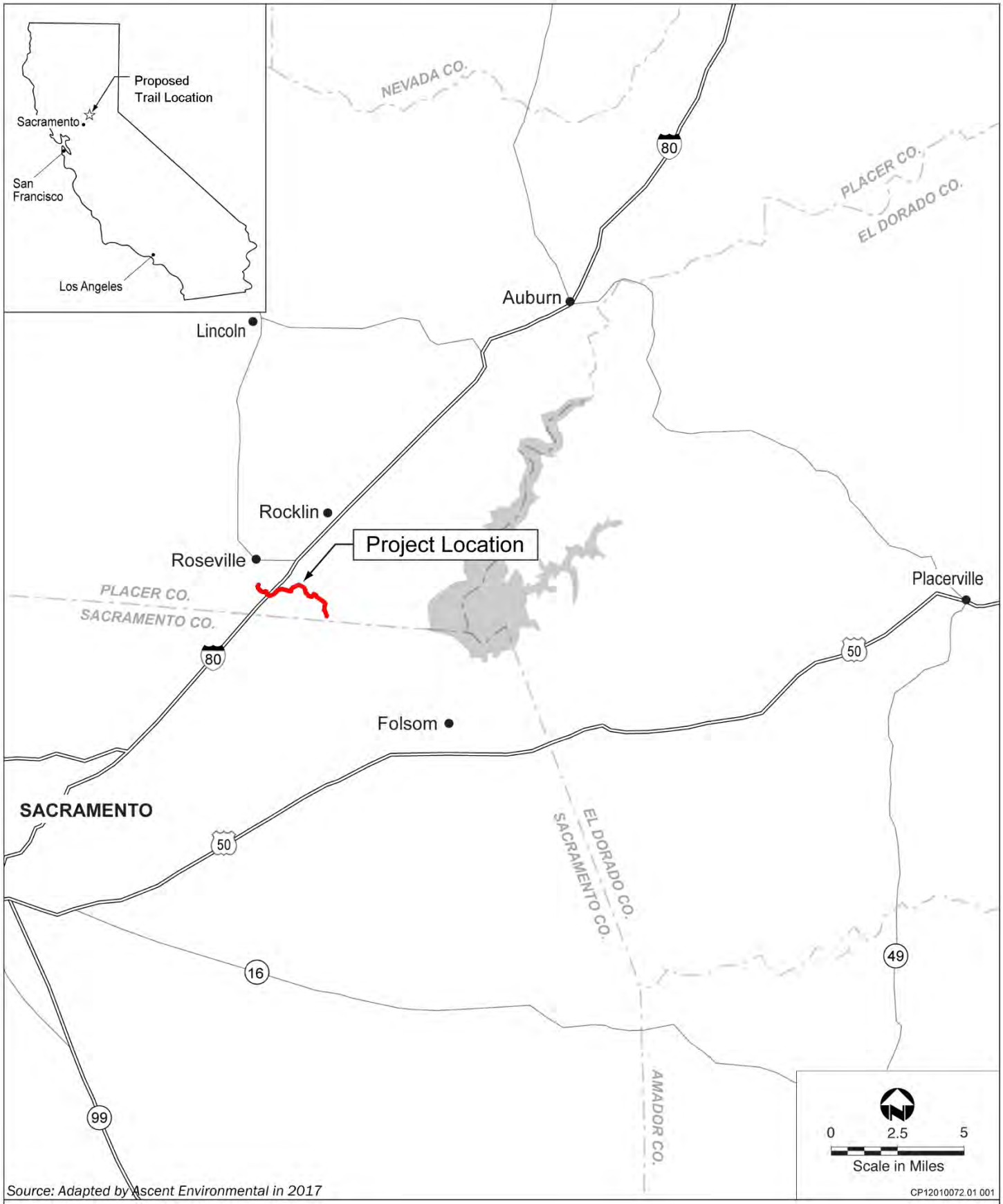


Exhibit 3-1

Project Vicinity

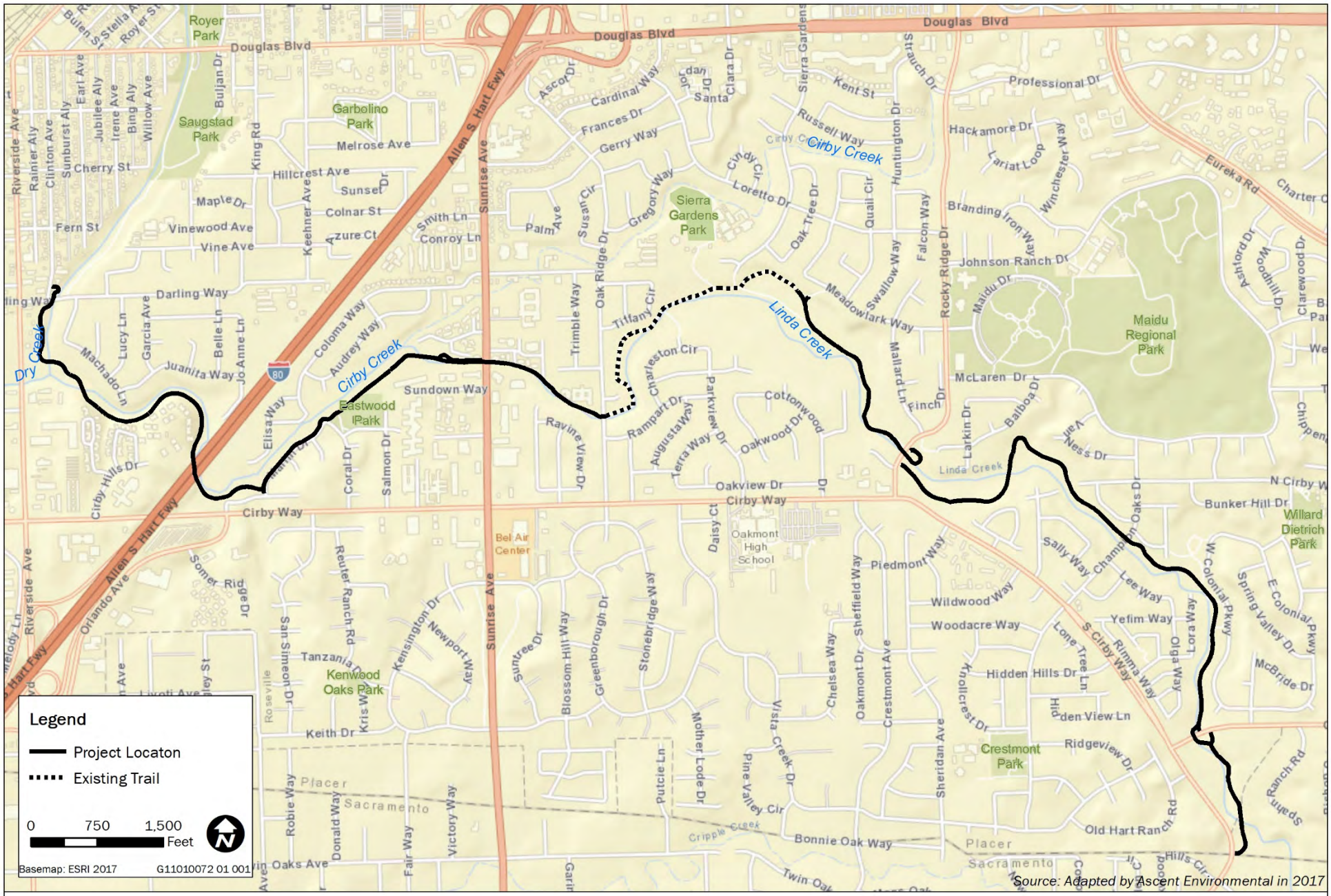


Exhibit 3-2

Project Location

ASCENT ENVIRONMENTAL

Habitat

Within the trail corridor, fish and wildlife habitat quality ranges from disturbed, low-quality land to high-quality undisturbed habitat. Although the habitat value of the urban creek corridor may be diminished because of adjacent and surrounding development, the creek corridor still provides year-round and seasonal migratory habitat for a variety of fish and wildlife species. Annual grassland occurs in open, cleared, or disturbed areas along the proposed trail and forms the understory of mixed riparian and valley oak woodland communities. The vegetation along the stream banks, bottoms, and adjacent floodplains varies throughout the trail corridor and depends on local hydrologic and soil conditions. Central Valley fall-run Chinook salmon have been previously documented in all three creeks; regionally, the creeks provide migration and spawning habitat for adult and rearing habitat for juvenile Chinook salmon. In addition to its natural qualities, the habitat offers passive recreation and interpretive opportunities.

Parks

The proposed trail would be located in close proximity to several parks, including Maidu Regional Park, Saugstad Park, Eastwood Park, and Willard Dietrich Park as shown on Exhibit 3-2. An existing multi-use path along the east side of Rocky Ridge Drive as well as on-street bike lanes on Rocky Ridge Drive currently provide connections from the proposed trail to Maidu Regional Park. Much of the corridor passes through pastoral settings of oak woodland, grassland, and riparian settings, offering opportunities for a variety of recreational pursuits.

Neighborhoods

The City of Roseville is organized into neighborhoods that are served by associations. The purpose of the neighborhood associations is to improve the social, physical, and economic health in the Roseville community by sharing information, facilitating training and education, providing resources, and encouraging communication and participation among neighbors, neighborhoods, government, businesses and other participants. There are currently 39 neighborhood association areas. The proposed Dry Creek Greenway East Trail would be aligned through, or adjacent to the Cherry Glen, Cirby Side, Cresthaven, Hillcrest, Maidu, Meadow Oaks, Sierra Gardens, and South Cirby neighborhoods.

Bikeway and Transit Connections

Enhancing connectivity is an integral part of planning a successful multi-use trail system. Connections to other multi-use trails, on-street bikeways, neighborhoods, business districts and transit increase trail access and promote trail use. The proposed project has a number of opportunities for connections to the community and existing and proposed transportation facilities. Table 3-1 is a list of potential trail connections.

Table 3-1 Potential Bicycle Trail, Path, and Route System Connections

Point of Connection	Facility Type	Sheet number*	Purpose
Darling Way	Class III (e)	1	Connection to Riverside Avenue business district, Roseville Transit routes A & B, Cirby Elementary School, and Hillcrest, Cherry Glen and Los Cerritos neighborhoods
Saugstad/Royer/ Miners Ravine Trails	Class I (e)	1	Connection to Miners Ravine Trail and Downtown Roseville, including Downtown transit stations, offering transportation and looped recreation opportunities
Riverside Avenue	Class I (p) & Class II (p)	1	Future trail connection to Atkinson Street, Morgan Creek, Dry Creek Parkway Ueda Parkway and Sacramento Northern Trails (part of regional looped trail system) Roseville Transit routes A & B

Table 3-1 Potential Bicycle Trail, Path, and Route System Connections

Point of Connection	Facility Type	Sheet number*	Purpose
Hernandez/Machado Way	Class I (e)	1	Neighborhood connection to Hillcrest area
Cirby Hills Townhomes	Class I (p)	1	Neighborhood connection to residential community
Windscape Apartments	Class I (p)	1	Neighborhood connection to residential community
Marlin Drive	Class I/II (e)	2	Connection to Eastwood Park, Cirby Side neighborhood and Class II bike lane on Orlando Avenue, which connects to the Louis/Orlando transit station
Tina Way	Footbridge (e)	2	Connection to residential areas along Coloma Way
Sunrise Avenue	Class I (p)	3	Potential connection to Sunrise Avenue business district and Roseville Transit routes A, B, C, & F
Meadow Gate Drive	Class I/III (p)	3	Potential connection to residential neighborhood
Oakridge	Class III (e)	4	Connection to Meadow Oaks, Sierra Gardens and Cirby Ranch areas
Woodlake Lane	Class I (e)	4	Connections to Eich Middle School and Meadow Oaks area
Eich/Sierra Gardens Drive	Class I (e)	5	Connection to middle school and Sierra Gardens neighborhood
Meadowlark Lane	Class I (e)	5	Connection to Maidu Park and Sierra Gardens neighborhood
Rocky Ridge Drive	Class I/II	6	On-street and off-street connection to Maidu Park, including park-n-ride lot, Roseville Transit Routes C & F, and Maidu/South Cirby neighborhoods
Champion Oaks/N. Cirby	Class III (e)	7	On-street connection to Maidu Park and Maidu/South Cirby areas
W. Colonial Parkway	Class III (p)	7 & 8	On-street connection to Maidu/South Cirby areas
Old Auburn Way	Class I/II (p)	8	Class III connection to Citrus Heights & future Class I regional connection to American River Parkway at Beals Point (part of regional looped trail system)

Note: * See Exhibit 3-4 for an overview of the map sheet locations.

(p) = proposed; (e) = existing

Class I = Off-Street Bike Paths, located in a separate right of way, for the exclusive use of bicycles and pedestrians, with minimal cross flow by motor vehicles.

Class II = On-Street Bike Lanes, areas within paved streets that are identified by striping and signs for preferential (semi-exclusive) bicycle use.

Class III = On-Street Bike Route, on-street routes where bikes share the road with cars.

Source: City of Roseville's 2008 Bicycle Master Plan - compiled by Psomas Engineering 2013.

Access to the trail for all users would be a key element of its community value. Accessibility guidelines for trails (as defined in the Design Standards and the Americans with Disabilities Act [ADA] standards of the Advanced Notice of Proposed Rulemaking for Shared Use Paths) would be met, where feasible. Neighborhood access would be achieved from local streets crossing the trail. Each street crossing would be identified and directional signs would be placed at street intersections identifying destinations and distances along the trail and within the surrounding community.

Trailheads (i.e., parking areas with a formal trail entrance) would serve all trail users. They would provide information about the trail (e.g., maps) and may have trail user facilities like trash receptacles, information kiosks, and benches. The proposed project would include one new trailhead with accompanying parking lot at the western end of the project with driveway access from Riverside Avenue. The parking lot would include approximately 35 parking spaces.

3.1.2 Project Background

The City's 2008 Bicycle Master Plan (BMP) includes a plan for development of over 28 miles of Class I trails in Roseville, including the Dry Creek Greenway East Trail. The proposed project is identified as a priority project in the BMP, because of its potential to provide a safe, comfortable, and convenient bicycle route in an area of the City with limited existing options for bicyclists.

The City prepared the Dry Creek Greenway Planning and Feasibility Study in 2009. The study outlined the existing conditions, opportunities and constraints, alignment options, evaluation criteria, and a recommended alignment for a paved path from Riverside Avenue and Darling Way to the City limits just south of Old Auburn Road. The study also included design treatment options, cost estimates, and a phasing plan. The City Council accepted the study in 2010. The study was updated in 2013 to provide further information regarding alternative trail alignments.

During preparation of the original and updated feasibility study, the City used a community-based planning approach with an emphasis on public outreach. The public outreach efforts included establishment of a Stakeholder Representative Group (SRG) that represented a broad array of community interests. The SRG met 10 times between 2008 and 2013. The public outreach efforts also included three community meetings, an online survey and numerous neighborhood meetings. The community input received during this process informed the proposed project's design and alignment, and the community input was also considered during the formulation of the optional alignments and project alternatives presented in this EIR.

The City also identified a need for a fluvial audit to assess the potential risk to the trail because of the future trajectory of the creek and existing bank erosion. The analysis employed a processed-based geomorphic assessment which coupled desk-based analysis of historical aerials, LiDAR data, and specific stream power with a field-based fluvial audit. The fluvial audit characterized various indicators of geomorphic process (e.g., channel reach type, bank erosion, depositional sedimentary bars) as well as factors influencing channel and floodplain morphology (e.g., bank protection, sediment input, large woody debris, etc). The analysis concluded there are some areas where there could be future risks of erosion to the trail. As a result, some bank stabilization elements were added in certain areas of the proposed project (described under Exhibit 3-5, Sheet 1 Segment, Exhibit 3-10, Sheet 6 Segment, and Exhibit 3-12, Sheet 8 Segment).

3.1.3 Purpose and Need

The proposed project is identified in the City of Roseville General Plan and the BMP as an alternative for pedestrian and bicyclists to using busy City streets, as well as an important recreational amenity for residents. It also would ultimately provide an important regional connection for the greater South Placer/Sacramento area as the broader network of trails is built. Because there are currently limited options in the project vicinity for safe, comfortable, and convenient bicycle travel, the City has identified the need for development of additional separated bicycle paths. The BMP identifies Class I off-street bike paths as preferred by Roseville residents because of their alignments through areas with scenic beauty and their limited motorist interaction and crossing vehicle traffic flows. They are most often used for recreational purposes, but they are also important for commuters where they allow bicyclists to avoid high traffic volume areas, such as highway interchanges or major arterial streets.

The proposed trail would also serve as a paved, all-weather access for City maintenance crews. This would provide access to the City's sewer, water, and drainage outfalls that follow the creeks. In addition, the trail and its access points would provide creek maintenance crews with access to remove blockages within the stream channel and maintain conveyance of stormwater. The trail would also provide access for emergency service responders.

During development of the 2009 Dry Creek Greenway Planning and Feasibility Study, the following Purpose and Need Statement was drafted by the SRG and accepted by the City Council:

> "The Dry Creek Greenway East trail is envisioned as a paved, off-street trail along Dry, Cirby, and Linda Creeks that will provide residents a place for bicycling, walking, running, and dog-walking, for fun, education, recreation, health, and transportation.
>
> The Dry Creek Greenway trail is a vital component of the City of Roseville Bikeway and Trail system because it will provide a safe, comfortable, convenient, and highly connected bike route as an alternative to using City streets in an area of the City that is underserved by bicycle facilities. The Dry Creek Greenway trail will connect schools and businesses to residential neighborhoods. The trail will also provide important regional connections as it is part of a series of existing and planned paths that will form a loop around the greater South Placer/Sacramento area."

3.1.4 Project Objectives

The proposed project objectives for the Dry Creek Greenway East Trail are developed in consideration of the California Environmental Quality Act (CEQA), the City of Roseville General Plan, 2008 Bicycle Master Plan, and the 2009 Dry Creek Greenway Planning and Feasibility Study. The project objectives are as follows:

- Develop a safe and continuous trail alignment that maximizes opportunities for bicycle and pedestrian travel separate from roadway vehicle traffic by connecting neighborhoods, shopping and employment, schools, parks, transit, and other existing and planned trails, bikeways and walkways.
- Enhance access to the Dry Creek, Cirby Creek, and Linda Creek open space areas for public recreational and educational opportunities, utility maintenance, open space maintenance, and emergency response.
- Protect the natural habitat and special-status wildlife species of the Dry Creek, Cirby Creek, and Linda Creek open space areas, minimize the potential for loss of life and property because of flooding, enhance compatibility with private properties, and reduce the need for right-of-way acquisition.
- Seek the most effective and efficient balance of capital cost, operational and maintenance costs, environmental and community impacts, and public benefits.

Direct consideration of cost is not required under CEQA. However, efforts to attain this objective are part of the design process employed by the City in meeting its health, welfare and economic obligations to the citizens of Roseville.

3.1.5 Project Design Elements

The proposed multi-use trail would conform to all federal and State standards for design. These would include the American Association of State Highway and Transportation Organizations Bikeway Guide, Caltrans Highway Design Manual, Manual on Uniform Traffic Control Devices, and the Notice of Proposed Rulemaking for Design of Shared Use Paths.

TRAIL CROSS SECTION

The proposed paved, multi-use trail would conform to the City of Roseville Design Standards (Section 13 Bikeways) and other provisions of the City of Roseville Construction Standards. A typical cross-section for the proposed trail would consist of a 10-foot-wide Roller Compacted Concrete or asphalt

paved trail with two-foot shoulders on each side (one consisting of decomposed granite and one of aggregate base), for a total width of 14 feet (see Exhibit 3-3, Typical Trail Cross Section). The shoulder base would be between 4 and 8 inches. The trail may also include drainage swales on one or both shoulders, as needed. The proposed trail may be narrowed to an eight-foot wide paved section with 1- or 2-foot wide shoulders for access spurs and in "pinch-point" locations that have severe physical or environmental constraints. The narrower cross section would still support safe, two-way travel, but would limit physical disturbance where design constraints prevent implementation of the standard cross-section. The proposed trail may also be widened in areas where additional shoulder or trail width is desired to enhance user comfort and safety. In these instances, the shoulder width may be increased to between 5 and 10 feet on one side of the trail.

The profile of the trail would be set to minimize impacts to the floodplain/floodway and minimize impacts to private property and the environment. The profile would closely follow the existing topography, where feasible, to reduce the trail footprint. The profile would conform to the City of Roseville Design Standards (Section 13 Bikeways). The maximum grades would be generally five percent; in some locations where physical constraints exist, on approaches to bridges and at undercrossing locations, the grades would be increased to eight percent. Per the Design/Construction standards, the desired vertical clearance at undercrossings would be 12 feet to allow for passage of fire vehicle access. In constrained areas or where fire vehicle access is not needed, the minimum vertical clearance at undercrossings would be 9 feet.

The proposed trail would, to the extent feasible, be designed to provide maintenance and emergency access for the City Environmental Utilities Department, open space and storm water maintenance crews, and the Roseville Fire Department. It would provide a safe route for walkers, joggers, cyclists, wheelchair users, and others traveling on non-motorized vehicles to access parks and other paths.

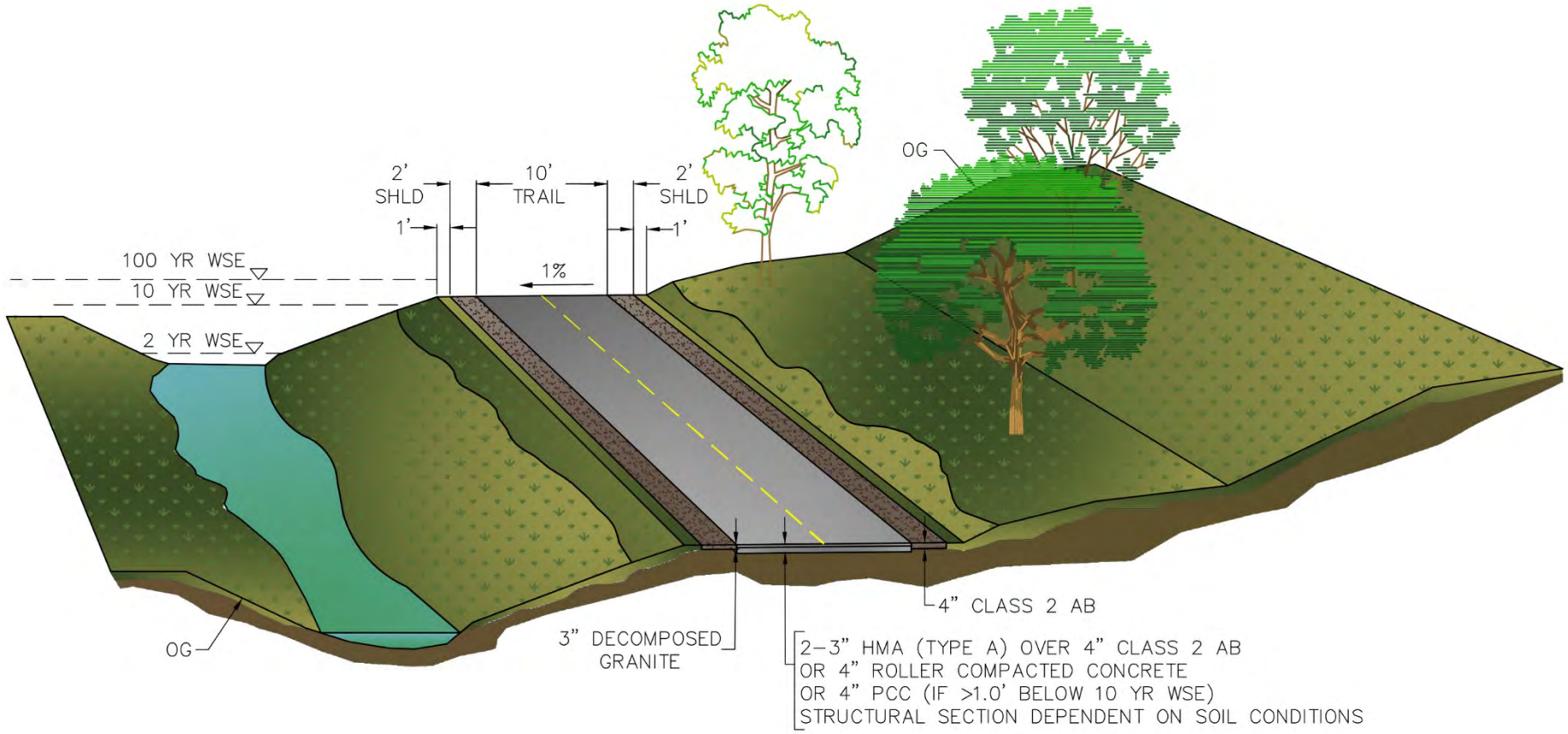
TRAIL ALIGNMENT

The proposed trail would follow the alignment described below and shown on the following exhibits. In certain locations, optional alignments are evaluated at an equal level of detail to that of the proposed project to provide an informed choice, recognizing potential impacts to the environment. These optional alignments are discussed below in subsection 3.2. The proposed alignment has been organized into 8 plan sheets numbered from west to east (see Exhibit 3-4). All existing and proposed bridges across creeks have also been numbered for ease of reference. The common design elements of the project are discussed below. Following these discussions, the trail alignment is described in greater detail by plan sheet number and name.

DESIGN TREATMENT

Several portions of the trail may be located more than 1 foot below the 10-year storm event water surface elevation, such as where the alignment passes beneath an existing bridge structure. In these places, the trail would conform to Section 13-5, Bike Paths in Floodplains, of the City's Design/Construction Standards to prevent the trail from being undermined during flood events and would include a Portland cement concrete surface. In addition, cut-off walls and retaining walls are proposed to protect the integrity of the trail.

As outlined in the City of Roseville Design Standards (City of Roseville 2013), a minimum of 2 feet of graded shoulders on each side of the trail is required. One shoulder would consist of Class 2 Aggregate Base material, and the other of decomposed granite. Where grades are four percent or greater, the decomposed granite may be stabilized with lime/fly ash or cement treatment; otherwise, Class 2 Aggregate Base material may be used for the shoulders.



Source: PSOMAS 2017

X11010072 01 002

Exhibit 3-3

Typical Trail Cross-Section

ASCENT ENVIRONMENTAL

Consistent with Section 13 of the City's Design Standards, bike paths constructed within cut-slopes would include a drainage ditch of suitable dimensions along the uphill side to intercept the hillside runoff. Bike paths constructed on top of fill slopes would include a drainage ditch of suitable dimensions along the downhill side to intercept runoff from the trail (City of Roseville 2013:5).

ROADWAY UNDERCROSSINGS

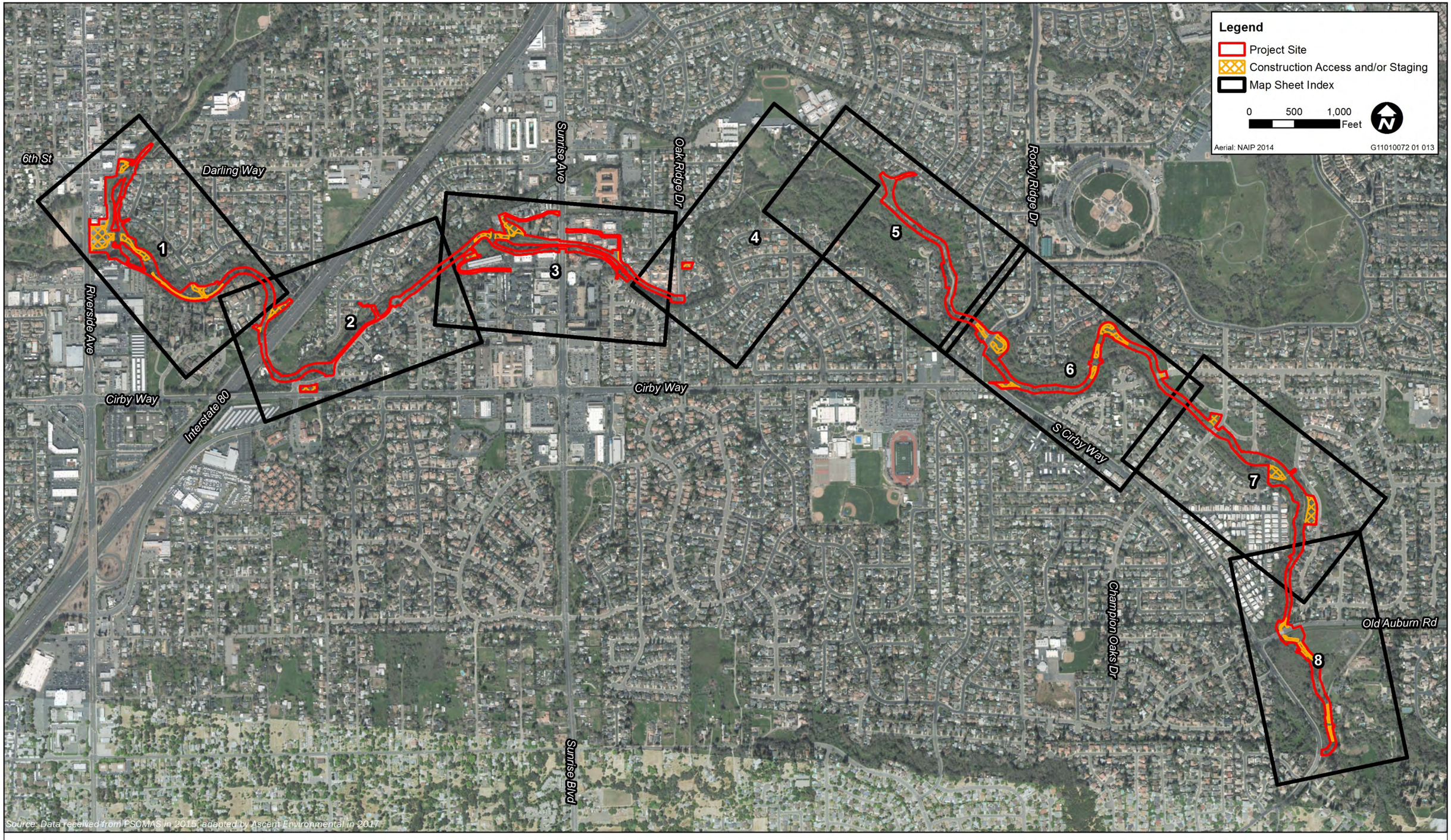
The proposed project would include undercrossings of the following roadways:

- Darling Way, east of Riverside Avenue,
- I-80, north of Cirby Way
- Sunrise Avenue, south of Coloma Way
- Rocky Ridge Drive, north of Cirby Way
- Old Auburn Road, north of South Cirby Way

With one exception, all of the roadway undercrossings would be under bridge structures where the roads cross over creeks. The exception would be Rocky Ridge Drive, which currently uses a series of box culverts to allow passage of Linda Creek flows. The trail undercrossing at Rocky Ridge Drive would either use one of the existing box culverts, or construct a new box culvert north of the existing structures, with culvert improvements designed to accommodate both trail use and high stream flows, when needed.

BRIDGE CROSSINGS

Implementation of the proposed project would include the construction or modification of up to eight bridges to provide creek crossings throughout the alignment (see Table 3-2 for bridge numbering). With the exception of Bridge #13 and Bridge #20, all new bridges are proposed to be pre-fabricated steel truss bridges supported on abutments located outside the floodway. The pre-fabricated steel bridge structures are proposed to be a weathered steel finish to blend into the natural environment. The first segment would travel across the Darling Way Bridge, which may include widening the existing street bridge by 8 feet on the north side to accommodate a 10-foot-wide, multi-use trail and full vehicle lane across the bridge. Potential widening of the Darling Way Bridge may require the addition of a row of concrete piles within the creek channel. It is anticipated that piles would also be used as foundation support for the abutments for all the new bridges located within the floodplain. With the exception of the Darling Way Bridge, all of the proposed bridges would span the creeks and no piles would be constructed within the existing creek channel. Pile driving would not be required. Piles underpinning all bridge abutments and the added row of piles in the creek channel at the Darling Street Bridge would be cast in drilled-hole piles. See Table 3-2 below for information regarding the proposed bridge work.



Source: Data received from PSOMAS in 2015; adapted by Ascent Environmental in 2017

Exhibit 3-4

Proposed Alignment and Project Site Overview

Table 3-2 Proposed Bridge Work

Bridges[1]	Width[2]	Overall Span Length	Truss Height/Railing Height	Deck Thickness	Type
Existing and Proposed Bridge #1 – Darling Way (see Sheet 1 (Exhibits 3-5 and 3-13))[3] (Proposed project and Alignment Option 1A)	Existing 35 feet Proposed 43 feet	128 feet (4x28-footspans)	Truss height – N/A Existing bridge railing 4'-2" above deck Proposed railing 5'-0" above deck 4'-6" above trail surface	1'-4"	Flat Slab Reinforced Concrete Bridge supported on drilled-hole piles
Proposed Bridge #2 – Dry Creek (North) (see Sheet 1 (Exhibits 3-5 and 3-14))[3] (Proposed project and Alignment Option 1C)	16 feet	110 feet	Truss height - 8'-0" includes deck thickness Hand railing – 54" high	2'-0"	Prefabricated Steel Bridge supported on abutments on piles
Proposed Bridge #3 – Dry Creek (West) (see Exhibit 3-13) (Alignment Option 1A only)	16 feet	160 feet	Truss height - 14'-0" includes deck thickness Hand railing – 54" high	2'-0"	Prefabricated Steel Bridge supported on abutments on piles
Proposed Bridge #4 – Cirby Creek (see Sheet 1 (Exhibits 3-5 and 3-14))[3] (Proposed project and Alignment Option 1C)	16 feet	160 feet	Truss height - 14'-0" includes deck thickness Hand railing – 54" high	2'-0"	Prefabricated Steel Bridge supported on abutments on piles
Proposed Bridge Rehabilitation of existing bridge connection from Marlin Drive to Tina Way (see Sheet 2 (Exhibit 3-6))[3]	5 feet (existing)	Four span bridge 129'-6" long (existing)	Railing - 4' existing chain link fence	TBD	Timber bridge on two concrete seat type abutments, two 11" diameter timber drilled-pile extensions at each bent.
Proposed Bridge #13 – Linda Creek (see Sheet 3 (Exhibit 3-7))[3]	16 feet	80 feet	Truss height – N/A 54" collapsible railing	2'-9"	Flat Slab Reinforced Concrete Bridge supported on abutments on piles
Proposed Bridge #14 – Linda Creek (see Exhibit 3-15) (Alignment Option 5A only)	16 feet	100 feet	Truss height - 8'-0" includes deck thickness Hand railing – 54" high	2'-0"	Prefabricated Steel Bridge supported on abutments on piles
Proposed Bridge #20 – Linda Creek (see Sheet 6) (Exhibit 3-10)[3]	16 feet	100 feet	Hand railing – 54" high	2'-0"	Pre-Cast I-girder/ reinforced concrete deck bridge supported on abutments on piles
Existing Bridge #21 – Strap Ravine (see Sheet 6) (Exhibit 3-10)[3]	Existing 9.5 feet Proposed 12 feet	60 feet	Existing Railcar Structure – upgrade bridge Hand railing – 54" high; or, replace with new prefabricated steel bridge	2'-0"	Increase existing bridge width to 12 feet using wood deck and install two new glulam beams with wood picket rail fence; or, new prefabricated steel bridge
Proposed Bridge #30 – Linda Creek (see Sheet 8) (Exhibit 3-12)[3]	16 feet	80 feet	Truss height – 7'-0" includes deck thickness Hand railing – 54" high	2'-0"	Prefabricated Steel Bridge supported on abutments on piles

Notes:

[1] The numbering for the proposed bridges was generated during the long planning process and originally included various bridges that have since been dismissed from further evaluation. Therefore, the bridge numbering may not be sequential.

[2] New bridges may include a cantilevered pop-out, such as for a viewing area that would increase bridge width for a short distance.

[3] New bridges construction or existing bridge rehabilitation included under the proposed project.

Source: Compiled by Psomas Engineering 2013

RETAINING WALLS

In general, the proposed trail alignment would be located within the floodplain and would be designed to minimize earthwork and impacts to the water surface elevation. As a result of existing topography, retaining walls would be required at several locations along the proposed alignment where required by existing topography and other constraints. Retaining walls are depicted in the preliminary layout drawings and are described in the alignment summaries below.

The proposed wall types would include gravity walls (reinforced concrete) and anchored walls (soil nail and tie back walls). The type and approximate extent of the currently proposed retaining walls are shown in Table 3-3. Additional walls may be required after geotechnical reports are completed and additional topographical data is available during the detailed engineering design phase of the project.

Table 3-3 Retaining Walls

Sheet #	Retaining Wall Type			
	Reinforced Concrete Area (ft^2)[1]	Tie-Back Retaining Wall (ft^2)[1]	Soil Nail Wall (ft^2)[1]	Concrete Cut-Off Wall (ft^2)
Sheet 1	2,796	833	3,259	3,054
Sheet 2	0	2,450	835	1,434
Sheet 3	268	0	0	5,832
Sheet 4	0	0	0	0
Sheet 5	0	0	0	0
Sheet 6	810	0	1,316	1,842
Sheet 7	0	0	0	0
Sheet 8	208	880	0	1,224

Note: [1] Includes architectural treatments for visually interesting surface appearance.

Source: Compiled by Psomas Engineering 2013

Where the alignment passes under existing bridge structures, tie-back retaining walls would be constructed. This would avoid impacts to the existing bridge abutments and maintain the integrity of the existing structure. Concrete cut-off walls would be proposed on steep cross slopes and where the trail alignment is adjacent to the creek to avoid the potential for undermining of the trail. Depending on the type of wall and location of these walls, an architectural facing may be applied to the walls to improve the aesthetic quality of the walls and allow them to blend more naturally into the surrounding environment.

Benches

Benches may be placed at key areas and viewpoints to provide rest areas. Benches could be simple (e.g., wood slates) or more ornate (e.g., stone, wrought iron, concrete), depending on the needs in each bench location. The benches within the 100-year floodplain would be anchored to avoid movement during high-water events.

OTHER DESIGN FEATURES

The proposed trail would generally meet current standards for a 20-mph design speed. Per state and local standards, safety railings or barriers would be constructed where walls or steep drop offs occur adjacent to the trail.

Lighting would be installed in locations where a lengthy portion of trail passes under roadways, such as the I-80 and Rocky Ridge Drive undercrossings; lighting would be considered at shorter undercrossings, such as Sunrise Avenue. Lighting could also be installed on the bridges. Lighting would be low-level, downward-facing lamps that prevent excessive nighttime light, in accordance with City standards. All lighting would be directed away from the creek to the extent possible.

During high-water events, portable signs would be used to prohibit trail user access to the trails. Bollards or other design features would be used at each access point to prohibit the unauthorized entry of motor vehicles. Per the Municipal Code, the trail would be closed from one hour after sunset until sunrise. Several access points would be provided to all the trail segments to provide alternative route options to users.

PROJECT EASEMENTS AND RIGHT-OF-WAY ACQUISITIONS

The majority of the proposed trail alignment would be located within City of Roseville-owned property. There are some locations where the proposed trail alignment would pass through private property and would require the acquisition of right-of-way or permanent easements. Residential and commercial right-of-way requirements are discussed in Section 4.9, “Land Use and Planning.”

UTILITY RELOCATION OR MODIFICATION

There are several utilities along the corridor that would require relocation or modifications during construction of the proposed trail. An existing sewer trunk line runs along the creek corridor. Where the proposed trail alignment crosses or parallels the sewer line, adjustments to the grade of the trail or manholes may be needed, or the trail alignment would be shifted slightly to avoid the manholes. Other facilities including water, telecommunications, and gas lines may also require relocation and/or adjustments of valves and manholes.

Existing gas and water lines at the Darling Way Bridge and Sunrise Avenue Bridge would also need to be relocated. If the Darling Way Bridge is widened, the existing 6-inch gas line attached to the north side of the bridge would be relocated onto the north side of the widened bridge, and the existing 12-inch water line supported on the south side of the bridge would be raised to provide better clearance for the trail users.

LANDSCAPING

The project would include landscaping, where needed or desired, to create a physical and visual separation between the trail and adjacent properties and provide scenic improvements along the trail. Vegetative buffers would be multi-purpose, creating a natural privacy screen, providing habitat for some of the wildlife that live in the creek corridor (e.g., birds, small mammals), and stabilizing the creek bank.

SIGNS

Signs for the Dry Creek Greenway East Trail would include both regulatory and wayfinding signs. Trail etiquette and other information would be available at trailheads. Interpretive signs may be located at selected locations throughout the trail corridor.

PROPOSED ALIGNMENT DESCRIPTION

Sheet 1 Segment

The proposed trail would begin at the existing Saugstad/Royer Park trail near the intersection of Riverside Avenue and Darling Way, extend to the confluence of Dry and Cirby Creeks (see Exhibit 3-5),

continue along the north side of Cirby Creek parallel to Machado Lane to a bridge crossing to the south side of Cirby Creek, and continue towards I-80. Key proposed features of the trail shown on the Sheet 1 Segment include:

- an undercrossing of Darling Way;
- potential widening of the Darling Way Bridge;
- a bridge crossing of Dry Creek (Bridge #2);
- a temporary construction staging area south of Dry Creek in vacant commercial/floodway property;
- a connection to Riverside Avenue;
- a proposed trailhead and approximately 35 parking spaces;
- bank stabilization using gabion basket wall, secondary channel excavation and implementation of erosion control measures;
- retaining walls at Darling Way Bridge undercrossing and in constrained areas adjacent to the trail;
- a bridge crossing of Cirby Creek (Bridge #4) and related retaining walls; and
- a connection to Hernandez Lane.

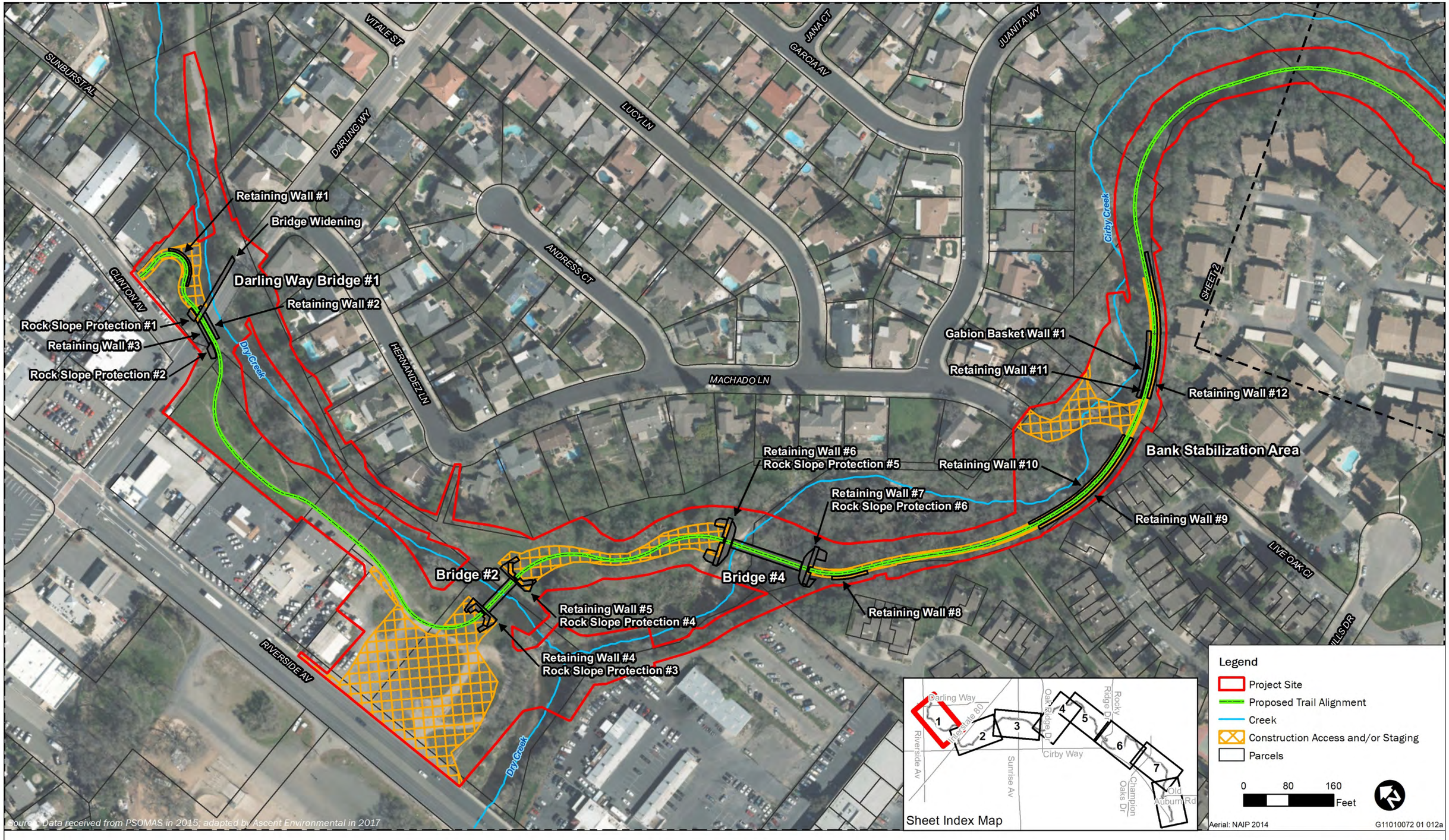
This segment of trail would require acquisition of right-of-way of commercial/floodway properties along Riverside Avenue, a rear portion of a residential/floodway property on the south side of Cirby Creek, and open space property on the south side of Cirby Creek. Residential and commercial right-of-way requirements are discussed and shown in Section 4.9, “Land Use and Planning.”

Sheet 2 Segment

The Sheet 2 Segment would, as shown on Exhibit 3-6, extend from the undercrossing of I-80 to Marlin Drive, turn northeast to travel along Marlin Drive, continue along the south side of Cirby Creek from Marlin Drive near Coral Drive, and then along the north side of Eastwood Park. Key proposed features of the trail segment include:

- an undercrossing of I-80;
- extension of an existing culverted drainage;
- a temporary construction staging area on City-owned property south of Marlin Drive;
- retaining walls on either side of the trail, east of the I-80 bridge undercrossing;
- widening of the existing, substandard side path along the north side of Marlin Drive to construct a separated, two-way path;
- rehabilitation of existing timber bridge that links Marlin Drive to Tina Way. Work includes RSP to protect abutments and replacement of timber running boards and Hot Mix Asphalt surfacing;
- a connection to Eastwood Park as the trail parallels the northwest boundary of Eastwood Park; and
- a culvert crossing of a drainage on the east side of Eastwood Park.

The City owns a trail easement through this area, but additional right-of-way acquisition from the undeveloped portion of a residential/floodway property may be required. On-street parking is available at Eastwood Park, making this a suitable access point for the trail.



Source: Data received from PSOMAS in 2015; adapted by Ascent Environmental in 2017

Exhibit 3-5

Proposed Trail Alignment and Project Features - Sheet 1 Segment

Retaining Wall #13
Retaining Wall #14
Retaining Wall #15
Retaining Wall #16
Retaining Wall #17
Rock Slope Protection #10 or Gabion Basket Wall #3
Rock Slope Protection #9
Rock Slope Protection #8
Rock Slope Protection #7 or Gabion Basket Wall #2
Tina Way
SHEET 1
SHEET 3
JO ANNE LN
COLOMA WY
AUDREY WY
CAROLANN CT
TINA WY
ELISA WY
I80 W
I80 E
Cirby Creek
MARLIN DR
DEER CT
WANDALEE CT
DOE CT
MADDEN LN
CIRBY WY
ORLANDO AV
FAWN CT
Eastwood Park

Sheet Index Map
Darling Way
Interstate 80
Riverside Av
Sunrise Av
Oak Ridge Dr
Rocky Ridge Dr
Champion Oaks Dr
Cirby Way
Old Auburn Rd
1
2
3
4
5
6
7

Legend
Project Site
Proposed Trail Alignment
Creek
Construction Access and/or Staging
Parcels
0 80 160 Feet

Source: Data received from PSOMAS in 2015; adapted by Ascent Environmental in 2017
Aerial: NAIP 2014
G11010072 01 012b

Exhibit 3-6
Proposed Trail Alignment and Project Features - Sheet 2 Segment

Sheet 3 Segment

The Sheet 3 Segment of the proposed trail, as shown on Exhibit 3-7, would continue northeast from Eastwood Park and then turn southeast to follow the north side of Linda Creek towards Sunrise Avenue, and then extend from Sunrise Avenue to the Alta Manor senior residence on Oak Ridge Drive. Key features of the segment would include:

- a low flow bridge crossing (Bridge #13) of Linda Creek just east of the Cirby/Linda Creek confluence,
- a connector trail segment leading to the west side of Sunrise Avenue,
- access to the west side of Sunrise Avenue, and
- use of the existing bench area previously created with the City flood control project.

This segment of trail would require acquisition of right-of-way of residential and commercial property on the north side of Linda Creek and a temporary construction easement mid-way down Sundown Way. Residential and commercial right-of-way requirements and easements are discussed and shown in Section 4.9, “Land Use and Planning.”

Sheet 4 Segment

As shown on Exhibit 3-8, the Sheet 4 Segment would continue the trail from the Alta Manor senior residence to an at-grade road crossing of Oak Ridge Drive which connects the project to the existing paved paths that begin at Oak Ridge Drive. The existing path continues on City-owned property to the Woodlake Lane pedestrian bridge, then enters property owned by the Roseville City School District (with paved connections to Eich Middle School), and then re-enters City-owned open space near Sierra Gardens Drive. Key proposed features of this trail segment include:

- placement of the trail on an existing unpaved berm on the north side of Linda Creek,
- access to the Meadow Oaks and Sierra Gardens neighborhoods at Oak Ridge Drive,
- at-grade crossing of Oak Ridge Drive,
- connection to the Meadow Oaks neighborhood at Woodlake Lane via an existing footbridge, and
- connection to Eich Middle School via existing paths on property owned by the Roseville City School District.

This segment of trail would not require acquisition of right-of-way.

Sheet 5 Segment

The Sheet 5 Segment would continue from the existing path that connects Sierra Gardens Drive to Meadowlark Way. From there, it continues along the existing maintenance path behind homes along Meadowlark Way and Mallard Lane (see Exhibit 3-9). Key features would include:

- new intersection treatment where the trail leading to Sierra Gardens Drive merges with the connection to Meadowlark Way;
- drainage improvements to eliminate standing water on the existing trail during rain events;
- prior to Meadowlark Way, the proposed trail would turn south to connect to the existing unpaved maintenance path;
- enhanced shoulder width where the proposed paved path would adjoin the existing maintenance path;
- bank stabilization just downstream of the existing sewer line crossing, through use of a gabion basket wall and a rock (or log) vane to re-direct channel flow away from the bank; and
- re-construction of an unpaved access road for the purposes of maintaining an existing easement that provides access to the backyards of residential properties along Meadowlark Way and Mallard Lane.

This segment of trail would require acquisition of right-of-way from the rear yards of homes along Mallard Lane.

Sheet 6 Segment

The Sheet 6 Segment continues along the existing maintenance path behind Mallard Lane homes to an undercrossing of Rocky Ridge Drive. From there, the trail would loop around to connect to an existing 12-foot wide paved path on the east side of Rocky Ridge Drive. The trail would then cross to the south side of Linda Creek using the existing paved path and continue east on the south side of Linda Creek, south of the existing flood by-pass channel. The trail would continue on the south side of Linda Creek along an existing utility corridor and wetland preserve north of Nighthawk Circle, cross to the north side of Linda Creek at proposed bridge #20, and then cross Strap Ravine at existing bridge #21 west of Jo Court (see Exhibit 3-10). Key features would include:

- re-construction of an unpaved access road for the purposes of maintaining an existing easement that provides access to the backyards of residential properties along Mallard Lane. As the access road approaches Rocky Ridge Drive, it would also be used for trail user access to the west side of Rocky Ridge Drive;
- improvements to an existing box culvert, or installation of a new box culvert, under Rocky Ridge Drive to accommodate the trail and continue to allow for high stream flows;
- access to Maidu Park along the paved side path on Rocky Ridge Drive;
- retaining walls adjacent to the trail as it passes under Rocky Ridge Drive;
- a temporary construction staging area in the open area on the east side of Rocky Ridge Drive;
- a new bridge over Linda Creek (#20);
- improvements to the existing bridge over Strap Ravine, or replacement with a new pre-fabricated steel bridge (#21), to facilitate bicycle and pedestrian use;
- an at-grade crossing at the dead end of North Cirby Way, providing a connection to the Maidu neighborhood; and
- a temporary construction staging area at the end of North Cirby Way and in the adjacent open space west of North Cirby.

This segment of trail would require acquisition of right-of-way from the rear yards of homes along Mallard Lane as shown in Section 4.9, “Land Use and Planning.”

Exhibit 3-7

Proposed Trail Alignment and Project Features - Sheet 3 Segment

Exhibit 3-8

Proposed Trail Alignment and Project Features - Sheet 4 Segment

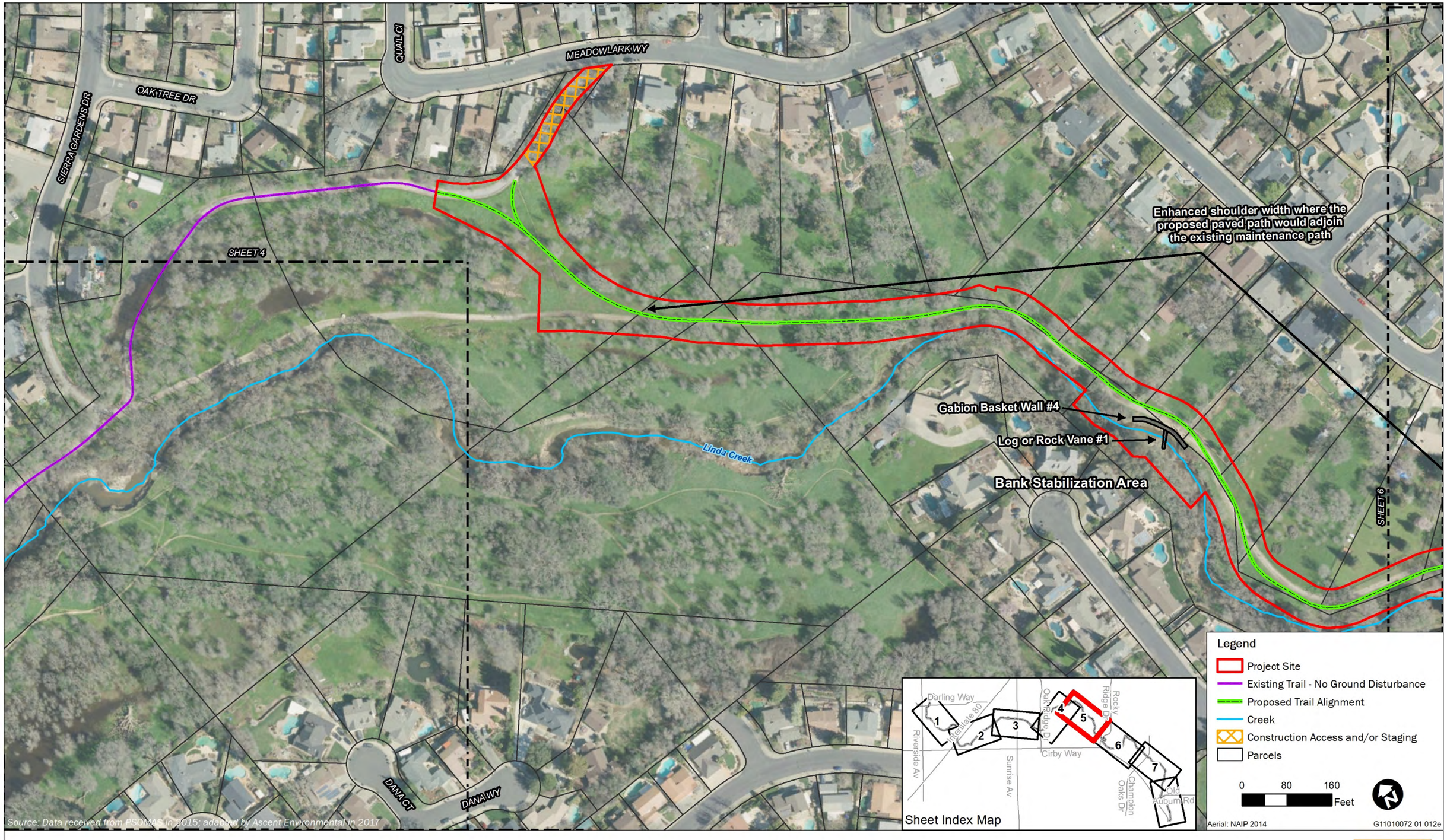


Exhibit 3-9

Proposed Trail Alignment and Project Features - Sheet 5 Segment

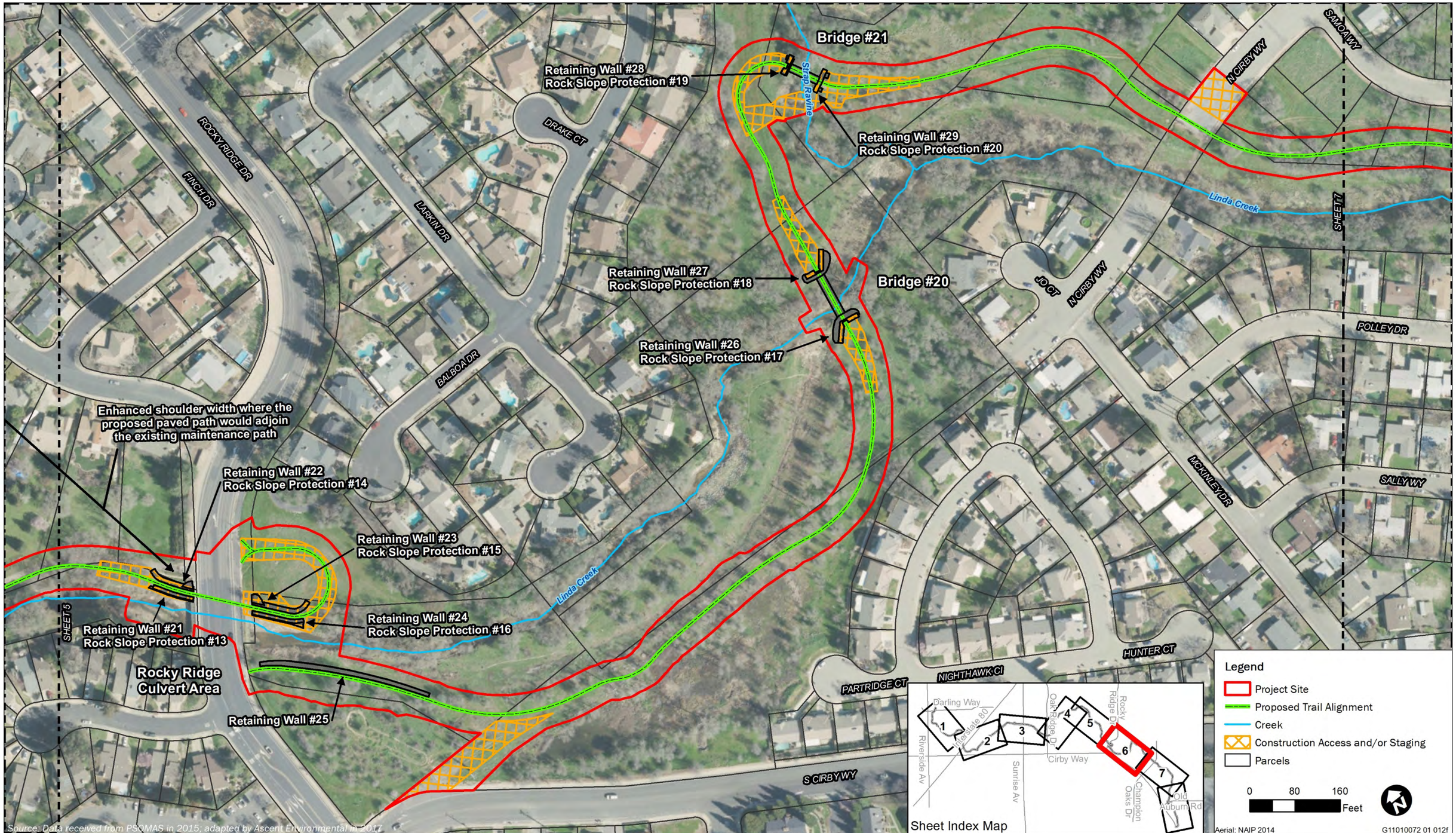


Exhibit 3-10

Proposed Trail Alignment and Project Features - Sheet 6 Segment

ASCENT ENVIRONMENTAL

Sheet 7 Segment

As shown on Exhibit 3-11, the Sheet 7 Segment continues on the north side of Linda Creek to Champion Oaks Drive and then toward West Colonial Parkway. Key proposed features include:

- a temporary construction staging area on City-owned property at the corner of Samoa Way and Champion Oaks Drive;
- an at-grade crossing of Champion Oaks Drive, providing a connection to the Maidu neighborhood;
- placement of the trail on a bank above the Linda Creek overbank/low flow channel;
- culvert crossing of a drainage parallel to Meadow Lane;
- connection to a sewer maintenance path that would also facilitate a paved connection to West Colonial Parkway;
- a temporary construction staging area on City-owned open space west of West Colonial Parkway; and
- integration with existing decomposed granite trails in the open space along West Colonial Parkway. In this area the cross-section of the paved trail may be widened to maintain a decomposed granite path.

This segment of trail would require acquisition of right-of-way from several vacant residential/floodway parcels along Samoa Way and from two vacant residential/floodway parcels along Hurst Way. The City Flood Control Project of 1999 required a permit from the US Army Corps of Engineers (USACE). The USACE permit included a number of measures, including dedication of conservation easements on certain parcels in the Hurst Way/West Colonial Parkway area that are proposed for use by the proposed project, and mitigation plantings that may be affected by the proposed project. The conservation easements have not yet been recorded because property purchases pursuant to the Flood Control Project permit are still underway. Upon completion of the property purchases, under this separate project the City will work with USACE to dedicate a conservation easement or alternative restrictions for use of these parcels. It is anticipated that the proposed project would be a permitted use, consistent with City zoning and land use regulations for other open space areas. If the multi-use trail construction is anticipated to impact any previously planted Flood Control Project mitigation plantings, then the City would need to obtain prior approval from USACE through a USACE permit process.

Sheet 8 Segment

The Sheet 8 Segment continues on the north side of Linda Creek from West Colonial Parkway toward Old Auburn Road to a connection with Spahn Ranch Road at the Roseville City limits as shown on Exhibit 3-12. It then continues along the southwest side of Spahn Ranch Road to a connection with Old Auburn Road. Key features would include:

- trail alignment on the unpaved graded area adjacent to the flood wall and behind the residential properties on West Colonial Parkway,
- an undercrossing of Old Auburn Road,
- connections to the west and east sides of Old Auburn Road,
- bank stabilization through use of a gabion basket wall,
- a temporary construction staging area on City-owned property east of Old Auburn Road,
- a bridge crossing of Linda Creek (Bridge #30), and
- a connection to Old Auburn Road at the south City limits.

This segment of trail would not require acquisition of right-of-way.

DEVELOPING TRAIL THEMES

A design theme is important for any trail system. A theme can create a unique and enriching experience for the trail user, and help strengthen the community's identity around the Dry Creek area.

The Dry Creek Greenway East Trail would be designed around a theme that blends with the existing cultural and geologic history present in the area. Key elements of this theme could include:

- interpretation of the role of Dry Creek corridor in supporting Native American residents and the early historic development of the area,
- interpretation of the values and importance of Dry Creek corridor fisheries and natural resources,
- references to cultural/historical/Native American themes, and
- references to the local geological features as a design element on the trail in the form of retaining walls and bollards.

CONSTRUCTION STAGING AREAS

As noted in the alignment descriptions and shown on the 8 plan sheets, the proposed project would include construction staging areas where equipment would be temporarily stored during project construction. The construction staging areas would occur within the City's existing right-of-way or on property acquired by the City for the permanent trail alignment or temporary construction use. Residential and commercial right-of-way and easement requirements are discussed in Section 4.9, "Land Use and Planning."

As described above, construction of the proposed multi-use trail would require removal of vegetation and existing features, grading, placement of aggregate base material, construction of five roadway undercrossings, construction or modification of up to eight bridges, and approximately 27,000 square feet of retaining walls.

CONSTRUCTION EQUIPMENT AND METHODS

Construction equipment would include graders, loaders/backhoes, excavators, vibratory rollers/compactors, pickup trucks, drill rigs, a truck mounted crane, concrete delivery trucks, water trucks, hydro-seeding trucks and various generators, and hand equipment. Required materials would include concrete, asphalt, aggregate base, decomposed granitic base, and prefabricated metal bridges. Equipment and construction material would be brought to the construction site and staged in staging areas. Topsoil would be excavated and stored during construction operations and respread over disturbed soil areas after construction activities in that area are complete. Disturbed soil areas would be revegetated through planting of native grasses, shrubs, and trees.

Temporary stream diversions (clear water diversions) would be installed for the construction of the Darling Way bridge widening, the Rocky Ridge and Old Auburn Road undercrossings, and for the three stream bank stabilization components. Clear water diversions are used in waterways to enclose a construction area and reduce sediment pollution from construction work taking place in or adjacent to water. The diversions would consist of a temporary dam constructed just upstream of the existing bridge and temporary pipes of sufficient number and size to carry stream flow from the temporary dam, through the construction site, to a point downstream. In addition to a piped diversion, the Cirby Creek bank stabilization area would also include the excavation of a secondary low-flow channel in a sand bar on the opposite side of the stream bed. This secondary channel would be vegetated with native grasses and would remain after completion of the project. After the completion of in-channel construction, the diversion dams would be removed and the stream bed restored. In-channel construction would be limited to periods of seasonal low-flow conditions. See Section 4.8, "Hydrology and Water Quality," in this Draft EIR for additional details regarding this work.

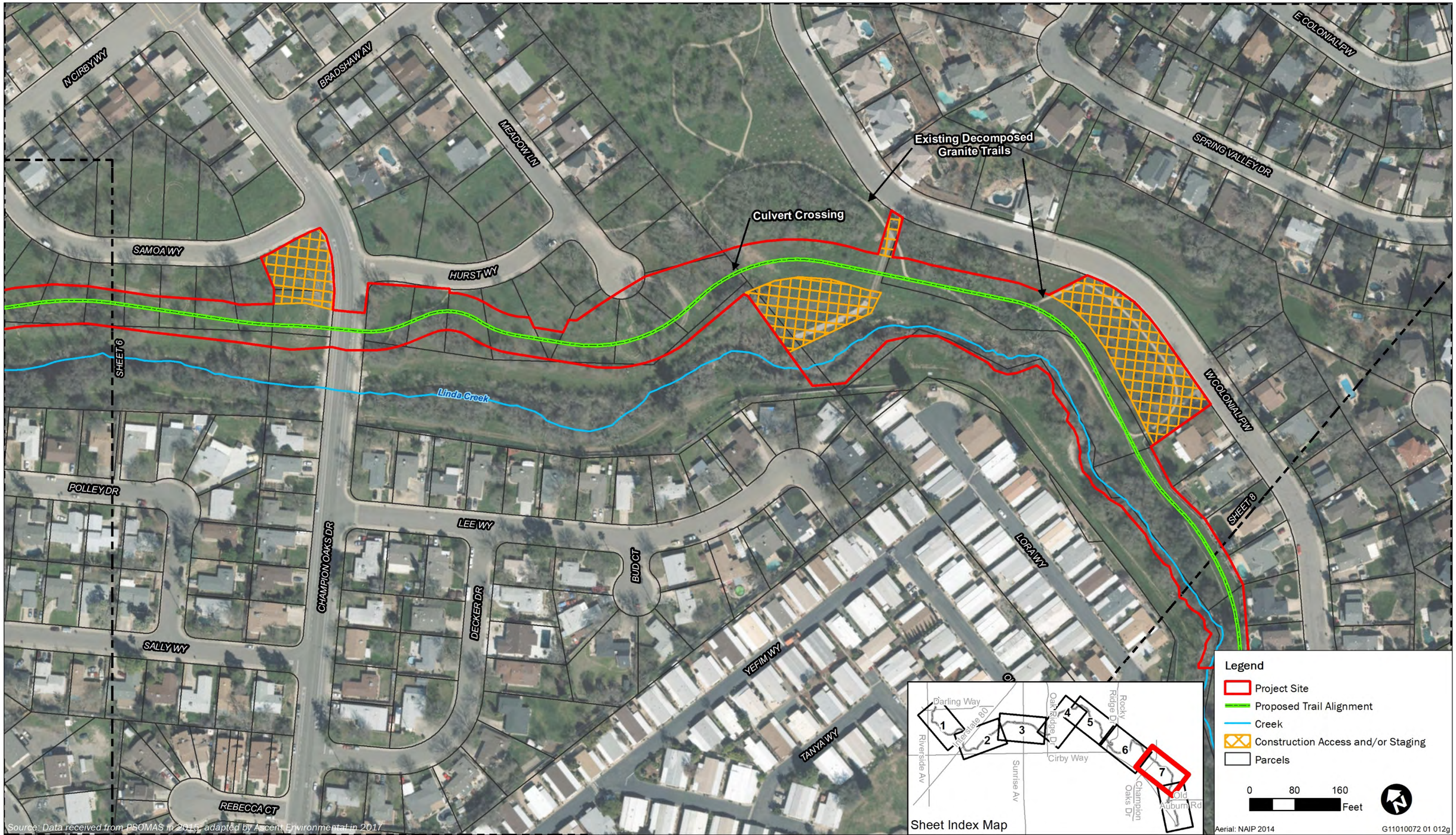


Exhibit 3-11

Proposed Trail Alignment and Project Features - Sheet 7 Segment

ASCENT ENVIRONMENTAL

MCBRIDE DR
E COLONIAL PW
MUELLER CT
BOSTON COMMONS PL
W COLONIAL PW
OLD AUBURN RD
SPAHN RANCH RD
TRENTON CT
Rock Slope Protection #22
Retaining Wall #30
Rock Slope Protection #21
Bank Stabilization Area
Retaining Wall #32
Gabion Basket Wall #5
Retaining Wall #33
Rock Slope Protection #23
Bridge #30
Retaining Wall #34
Rock Slope Protection #24
LORA WY
Linda Creek
SHEET 7
OLGA WY
Retaining Wall #31
Old Auburn Undercrossing Area
OLD AUBURN RD
YURA WY
BUNYA WY
RIMMA WY
LORA WY
S CIRBY WY
LUND DR
OLD HARTRANCH RD

Source: Data received from PSOMAS in 2015; refined by Ascent Environmental in 2017

Sheet Index Map
Darling Way
Riverside Av
Interstate 80
Sunrise Av
Oak Ridge Dr
Cirby Way
Rocky Ridge Dr
Champion Oaks Dr
Old Auburn Rd
1
2
3
4
5
6
7

Legend
- Project Site
- Proposed Trail Alignment
- Creek
- Construction Access and/or Staging
- Parcels

0 80 160 Feet

Aerial: NAIP 2014

G11010072 01 012h

Exhibit 3-12

Proposed Trail Alignment and Project Features - Sheet 8 Segment

ASCENT ENVIRONMENTAL

PROJECT PHASING

A phasing plan would be developed for this project to provide a logical sequence of implementation for each identified phase. The phasing would consider aspects such as right-of-way requirements, environmental impacts, estimated capital costs and funding opportunities, and connectivity to key nodes such as schools, parks, trailheads and neighborhoods. It is estimated that the project would be constructed in up to four phases over 4 years, commencing in 2021. Phase 1 would involve construction from Darling way to Eastwood Park, Phase 2 from Eastwood Park to Oak Ridge Drive, Phase 3 from near Eich School to Rocky Ridge Drive, and Phase 4 from Rocky Ridge Drive to Spahn Ranch Road. The City was recently awarded grant funding, which may allow Phases 1 to 3 to proceed as a single project beginning in approximately 2021 or 2022.

3.2 ALIGNMENT OPTIONS

As described previously in subsection 3.1.2, "Project Background," the City prepared the Dry Creek Greenway Planning and Feasibility Study in 2009. The study outlined the existing conditions, opportunities and constraints, alignment options, evaluation criteria, and a recommended alignment for a paved multi-use trail from Riverside Avenue and Darling Way to the City limits just south of Old Auburn Road.

During the 2009 Dry Creek Greenway Planning and Feasibility Study process, two segments of the trail contained alternative alignment options that were retained for further consideration. These were referred to as Segment 1 – Hillcrest and Segment 5 – Sunrise Avenue in the feasibility study. Segment 1 is the first portion of the proposed trail between the end of the Saugstad/Royer Trail at Darling Way to the area south of Machado Lane, west of the I-80 underpass. Segment 5 is located in the Cirby Side neighborhood to the east and west of Sunrise Avenue. Segment 5 begins near the Cirby Creek/Linda Creek confluence west of Sunrise Avenue to just east of the Sunrise Avenue bridge near the Meadow Gate connection.

The feasibility study was updated in 2013 to provide further information regarding alternative trail alignment options. Each of the alignment options were evaluated using criteria developed during the 2009 Feasibility Study Phase of this project, in conjunction with the SRG, and based on the ability of each option to meet the project goals and objectives, as well as the feasibility criteria. A matrix was used to compare benefits, constraints, advantages and disadvantages of each option. It was ultimately decided to provide information that would allow the City Council to select between the proposed alignment and the feasibility study alternatives. Therefore, this EIR presents project-level CEQA analysis of both the proposed alignment and the feasibility study alternatives, referred to as alignment options in this EIR. The alignment options are further described below.

3.2.1 Alignment Option Segment 1 – Hillcrest

Two alignment options (1A and 1C), in addition to the proposed alignment, are being considered for the Hillcrest area of the proposed project. These alignment options are depicted on Exhibits 3-13 and 3-14, which show the same project area as Sheet 1, Exhibit 3-5.

ALIGNMENT OPTION 1A

Option 1A would begin at the existing terminus of the Saugstad/Royer trail, travel across Darling Way Bridge (potentially requiring widening of the bridge) and loop under the bridge on the west side of Dry Creek. The alignment would continue south for approximately 900 feet, crossing Dry Creek via Bridge

#3 to the southern bank of Cirby Creek, from where it would traverse the existing steep slope down to the existing bench located above the 2-year water surface elevation, and continue within the floodplain along the south side of Cirby Creek toward the I-80 undercrossing. This option would require a retaining wall on the south side of Cirby Creek, east of the confluence with Dry Creek. Prior to Bridge #3 (on the north side of Dry Creek), access would be provided to the proposed trail-head parking area at Riverside Avenue and to the future trail extension to Vernon Street. Alignment Option 1A would require Bridge #3, but would eliminate the need for Bridge #2 and Bridge #4.

ALIGNMENT OPTION 1C

Option 1C would begin just before the existing terminus of the Saugstad/Royer trail, travel under the bridge on the east side of Dry Creek and continue south for approximately 700 feet. A spur to the west would provide access to the proposed trail head parking and future trail extension toward Vernon Street, via Bridge # 2 over Dry Creek. The alignment option would continue along the east side of Dry Creek and Cirby Creek for approximately 400 feet before crossing Cirby Creek via Bridge #4 to the southern bank of Cirby Creek, from where it would continue within the floodplain along the south side of Cirby Creek toward the I-80 undercrossing. Alignment Option 1C would not require the widening of the Darling Way Bridge. A retaining wall on the east side of Dry Creek would be required. Similar to the proposed alignment, Alignment Option 1C would include the construction of two bridges (#2 and #4).

3.2.2 Alignment Option Segment 5 – Sunrise Avenue

One alignment option (5A), in addition to the proposed trail alignment, is being considered for the Sunrise Avenue area of the proposed project. This option is depicted on Exhibit 3-15, which shows the same project area as Sheet 3, Exhibit 3-7.

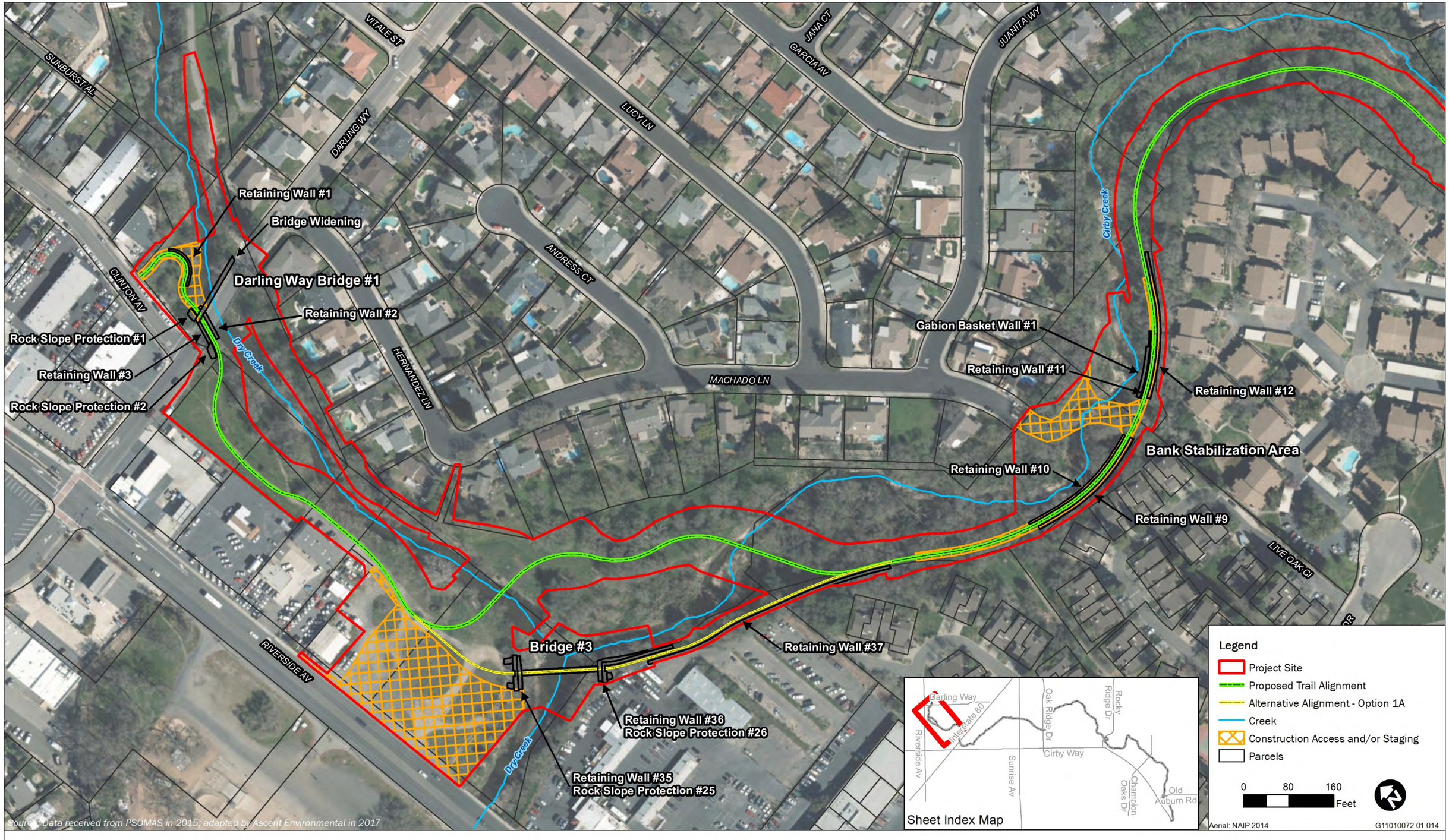
ALIGNMENT OPTION 5A

Option 5A would begin just south of the confluence of Cirby Creek and Linda Creek and remain on the south side, following the southern bank of Linda Creek within City-owned property. The trail would travel eastward and pass beneath Sunrise Avenue. Connecting ramps would provide access to both sides of Sunrise Avenue. The alignment would continue to just east of the existing drainage outfall structure at which point it would cross to the north side of Linda Creek via Bridge #14, before continuing further east toward Oak Ridge Drive. Alignment Option 5A would eliminate the need for Bridge #13.

3.3 REQUIRED CITY ACTIONS

The City of Roseville requires the following CEQA compliance and discretionary action for project approval:

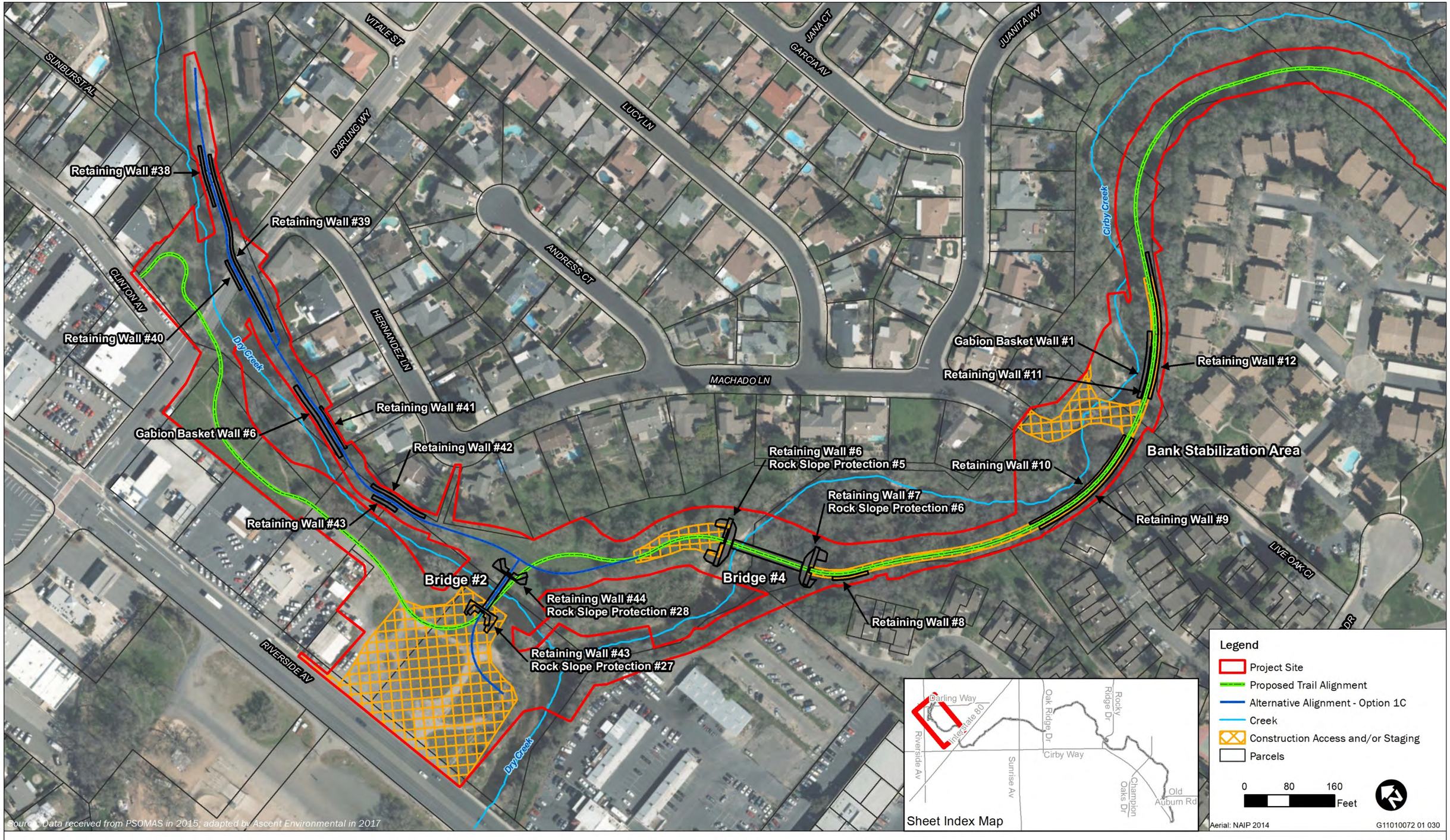
- **EIR Certification.** Before the City can approve the proposed project, the City Council must certify that the EIR was completed in compliance with the requirements of the CEQA, that the decision-making body has reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City of Roseville. Approval of the project also requires adoption of a Mitigation Monitoring Plan, which specifies the methods for monitoring mitigation measures required to eliminate or reduce the project's significant effects on the environment. The City would also adopt CEQA Findings of Fact regarding any significant effects on the environment and, for any effects determined to be significant and unavoidable, a Statement of Overriding Considerations, as part of project approval. Action by the City Council would follow a recommendation from the City of Roseville Transportation Commission.



Source: Data received from PSOMAS in 2015; adapted by Ascent Environmental in 2017

Exhibit 3-13

Alignment Option 1A



Source: Data received from PSOMAS in 2015; adapted by Ascent Environmental in 2017

Exhibit 3-14

Alignment Option 1C

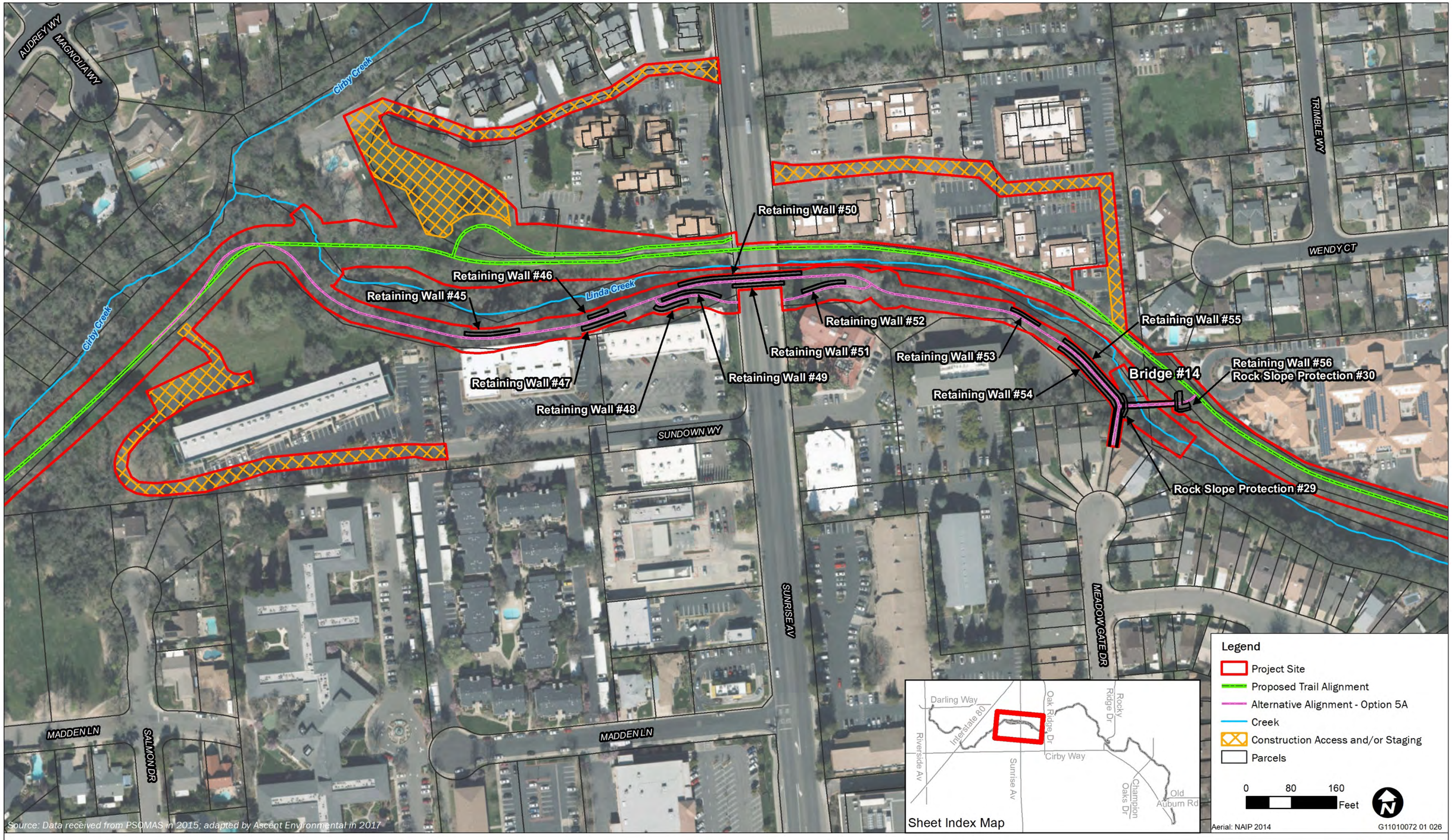


Exhibit 3-15

Alignment Option 5A

- **Trail Project Approval.** After certification of the EIR, the City will consider approval of a trail alignment from the choices between the proposed alignment and its options. If the City approves a trail alignment, the City will also authorize staff to pursue final design, permitting, right-of-way acquisition, and construction funding for phased construction. Also, if the City approves a project, it would file a Notice of Determination with the County Clerk and State Clearinghouse to conclude the CEQA process.

3.4 OTHER PERMITS AND APPROVALS

3.4.1 Responsible Agencies and Federal Agencies

Several agencies would be involved in the consideration and approval of proposed project elements. Federal, state, and regional agency approvals and permits that would be considered for the proposed project would include wetlands verification, encroachment, water quality, and streambed alteration permits. State and regional responsible agencies and federal agencies with approval authority would include:

- Regional and State Responsible Agencies:
  - California Department of Fish and Wildlife
  - Central Valley Regional Water Quality Control Board
  - Central Valley Flood Protection Board
  - California Department of Transportation (Caltrans)
- Federal Agencies:
  - U.S. Army Corps of Engineers
  - U.S. Fish and Wildlife Service
  - National Oceanic and Atmospheric Administration Fisheries
  - Federal Highway Administration (NEPA authority delegated to Caltrans)

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4 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

INTRODUCTION TO THE ANALYSIS

Scope of the EIR

In accordance with the State CEQA Guidelines (Section 15126.2), this Draft EIR identifies and focuses on the significant direct and indirect environmental effects of the proposed multi-use trail project, giving due consideration to both its short-term and its long-term effects. Short-term effects are generally those associated with construction, and long-term effects are generally those associated with use of the trail project. Resource topics that would not be affected by the proposed project are addressed in Chapter 2, "Summary," of this Draft EIR, including agriculture and forest resources, mineral resources, and population and housing.

This chapter addresses the following resource topics:

4.1 Aesthetics
4.2 Air Quality
4.3 Biological Resources
4.4 Cultural Resources (which includes tribal cultural resources)
4.5 Geology and Soils
4.6 Greenhouse Gas Emissions and Climate Change
4.7 Hazards and Hazardous Materials
4.8 Hydrology and Water Quality
4.9 Land Use and Planning
4.10 Noise
4.11 Public Services
4.12 Recreation
4.13 Transportation and Circulation
4.14 Utilities

Terminology Used In the EIR

This Draft EIR uses the following terminology to describe environmental effects of the project:

Less-than-Significant Impact: A project impact is considered less than significant if it would not exceed the threshold of significance and therefore would not cause a substantial adverse change in the environment. No mitigation is required for a less-than-significant impact.

Potentially Significant Impact: A potentially significant impact is an environmental effect that may cause a substantial adverse change in the environment; however, additional information is needed regarding the extent of the impact. For CEQA purposes, a potentially significant impact is treated as if it were a significant impact.

Significant Impact: A project impact is considered significant if it results in a substantial adverse change in the physical conditions of the environment. Significant impacts are identified by the evaluation of project effects in the context of specified thresholds of significance. Mitigation measures and/or project alternatives are identified to reduce these effects to the environment, where feasible.

Significant and Unavoidable Impact: A project impact is considered significant and unavoidable if it would result in a substantial adverse change in the environment that cannot be feasibly avoided or mitigated to a less-than-significant level if the project is implemented. If a lead agency proposes to approve a project with significant unavoidable impacts, it must adopt a statement of overriding considerations to explain its actions (State CEQA Guidelines Section 15093[b]).

Cumulative Impacts: According to CEQA, "cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (State CEQA Guidelines Section 15355). CEQA requires that cumulative impacts be discussed when the "project's incremental effect is cumulatively considerable… [or] … provide a basis for concluding that the incremental effect is not cumulatively considerable (State CEQA Guidelines Section 15130 [a])."

Mitigation Measures: Mitigation measures are identified, where feasible, to avoid, minimize, rectify, reduce, or compensate for significant or potentially significant impacts of the project, in accordance with the State CEQA Guidelines (Section 15126.4).

Format of the Environmental Analysis

Each section in Chapter 4 begins with a description of the project environmental setting and regulatory setting as it pertains to the particular resource topic. The environmental setting serves as the baseline, which provides a point of reference for assessing the environmental impacts of the proposed project and alternatives and determining the significance of those impacts. The setting description in each section is followed by an impacts and mitigation discussion. The impact and mitigation portion of each section includes impact statements, which are prefaced by a number in bold-faced type. An explanation of each impact and an analysis of its significance follow each impact statement. All mitigation measures pertinent to each individual impact follow after the impact statement and discussion. The degree to which the identified mitigation measure(s) would reduce the impact is also described.

Environmental Setting: This subsection describes the existing environmental conditions on the proposed project site and surrounding area, in accordance with State CEQA Guidelines Section 15125. The discussions of the environmental setting focus on information relevant to the resource topic under evaluation. The extent of the environmental setting area (the project study area) may differ among resources, depending on the nature of the impacts. For example, air quality impacts are assessed for the air basin, whereas cultural resource impacts are assessed for the project site only.

Regulatory Setting: This subsection presents information on the laws, regulations, plans, and policies that relate to the resource topic. Regulations originating from the local, state, and federal levels are each discussed as appropriate.

Impacts: This subsection identifies the thresholds of significance used to determine the level of significance of the environmental impacts for each resource topic, describes environmental impacts, where significant or potentially significant impacts would occur, and presents feasible mitigation measures. Key methods and assumptions used to frame and conduct the impact analysis, as well as issues or potential impacts not discussed further (such issues for which the project would have no impact), are also described.

Project impacts are organized numerically in each subsection (e.g., Impact 4.4-1, Impact 4.4-2, Impact 4.4-3, etc.). Impacts are summarized with bold-font impact title, a list of applicable policies and regulations, and the impact's level of significance. When a significant impact is identified, the levels of significance both before and after mitigation measures precede the discussion of each impact. An example of the format is shown below.

During preparation of feasibility studies beginning in 2009, alignment options were identified for two segments of the trail. In addition to the proposed project alignment, these optional alignments, identified as 1A, 1C, and 5A, are described in Chapter 3, "Project Description" and are analyzed in the Impacts portion of each resource section in Chapter 4.

Impact 4.4-X	Impact title.
Applicable Policies and Regulations	List of applicable policy names
Significance with Policies and Regulations	Proposed Project: Potentially significant Alignment Option 1A: Potentially significant Alignment Option 1C: Potentially significant Alignment Option 5A: Potentially significant
Mitigation Measures	Mitigation Measure 4.4-X (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

The discussion that follows the impact summary includes the substantial evidence supporting the impact analysis and significance conclusion. If necessary, mitigation measures are then recommended to reduce potentially significant or significant impacts to less-than-significant levels, as feasible, and the significance of the impact after implementation of mitigation is described. Mitigation measures are organized numerically to correspond to the impact they address. For example, Impact 4.4-1 would be mitigated with Mitigation Measure 4.4-1.

Proposed Trail Alignment
The most detailed impact discussion is presented first for the proposed alignment for each impact in Chapter 4. Then, the alignment options are explained in as much detail as needed to understand impacts. Each impact includes a discussion of the substantial evidence supporting the significance conclusion.

Alignment Option 1A
Discussion of substantial evidence supporting the impact significance conclusion for alignment option 1A.

Alignment Option 1C
Discussion of substantial evidence supporting the impact significance conclusion for alignment option 1C.

Alignment Option 5A
Discussion of substantial evidence supporting the impact significance conclusion for alignment option 5A.

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4.1 AESTHETICS

4.1.1 Introduction

This section evaluates the potential changes to the existing visual characteristics of the project site and vicinity that could result from implementation of the proposed project. This analysis focuses on the change in the visual character, effects on views, visual compatibility with surrounding uses, and the potential for sensitive receptors to be disturbed by light and glare generated by the project.

No comments related to aesthetics were received during public review of the Notice of Preparation.

4.1.2 Environmental Setting

REGIONAL SETTING

The City of Roseville is in a transitional zone between the flat, open terrain of the Central Valley and the foothills of the Sierra Nevada. The gently rolling topography of the region and the distant foothills provide a backdrop and context for other elements of the visual setting.

Historically, the area had a rural character associated with regional ranching and agricultural operations. Grassland covered the hillsides and valleys, which were dotted with oak woodlands and accentuated by riparian vegetation associated with creeks and other drainage ways. Although undeveloped areas of the region are still characterized by these open grasslands, development (consisting of a variety of residential, commercial, and industrial land uses) has become a prominent component of the landscape in the City of Roseville. Where development has not completely replaced the natural setting, it has segmented natural areas, thereby increasing the aesthetic value of the remaining contiguous open spaces.

LOCAL SETTING

The trail would follow creek corridors along portions of Dry, Cirby, and Linda Creeks. The properties adjacent to the proposed alignment include a mix of residential, commercial, parks, open space and public/quasi-public uses. Flood control improvements, including floodwalls, berms, bypass channels, and bypass culverts are located along the length of the project site. Commercially-zoned properties are concentrated along Sunrise Avenue to the north and south of the project site along Linda Creek. Commercial areas are also found near the western part of the proposed alignment along Riverside Avenue between Darling Way and Cirby Way. Exhibit 4.1-1 and Exhibits 4.1-2 through 4.1-8 (Photos 1 through 7) provide representative views of the proposed trail alignment.

Natural vegetation and watercourses are distinctive features within the otherwise urban environment. The nature of the area is typified by Photo 1, although the quality of the habitat (and thereby, the general richness of the views) varies, and there are areas of the trail corridor where the built environment is more prominent and the views appear more disturbed. (See Section 4.3, “Biological Resources,” for a discussion of habitat quality.) Annual grassland occurs in open, cleared, or disturbed areas and forms the understory of mixed riparian and valley oak woodland communities. There are two groups of trees on the project site that are particularly distinctive in their scenic resource qualities: a group of oak trees located along an existing trail in the Sierra Gardens neighborhood and a group of trees along Linda Creek near Rocky Ridge Drive (see Photo 4). The trees and creek channel enhance the existing visual setting of the urban community by providing an open space corridor, natural landscape appearance, and scenes of moving water, all of which create elements of visual interest.

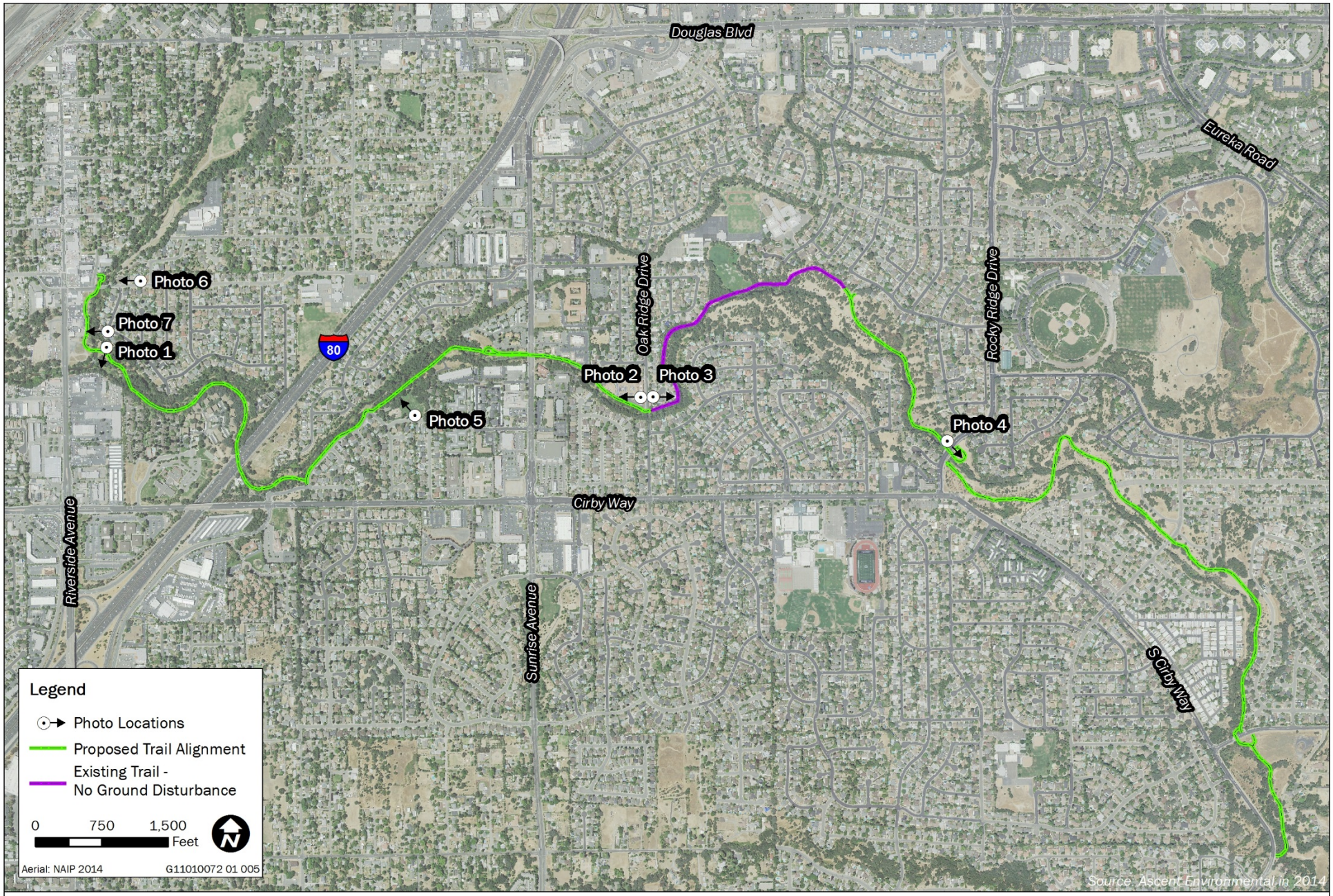

Exhibit 4.1-1

Photo Locations

ASCENT ENVIRONMENTAL

Exhibit 4.1-2 Photo 1: Dry Creek, East of Proposed Riverside Trailhead

The creek corridors currently contain segments of existing, unimproved natural surface paths and paved multi-use paths (see Photos 2, 3, and 4). Much of the corridor is used for recreation, infrastructure maintenance access, and transportation. Other notable features along the project site include the I-80 overpass, existing bridges north of Marlin Way and west of York Court, and retaining walls along the creek corridor at Sunrise Avenue. There are no scenic roads or highways, designated visual landmarks, or long-range vistas of regional importance along the project site.

Views of the Site from the Surrounding Area

The project area includes well-traveled roadways, including Interstate (I-80), Sunrise Avenue, Rocky Ridge Drive, and Old Auburn Road. Short-range views onto the project site from adjacent uses are generally dominated by oak trees and riparian vegetation. In most locations, the steep creek bank limits views of the waterway.

Public facilities, including parks, are located adjacent to the proposed alignment. Eastwood Park, located at 950 Madden Lane, is a 4-acre neighborhood park featuring a school-aged play area, covered picnic area, baseball/softball field, multi-use field, and a basketball court. Cirby Creek is generally not visible from the amenities at Eastwood Park because of a small grove of oak trees at the northern boundary of the park. Photo 5 looks across the basketball courts at Eastwood Park towards an unimproved trail, which is blocked by vegetation. Photo 6 provides a representative view of the project site from an area roadway.

Exhibit 4.1-3 Photo 2: Existing Unimproved Trail, Looking West from Oak Ridge Drive

Exhibit 4.1-4 Photo 3: Existing Paved Trail, Looking East from Oak Ridge Drive

ASCENT ENVIRONMENTAL

Source: Ascent Environmental 2012

Exhibit 4.1-5 Photo 4: View of Existing Trail, West of Rocky Ridge Drive, Looking Southeast

Source: Ascent Environmental 2014

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Exhibit 4.1-6 Photo 5: View of Existing Trail from Eastwood Park, Looking Northwest across Basketball Courts

ASCENT ENVIRONMENTAL

Exhibit 4.1-7 Photo 6: View of Darling Road Bridge, Looking West

Exhibit 4.1-8 Photo 7: View of Existing Trail Looking West from the Corner, of Hernandez Lane and Machado Lane

ASCENT ENVIRONMENTAL

Views from the Project Site

Views from the project site toward adjacent lands consist of riparian vegetation, houses and backyard structures (e.g., decks, sheds), and the occasional roadway undercrossing. Where the existing trail is nearer to established uses, the urban environment is more apparent (see Photo 2); while in other parts of the corridor views from the project site are more restricted by the existing vegetation. In general, individuals recreating on the project site experience views with a natural aesthetic (see Photo 7). Photo 4 depicts the view from the existing trail near the intersection with Rocky Ridge Drive. The foreground and background are dominated by vegetation, including native oak trees, that draws attention from the boulevard in the middleground.

Light and Glare Conditions

There are few sources of light and glare in the project area. There are existing street lights where the proposed trail crosses roadways, and there is some light trespass associated with interior and exterior lighting at existing residences and commercial buildings. These existing structures may also contribute some glare because of reflective surfaces, such as windows.

4.1.3 Regulatory Setting

Applicable local policies designed to protect the aesthetic resources are summarized below.

FEDERAL

There are no federal laws that pertain to aesthetic resources that are applicable to the proposed project.

STATE

There are no state laws that pertain to aesthetic resources that are applicable to the proposed project.

LOCAL

City of Roseville General Plan

The City of Roseville General Plan does not identify any scenic roadways or corridors requiring special consideration. Further, the General Plan does not have policies or elements that specifically address protection of aesthetic or visual resources. The General Plan, through the “Community Design” section of the Land Use Element, promotes high-quality design, distinctive development or community character, public artistic expression, and incorporation or preservation of natural features. Pursuant to the general plan, the City has adopted Community Design Guidelines that set development standards for site design, architecture, lighting, signs, and artwork.

City of Roseville Tree Preservation Ordinance

Chapter 19.66 of the zoning ordinance (the Tree Preservation Ordinance) establishes requirements for the preservation of native oak trees. The natural scenic beauty of oak trees is cited as one of the reasons for the ordinance. The ordinance regulates activities that may affect native oak trees in an effort to preserve them. The ordinance recommends avoiding impacts and removal of native oaks where feasible. In instances where native oaks are impacted or removed, the ordinance provides standards for mitigating the impact. City projects, including bikeway projects, are not required to obtain a Tree Permit but are otherwise required to implement the ordinance.

City of Roseville Design Standards

Section 13, Bikeways, of the City of Roseville Design Standards provides criteria intended to provide safe use of bikeways. The standards do not require illumination of bike trails, but indicate that lighting may be required, at the City's discretion, through underpasses, tunnels, roadway intersections, mid-block crossings, and whenever security could be an issue. Per the bikeway standards, all lighting must be designed with appropriate shielding to prevent unnecessary glare and be resistant to vandalism.

4.1.4 Impacts

METHODS OF ANALYSIS

Potential impacts on aesthetic resources that could result from project implementation were determined through a professionally-accepted practice that considers three primary factors: (a) the existing scenic quality of an area; (b) the level of viewer exposure and concern regarding visual change; and (c) the level of actual visual change caused by the project as seen by a given viewer group. The sensitivity of the viewer, or viewer concern, is based on such factors as: the visibility of resources in the landscape, proximity of the viewers to the visual resource, elevation of the viewers in relation to the visual resource, frequency and duration of views, numbers of viewers, and types and expectations of individuals and viewer groups. Viewer groups are differentiated by physical factors that modify perception. For trail projects, a distinction can be made between three basic groups, passers-by (motorists and passengers in cars or buses), recreationists (walkers/users of the creek corridors and adjacent recreation sites), and residents (those home occupants who view the trail from nearby areas). These groups are further differentiated by the activities they are engaged in. Activities such as commuting or working can distract the observer from the visual environment. On the other hand, activities such as walking, biking, or relaxing can heighten awareness of scenic surroundings. Once overall visual sensitivity is established (based on existing visual quality, viewer exposure, and viewer concern), these factors are then considered together with the level of expected change in basic visual attributes such as form, line, color, and texture as a result of the proposed project. Thus, a substantial adverse effect can occur when viewers with high levels of overall visual sensitivity (i.e., high viewer concern and visual exposure, in settings of high existing visual quality) encounter high levels of visual change or scenic view obstruction as a result of a project.

This analysis takes into consideration the following features that are included in the project:

- All new bridges are proposed to be pre-fabricated steel truss bridges that would have a weathered steel finish to blend into the natural environment and not cause glare.
- To the maximum extent feasible, native oak trees would be avoided. Where avoidance is not feasible, the following protection measures would be implemented to protect oak woodlands and associated native trees from project related impacts:
  - Temporary protective fencing would be installed at least 1 foot outside the dripline of the native oak tree before initiating construction to avoid damage to the tree canopy and root system. A circle with a radius measurement from the trunk of the tree to the tip of its longest limb plus one foot would constitute the dripline radius protection area for each tree. Limbs must not be cut back to change the dripline. The area beneath the dripline is a critical portion of the root zone and defines the minimum protected area of each tree. Removing limbs that make up the dripline does not change the protected area.
  - No vehicles, construction equipment, mobile home/office, supplies, materials or facilities would be driven, parked, stockpiled or located within the dripline of the native oak trees.
  - No grading would be allowed within the dripline of the protected native oak.
  - No trenching would be allowed within the dripline of the native oak tree. If it is necessary to install underground utilities within the dripline of the native oak tree, the utility line would be

bored and jacked under the supervision of a certified arborist (or by other methods such as hand tools as specified in the ordinance).

- Drainage patterns onsite would not be modified so that water collects or stands within, or is diverted across, the dripline of any native oak tree.
- If ground disturbance must occur within the protected zone of a native oak tree, the work would occur consistent with provisions of the ordinance (City of Roseville Zoning Ordinance – Tree Preservation [Chapter 19.66]).

- Where feasible, depending on detailed engineering analysis, retaining walls would take the form of gabion baskets with timber facing and root wads or willow stalks to provide additional stabilization and to provide a more natural finish.
- Lighting would only be placed in locations where the trail passes under roadways and on bridges, as a safety feature. Lighting may be installed at the trailhead parking lot and at-grade roadway crossings. In adherence with adopted City standards, all proposed lighting would be limited to the amount required to safely illuminate these undercrossings. Lights would be designed such that they do not create light that would be cast onto oncoming traffic, into the surrounding community or into surface waters. Lighting would be installed at the lowest allowable height and would be screened and directed away from sensitive uses.
- In addition, where appropriate, consideration would be given to screening the trail from existing residential and urban development, such as at the intersection of Sunrise Avenue south of Coloma Way, Oak Ridge Drive north of Rampart Drive, Rocky Ridge Drive north of Cirby Way, and Old Auburn Road north of South Cirby Way.

THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, the proposed project would result in a significant impact to aesthetic resources if it would:

- have a substantial adverse effect on a scenic vista;
- substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- substantially degrade the visual character or quality of the site and its surroundings; or
- create a new source of substantial light or glare which would adversely affect day or nighttime views of the area.

ISSUES OR POTENTIAL IMPACTS NOT DISCUSSED FURTHER

There are no designated scenic vistas within the City of Roseville, and the construction of the proposed trail would not obstruct existing view corridors. Therefore, potential effects on scenic vistas are not discussed further.

There are no designated scenic highways within the City of Roseville. Therefore, impacts related to the damage of scenic resources within a scenic highway are not evaluated further.

IMPACT ANALYSIS

Impact 4.1-1	Substantially degrade the visual character or quality of the site and its surroundings.
Applicable Policies and Regulations	City of Roseville General Plan Land Use Element, City of Roseville Tree Preservation Ordinance
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

Implementation of the Dry Creek Greenway East Trail would involve the installation of signs, bridges, undercrossings, and other structures as well as the paved trail. The trail would traverse open space and parks, and would be located in proximity to residences and businesses. It would result in paving segments of currently unimproved natural surface paths and the construction of up to eight bridges to provide creek crossings. The project would also include the rehabilitation and widening of two existing bridges. These improvements would be similar to the physical characteristics of the existing environment (see Exhibits 4.1-2 through 4.1-8), but may introduce pavement, structures, and recreational users into areas that are currently undeveloped, which has the potential to change the character of the private viewsheds of nearby residents and businesses.

The existing trail and open space areas on the project site provide, on the whole, moderate quality scenic resources. While the natural aesthetic is of particular value to recreationalists on the trail, the urban and industrial uses that surround the project site dominate views from most other points of public access (i.e., area roadways) and the creeks are obscured by vegetation. Viewer exposure and concern, likewise, is high for residents and recreationalists and low to moderate for passersby. Residents and recreationalists have extended, proximate exposure to the riparian areas and creeks on the project site and expect the site to have a natural character. Passersby, including motorists on roads that cross the project site, have low to moderate sensitivity to changes in the character of the site.

Construction Impacts

Trail

The proposed trail is visible from existing recreation sites, residences, businesses, and area roadways. During construction, heavy equipment would be used that is incongruent with the expectation of a natural creek resource. However, the intrusion would be temporary (typically no more than one construction season).

Staging Areas

The proposed project would include construction staging areas where equipment and material would be temporarily stored. These staging areas are proposed on land owned by the City of Roseville and are described in Table 4.1-1, below. Most staging areas are either currently disturbed and have a low scenic quality or are in areas where there is limited viewer exposure. While equipment would be visible during construction, these staging areas would be temporary and would not result in a permanent change in visual character.

Table 4.1-1 Scenic Quality and Viewer Exposure to Proposed Staging Areas

Staging Area	Scenic Quality	Viewer Exposure
East of Riverside Avenue and north of Dry Creek	Low; Across from a BMX dirt bike park in an area dominated by used car lots and auto repair businesses. Site is partially disturbed/graveled.	High; Riverside Avenue is relatively heavily traveled and the site includes approximately 120 feet of frontage.
South of Marlin Drive and north of Cirby Way	Low; Undeveloped lot at the entry to a residential development.	Moderate to high; Off of a main road and near residences. No homes look directly on to the property.
Oak Ridge Drive north of Vinmar Court	Low; Grassy, undeveloped lot with a low wooden fence and palm trees partially blocking view from the street.	Moderate; Adjacent to residences and across Oak Ridge Drive from Alta Manor assisted living facility.
Riparian area south of Meadowlark Way and north of Linda Creek	High; Open, grassy area off of an existing, unpaved maintenance road.	Low; Set back approximately 175 feet from the existing paved trail south of the residences.
East of Rocky Ridge Drive and north of Linda Creek	Moderate; Undeveloped lot with a grassy, natural appearance. The trail would be constructed on three sides.	Moderate to high; Adjacent to a main road and near residences. No homes look directly onto site.
At the terminus of North Cirby Way on the north side of Linda Creek	Low; Asphalt-paved street between white fences marking the end of the street and the end of the pavement.	Low; There is no through traffic. In a residential neighborhood, but no homes look directly onto site.
Southwest corner of the Samoa Way/Champion Oaks Drive intersection	Moderate; Undeveloped grassy lot.	Low to moderate; Streets are residential and not heavily traveled.
Between the terminus of Meadow Lane and West Colonial Parkway on the north side of Linda Creek	High; Trail access developed from West Colonial Parkway.	Low; Residential roads are not heavily traveled and trees obstruct viewing. No homes look directly onto site.
West Colonial Parkway east of Linda Creek	Moderate to High; Grassy area with native tree plantings, developed with an unpaved trail	Moderate to Low; Frontage to residential road, which is not heavily traveled and adjacent to homes.

Use-related Impacts

Trail

Implementation of the proposed project would include some tree removal, which would result in a visual change to the landscape. Design of the Proposed Trail Alignment would, to the extent possible, avoid the larger trees along the creek corridor, especially the native oak trees, to minimize impacts to habitat and aesthetic values consistent with requirements of the City's Tree Preservation Ordinance. Also, the alignment travels through a dense riparian corridor, and views would not be substantially changed despite the removal of some trees because the prominent visibility of the riparian woodland would remain.

The two groups of oak trees that possess scenic importance, along the Sierra Gardens neighborhood and near Rocky Ridge Drive, would not be negatively affected by the project. The trail has been designed to avoid the approximately 30-year old trees in the Sierra Gardens neighborhood and no bridges or retaining walls would be constructed in that area. No bridges would be constructed in the vicinity of the older (approximately 200-year-old) trees near Rocky Ridge Drive. In fact, as described in Chapter 3, "Project Description," bank stabilization elements would be constructed in this vicinity because the bank of the creek adjacent to these trees is currently eroding. Therefore, the project could have a beneficial effect on the scenic value of these trees because the gabion baskets could serve to protect the trees in the future.

The proposed retaining walls would not have a negative effect on views of the area. The combination of steep banks and dense vegetation would shield most of the views from roadways. Architectural elements designed to improve the aesthetic quality and allow the walls to blend more naturally into the surrounding environment would be used where feasible. The project may also include landscaping to create a physical and visual separation between the trail and adjacent properties, as well as to restore graded areas outside of the trail profile or compensate for habitat removed by construction. Simple wood slate or more ornate benches may be placed at key areas and viewpoints to provide rest areas.

Once complete, the amount of visual change because of project implementation would be relatively low. The trail has been designed in consideration of visual resources, including: setbacks from native oaks, riparian areas, and wetlands; topography; setbacks from residences; and compliance with adopted design standards. Where there is an existing trail, the type of use on the project site would remain the same, although the pathway may appear more prominent. The project may benefit the community by cleaning and maintaining the existing trails, and providing more viewing opportunities.

Trailhead

The staging area on the eastern side of Riverside Avenue would be developed as a trailhead with a parking area. This portion of Riverside Avenue is characterized by used car lots and automotive repair shops. The proposed trailhead would not impair the visual quality of the area.

Bridges

One existing roadway bridge, the Darling Way Bridge, may be widened by 8 feet on the north side to accommodate a 10-foot multi-use trail and full lane widths across the bridge. The widening of this bridge would not alter the visual relationship of the existing bridge and roadway to the surrounding landscape and would not substantially change its visible mass.

The project also proposes installation of up to six new pedestrian bridges across Dry, Linda, and Cirby Creeks and the rehabilitation or widening of two bridges. The proposed new bridges would be pre-fabricated steel truss bridges that would have a weathered steel finish to blend into the natural environment and not cause glare. Examples of proposed bridge designs are shown in Exhibit 4.1-9 for the crossing of Dry Creek near Hernandez Lane and Exhibit 4.1-10 for the crossing of Cirby Creek near Machado Lane. The truss height of Bridge #2 across Dry Creek would be up to 8 feet, with a width of 16 feet, and an overall span of 110 feet. The truss height of Bridge #4 across Cirby Creek would be up to 14 feet with a width of 16 feet and an overall span length of 160 feet. Mid- to long-range views of these project elements from surrounding land uses would be mostly obscured by existing vegetation. Short-range views of the bridge elements, including the bridge structure and bridge approaches would be available for bicyclists and pedestrians using the trail for the time they are in sufficiently close proximity to bridges. Where some residents may have a clearer view of the bridges, including the locations shown in Exhibits 4.1-9 and 4.1-10, the bridges would not be inconsistent with other elements of the viewshed, such as the commercial and automotive repair uses across the creek. Adding bridges would not significantly change the scenic character of the project site because there are existing bridges across roads and existing commercial and industrial uses within the existing viewshed across the creeks. Views for recreational users would be temporary and would be similar to other existing bridge elements, such as the Darling Way Bridge.

Conclusion

During construction, there would be a temporary change in the visual character of the project site from vacant creek corridors to a construction site containing construction equipment and workers. The general community would have limited exposure to this visual change, because there are few existing public viewpoints from the outside that provide a view of the project site, because of topography and intervening vegetation. Recreation use of the portion of the trail under construction would not occur during construction. Area residents would be able to see any changes that occur within the viewshed of their homes. Staging areas may be more apparent to the public than trail construction. However, as described

Exhibit 4.1-9 Proposed Bridge Rendering – Dry Creek near Hernandez Lane

Exhibit 4.1-10 Proposed Bridge Rendering –Cirby Creek near Machado Lane

ASCENT ENVIRONMENTAL

in Table 4.1-1, none of the proposed staging areas are located in areas of high scenic quality where viewer exposure is also high. The temporary use of these locations is not anticipated to substantially degrade the visual character of the area.

The scenic character of the site is valued by viewer groups that are exposed to the site for extended durations of time. Although the visual quality of the site would be temporarily degraded during active construction, once completed, there would be minimal changes to the scenic character of the project site. Prominent parts of the construction would be bridges at creek crossings and a few taller retaining walls. These features also would improve trails and public access to stream corridor views, which may be perceived as a benefit by some viewer groups.

Therefore, although the visual quality of the site would be temporarily degraded during construction, implementation of the Dry Creek Gateway East Trail would have a **less-than-significant** impact on the visual character or quality of the site and its surroundings.

Alignment Option 1A

Construction activities under Option 1A would be of the same type and magnitude as the Proposed Trail Alignment. This option would cross under Darling Way as described for the Proposed Trail Alignment, but would remain on the south side of the creek, closer to the commercial uses on Riverside Avenue and further from the residences that front Machado Lane. Option 1A would also cross Dry Creek with one bridge (Bridge #3) rather than the two bridges (Bridges #2 and #4) required for the Proposed Trail Alignment. The retaining wall for this option would be located on the south side of Dry Creek, closer to the commercial uses. For these reasons, the trail may be less visible to existing residents under Option 1A than with the Proposed Trail Alignment. This could result in less potential for the perceived visual character or quality of the project area to be effected by construction or use of the trail.

As discussed above for the Proposed Trail Alignment, the actual visual change because of implementation of Option 1A would be relatively low. Although the visual quality of the site would be temporarily degraded during active construction, the proposed physical changes to the project area would be consistent with the area's character and may improve upon the existing quality of views. Therefore, for the same reasons discussed above for the Proposed Trail Alignment, implementation of Option 1A would have a **less-than-significant** impact on the visual character or quality of the site and its surroundings.

Alignment Option 1C

Option 1C would require the same bridges and a similar undercrossing as the Proposed Trail Alignment, but would be located closer to the residences that front Hernandez and Machado Lanes. Because Option 1C would result in constructing elements of the trail closer to residences than the Proposed Trail Alignment, there could be more potential for the perceived visual character or quality of the project area to be effected by construction or use of the trail because it would be more visible to area residents. However, as discussed above for the Proposed Trail Alignment, the actual visual change because of implementation of Option 1C would be relatively low. Although the visual quality of the site would be temporarily degraded during active construction, the proposed physical changes to the project area would be consistent with the area's character and may improve upon the existing quality of views. Therefore, as discussed above for the Proposed Trail Alignment, implementation of Option 1C would have a **less-than-significant** impact on the visual character or quality of the site and its surroundings.

Alignment Option 5A

Option 5A would cross under Sunrise Avenue on the south side of Linda Creek, rather than the north side as described for the Proposed Trail Alignment. Surrounding land uses are commercial, and this option is generally anticipated to result in the same effects as the Proposed Trail Alignment. With Option 5A, the bridge over Linda Creek (Bridge #14) would be constructed on the eastern side of Sunrise Avenue, immediately adjacent to residences on either side of the creek. This bridge may be visible from nearby residences, while the corresponding bridge for the Proposed Trail Alignment (Bridge

#13) would be less visible or not visible, because the residences located to the north of Bridge #13 are screened by at least 200 feet of dense vegetation. Option 5A also includes a connection to the residences on Meadow Gate Drive, which would increase the visibility of the project. As discussed above for the Proposed Trail Alignment, the actual visual change because of implementation of Option 5A would be relatively low. Although the visual quality of the site would be temporarily degraded during active construction, the proposed physical changes to the project area would be consistent with the area's character and may improve upon the existing quality of views. Therefore, as discussed above for the Proposed Trail Alignment, implementation of Option 5A would have a **less-than-significant** impact on the visual character or quality of the site and its surroundings.

Mitigation Measures

None required.

Impact 4.1-2	Create a new source of substantial light or glare that would adversely affect day or nighttime views of the area.
Applicable Policies and Regulations	City of Roseville General Plan Land Use Element, City of Roseville Community Design Guidelines
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

Construction Impacts

Construction activities would not result in substantial light or glare. All construction activities would occur during the daytime; no lighting would be required and no impact would occur.

Use-related Impacts

The Dry Creek Greenway East Trail would not be intended for nighttime use. Therefore, lighting of the complete trail alignment is not proposed. However, to enhance public safety, the project may include lit undercrossings in locations where the trail passes under roadways, including Darling Way east of Riverside Avenue, I-80 north of Cirby Way, Sunrise Avenue south of Coloma Way, Rocky Ridge Drive north of Cirby Way, and Old Auburn Road north of South Cirby Way. Bridges may also be illuminated and would have a weathered steel finish to blend into the natural environment and not cause glare. Lighting may also be installed at the trailhead parking lot and at-grade roadway crossings to enhance visibility of bicyclists and pedestrians to motorists. The project would not include the installation or construction of elements with reflective surfaces and, therefore, would not result in glare that causes public hazards or annoyance for a sustained period of time.

In adherence with adopted City standards, all proposed lighting would be limited to the amount required to safely illuminate roadways and sidewalks. Streetlights would be designed such that they do not create light that would be cast onto oncoming traffic or directly into the aquatic environment. Lighting would be installed at the lowest feasible height and would be screened and directed away from sensitive uses.

Conclusion

The Proposed Trail Alignment would not result in substantial increases in light or glare that would affect any light sensitive uses on or near the site. The project would have a **less-than-significant** impact on views of the area because of light or glare.

Alignment Option 1A

Option 1A would cross under Darling Way as described for the Proposed Trail Alignment, but would remain on the south side of the creek, closer to the commercial uses on Riverside Avenue and further from the residences that front Machado Lane. As discussed above for the Proposed Trail Alignment, there would not be light and glare impacts associated with the construction of Option 1A. Because there would be one less bridge with associated lighting, and the bridge would be further from residences, which have more potential to be light sensitive than commercial land uses, there would be less potential for Option 1A to have adverse effects related to light and glare. However, as discussed for the Proposed Trail Alignment, compliance with adopted City standards would effectively reduce the impact on views of the area because of light or glare to a **less-than-significant** level.

Alignment Option 1C

As discussed above for the Proposed Trail Alignment, there would not be light and glare impacts associated with the construction of Option 1C. This option would require the same bridges and a similar undercrossing as the Proposed Trail Alignment. The Darling Way undercrossing would be on the side of the creek closer to residences, but is unlikely to affect these receptors because any lighting would be below street level. As discussed above, the main portion of the trail would not be lit. Further, as discussed for the Proposed Trail Alignment, compliance with adopted City standards would effectively reduce the impact on views of the area because of light or glare to a **less-than-significant** level.

Alignment Option 5A

Construction of Option 5A would not result in substantial light or glare for the same reasons discussed above for the Proposed Trail Alignment. Option 5A would cross under Sunrise Avenue on the south side of Linda Creek, rather than the north side as described for the Proposed Trail Alignment. In this commercial area, which already has ample street and business lighting, this change would not substantially affect views of the project area. Installation of Bridge #14 instead of Bridge #13 would result in a bridge with associated illumination in closer proximity to residences than the Proposed Trail Alignment. However, as discussed for the Proposed Trail Alignment, compliance with adopted City standards would effectively reduce the impact on views of the area because of light or glare to a **less-than-significant** level.

Mitigation Measures

None required.

4.2 AIR QUALITY

4.2.1 Introduction

This section includes a discussion of existing air quality conditions in the project area, a summary of applicable regulations, and an analysis of potential short-term and long-term air quality impacts caused by the proposed project.

The Placer County Air Pollution Control District (PCAPCD) submitted a comment letter in response to the Notice of Preparation with respect to usage of the PCAPCD CEQA Air Quality Handbook (Handbook) to assist with recommended analytical approaches and feasible mitigation measures when preparing air quality analyses for land use projects. This letter was dated December 19, 2013. In October 2016, PCAPCD adopted updated significance thresholds; and, in June 72017, PCAPCD released a draft 2017 update of the District's Handbook which was subsequently approved by the PCAPCD Board in August 2017. The method of analysis contained in this section for short-term construction, long-term regional (operational, or in this case, use of the trail), local mobile-source, and toxic air emissions is consistent with PCAPCD recommendations in the updated August 2017 Handbook.

4.2.2 Environmental Setting

The project site is located in the City of Roseville (City) within western Placer County, California, which is located within the Sacramento Valley Air Basin (SVAB). The SVAB also includes all of Butte, Colusa, Glenn, Sacramento, Shasta, Sutter, Tehama, Yolo, and Yuba counties and the eastern portion of Solano County.

The ambient concentrations of air pollutant emissions are determined by the amount of emissions released by the sources of air pollutants and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources, as discussed separately below. The nearest sensitive receptors in the vicinity of the project site are residences in the residential neighborhoods located adjacent to the site. Several parks are also located near the project site along with Eich Middle School (see Chapter 3, "Project Description").

TOPOGRAPHY, METEOROLOGY, AND CLIMATE

The SVAB is a relatively flat area bordered by the north Coast Ranges to the west and the northern Sierra Nevada to the east. Air flows into the SVAB through the Carquinez Strait, the only breach in the western mountain barrier, and moves across the Sacramento–San Joaquin Delta (Delta) from the San Francisco Bay area.

The Mediterranean climate type of the SVAB is characterized by hot, dry summers and cool, rainy winters. During the summer, daily temperatures range from 50 degrees Fahrenheit (°F) to more than 100°F. The inland location and surrounding mountains shelter the area from much of the ocean breezes that keep the coastal regions moderate in temperature. Most precipitation in the area results from air masses that move in from the Pacific Ocean, usually from the west or northwest, during the winter months. More than half the total annual precipitation falls during the winter rainy season (November through February); the average winter temperature is a moderate 49°F. Also characteristic

of SVAB winters are periods of dense and persistent low-level fog, which are most prevalent between storms. The prevailing winds are moderate in speed and vary from moisture-laden breezes from the south to dry land flows from the north.

The mountains surrounding the SVAB create a barrier to airflow leading to the entrapment of air pollutants when meteorological conditions are unfavorable for transport and dilution. Poor air movement is most frequent in the fall and winter when high-pressure cells are present over the SVAB. The lack of surface wind during these periods, combined with the reduced vertical flow caused by a decline in surface heating, reduces the influx of air and leads to the concentration of air pollutants under stable metrological conditions. Surface concentrations of air pollutant emissions are highest when these conditions occur in combination with agricultural burning activities or with temperature inversions, which hamper dispersion by creating a ceiling over the area and trapping air pollutants near the ground.

May through October is ozone season in the SVAB. This period is characterized by poor air movement in the mornings with the arrival of the Delta sea breeze from the southwest in the afternoons. In addition, longer daylight hours provide a plentiful amount of sunlight to fuel photochemical reactions between reactive organic gases (ROG) and oxides of nitrogen (NO_X), which result in ozone formation. Typically, the Delta breeze transports air pollutants northward out of the SVAB; however, a phenomenon known as the Schultz Eddy prevents this from occurring during approximately half of the time from July to September. The Schultz Eddy phenomenon causes the wind to shift southward and blow air pollutants back into the SVAB. This phenomenon exacerbates the concentration of air pollutant emissions in the area and contributes to the area violating the ambient-air quality standards.

The local meteorology of the project site and surrounding area is represented by measurements recorded at the Sacramento International Airport. The normal annual precipitation is approximately 17 inches. The predominant wind direction and speed is from the south at 8 miles per hour (WRCC 2013a, 2013b).

EXISTING AIR QUALITY

Criteria air pollutants

Concentrations of several air pollutants—ozone, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead—indicate the quality of ambient air and are, therefore, the premise of air quality regulations. Because these pollutants are the most prevalent air pollutants known to be harmful to human health, they are commonly referred to as “criteria air pollutants.” Their effects on human health have been studied in depth and their criteria for affecting health have been documented. Concentrations of emissions from criteria air pollutants are used to indicate the quality of the ambient air. A brief description of key criteria air pollutants in the SVAB is provided below. Monitoring data applicable to the project site is provided in Table 4.2-1.

Table 4.2-1 Summary of Annual Data on Local Ambient Air Quality (2012-2016)[1]

	2012	2013	2014	2015	2016
OZONE					
Maximum concentration (1-hr/8-hr avg, ppm)	0.108/0.093	0.111/0.084	0.097/0.087	0.098/0.085	0.115/0.093
Number of days state standard exceeded (1-hr/8-hr)	9/28	2/8	4/21	1/6	5/21
Number of days national standard exceeded (8-hr)[2]	27	6	19	6	20
FINE PARTICULATE MATTER ($PM_{2.5}$)					
Maximum concentration ($\mu g/m^3$)	28.0	57.0	30.7	44.1	24.4
Number of days national standard exceeded[2] (calculated[3])	0.0	0.0	0.0	0.0	0.0

Table 4.2-1 Summary of Annual Data on Local Ambient Air Quality (2012-2016)[1]

	2012	2013	2014	2015	2016
RESPIRABLE PARTICULATE MATTER (PM_{10})					
Maximum concentration ($\mu g/m^3$)	44.8	54.1	31.8	59.1	39.1
Number of days state standard exceeded (calculated[3])	0.0	*	0.0	*	0
Number of days national standard exceeded (calculated[3])	0.0	0.0	0.0	*	0

Notes: $\mu g/m^3$ = micrograms per cubic meter; ppm = parts per million

[1] Measurements from the Roseville-N Sunrise Blvd monitoring station.

[2] Based on 2015 National standard.

[3] Measured days are those days that an actual measurement was greater than the level of the state daily standard or the national daily standard. Measurements are typically collected every 6 days. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year.

* There was insufficient (or no) data available to determine the value.

Source: CARB 2017, data compiled by Ascent in 2017

Ozone

Ozone is a photochemical oxidant (a substance whose oxygen combines chemically with another substance in the presence of sunlight) and the primary component of smog. Ozone is not directly emitted into the air but is formed through complex chemical reactions between precursor emissions of ROG and NO_X in the presence of sunlight. ROG are volatile organic compounds that are photochemically reactive. ROG emissions result primarily from incomplete combustion and the evaporation of chemical solvents and fuels. NO_X are a group of gaseous compounds of nitrogen and oxygen that result from the combustion of fuels. Emissions of the ozone precursors ROG and NO_X have decreased over the past several years because of more stringent motor vehicle standards and cleaner burning fuels. Emissions of ROG and NO_X decreased from 2000 to 2010 and are projected to continue decreasing from 2010 to 2035 (CARB 2013a: Table 3-1).

Acute health effects of ozone exposure include increased respiratory and pulmonary resistance, cough, pain, shortness of breath, and lung inflammation. Long-term health effects include chronic bronchitis and chronic obstructive pulmonary disease (EPA 2017a).

Emissions of the ozone precursors ROG and NO_X have decreased over the past several years because of more stringent motor vehicle standards and cleaner burning fuels. Between 2000 and 2015, the annual average daily emissions of ROG and NO_X decreased by 56 percent. However, the ozone problem in the Sacramento Metropolitan Area, which includes western Placer County, still ranks among the most severe in the state. (CARB 2013a:4-45,2-16.)

Nitrogen Oxide

NO_2 is a brownish, highly reactive gas that is most present in urban environments. The major human-made sources of NO_2 are combustion devices, such as boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines. Combustion devices emit primarily nitric oxide (NO), which reacts through oxidation in the atmosphere to form NO_2. The combined emissions of NO and NO_2 are referred to as NO_X and are reported as equivalent NO_2. Because NO_2 is formed and depleted by reactions associated with photochemical smog (ozone), the NO_2 concentration in a particular geographical area may not be representative of the local sources of NO_X emissions (EPA 2016, 2017b).

Particulate Matter

Respirable particulate matter with an aerodynamic diameter of 10 micrometers or less is referred to as PM_{10}. PM_{10} consists of particulate matter emitted directly into the air, such as fugitive dust, soot, and

smoke from mobile and stationary sources, construction operations, fires and natural windblown dust, and particulate matter formed in the atmosphere by reaction of gaseous precursors (CARB 2013a:1-20). Fine particulate matter ($PM_{2.5}$) includes a subgroup of smaller particles that have an aerodynamic diameter of 2.5 micrometers or less. PM_{10} emissions in the SVAB are dominated by emissions from area sources, primarily fugitive dust from vehicle travel on unpaved and paved roads, farming operations, construction and demolition, and particles from residential fuel combustion. Direct emissions of PM_{10} are projected to remain relatively constant through 2035. Direct emissions of $PM_{2.5}$ have steadily declined in the SVAB between 2000 and 2010 and then are projected to increase very slightly through 2035. Emissions of $PM_{2.5}$ in the SVAB are dominated by the same sources as emissions of PM_{10} (CARB 2013a:4-47).

Acute health effects of PM_{10} exposure include breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, and premature death. Chronic health effects include reduced lung function and chronic bronchitis (EPA 2003).

Monitoring Station Data and Attainment Area Designations

Criteria air pollutant concentrations are measured at several monitoring stations in the SVAB. The Roseville-North Sunrise Boulevard station is located approximately 0.75 mile north of the middle sections of the proposed trail alignment and is the closest monitoring station to the project site with recent data for ozone, PM_{10}, and $PM_{2.5}$. In general, the local ambient air quality measurements from this station are representative of the air quality near the project given its similar meteorological conditions and urban surroundings. Table 4.2-2 summarizes the air quality data for the four most recent calendar years for which data is available (2012–2016).

Both CARB and EPA use this type of monitoring data to designate areas according to their attainment status in accordance with ambient air quality standards for criteria air pollutants. The purpose of these designations is to identify those areas with air quality problems and thereby initiate planning efforts for improvement. The three basic designation categories are “nonattainment,” “attainment,” and “unclassified.” “Nonattainment” means that an area does not attain State or federal ambient air quality standards for a given pollutant, while “attainment” means that an area either attains or exceeds State or federal ambient air quality standards. “Unclassified” is used in an area that cannot be classified on the basis of available information as meeting or not meeting the standards. In addition, the California designations include a subcategory of the nonattainment designation, called “nonattainment-transitional.” The nonattainment-transitional designation is given to nonattainment areas that are progressing and nearing attainment. Attainment designations for the western, or SVAB portion, of Placer County are shown in Table 4.2-2 for each criteria air pollutant. Key pollutants for which Western Placer County is in nonattainment include ozone (California and National), PM_{10} (California), and $PM_{2.5}$ (National).

Table 4.2-2 Ambient Air Quality Standards and Designations for Western Placer County

Pollutant	Averaging Time	California		National Standards [1]	
		Standards [2, 3]	Attainment Status [4]	Primary [3]	Attainment Status [6]
Ozone	1-hour	0.09 ppm (180 µg/m^3)	N	–	N (Severe)
	8-hour	0.070 ppm (137 µg/m^3)		0.075 ppm (147 µg/m^3)	
Carbon Monoxide (CO)	1-hour	20 ppm (23 mg/m^3)	A	35 ppm (40 mg/m^3)	U/A
	8-hour	9 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	
	8-hour (Lake Tahoe)	6 ppm (7 mg/m^3)		–	
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	A	0.053 ppm (100 µg/m^3)	U/A
	1-hour	0.18 ppm (339 µg/m^3)		0.100 ppm	

Table 4.2-2 Ambient Air Quality Standards and Designations for Western Placer County

Pollutant	Averaging Time	California		National Standards [1]	
		Standards [2, 3]	Attainment Status [4]	Primary [3]	Attainment Status [6]
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	–	A	0.030 ppm (80 µg/m^3)	U
	24-hour	0.04 ppm (105 µg/m^3)		0.14 ppm (365 µg/m^3)	
	3-hour	–		0.5 ppm (1300 µg/m^3)[5]	
	1-hour	0.25 ppm (655 µg/m^3)		0.075 ppm	
Respirable Particulate Matter (PM_{10})	Annual Arithmetic Mean	20 µg/m^3	N	–	U
	24-hour	50 µg/m^3		150 µg/m^3	
Fine Particulate Matter ($PM_{2.5}$)	Annual Arithmetic Mean	12 µg/m^3	A	12 µg/m^3	A
	24-hour	–		35 µg/m^3	N (Moderate)
Lead [7]	30-day Average	1.5 µg/m^3	A	–	–
	Calendar Quarter	–		1.5 µg/m^3	U/A
	Rolling 3-Month Avg	–		0.15 µg/m^3	U/A
Sulfates	24-hour	25 µg/m^3	A	No National Standards	
Hydrogen Sulfide	1-hour	0.03 ppm (42 µg/m^3)	U		
Vinyl Chloride [7]	24-hour	0.01 ppm (26 µg/m^3)	U		
Visibility-Reducing Particle Matter	8-hour	Extinction coefficient of 0.23 per kilometer —visibility of 10 mi or more	U		

Notes: µg/m^3 = micrograms per cubic meter; ppm = parts per million

[1] National standards (other than ozone, PM, and those based on annual averages or annual arithmetic means) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over 3 years, is equal to or less than the standard. The PM_{10} 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. The $PM_{2.5}$ 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact EPA for further clarification and current federal policies.

[2] California standards for ozone, CO (except 8-hour Lake Tahoe), SO_2 (1- and 24-hour), NO_2, PM, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. California Ambient Air Quality Standards (CAAQS) are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[3] Concentration expressed first in units in which it was promulgated [i.e., ppm or micrograms per cubic meter (µg/m^3)]. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas. Secondary national standards are also available from EPA.

[4] Unclassified (U): a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or nonattainment.

Attainment (A): a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a 3-year period.

Nonattainment (N): a pollutant is designated nonattainment if there was a least one violation of a state standard for that pollutant in the area. Nonattainment designations for ozone are classified as marginal, serious, severe, or extreme depending on the magnitude of the highest 8-hour ozone design value at a monitoring site in a nonattainment area.

Nonattainment/Transitional (NT): is a subcategory of the nonattainment designation. An area is designated nonattainment/transitional to signify that the area is close to attaining the standard for that pollutant.

[5] Secondary Standard

[6] Nonattainment (N): any area that does not meet (or that contributes to ambient air quality in a nearby area that does not meet) the national primary or secondary ambient air quality standard for the pollutant.

Attainment (A): any area that meets the national primary or secondary ambient air quality standard for the pollutant.

Unclassifiable (U): any area that cannot be classified on the basis of available information as meeting or not meeting the national primary or secondary ambient air quality standard for the pollutant.

Maintenance (M): any area previously designated nonattainment pursuant to the CAAA of 1990 and subsequently redesignated to attainment subject to the requirement to develop a maintenance plan under Section 175A of the CAA, as amended.

[7] CARB has identified lead and vinyl chloride as toxic air contaminants with no threshold of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

Source: CARB 2015a, 2016; EPA 2017c; data compiled by Ascent in 2017.

Emissions Inventory

Exhibit 4.2-1 summarizes an estimated emissions inventory of criteria air pollutants within western Placer County (the portion of the county located within the SVAB) for various source categories in 2012. According to the emissions inventory, mobile sources are the largest contributor to the estimated annual average for levels of ROG and NO_X, accounting for approximately 47 percent and 73 percent respectively, of the total emissions. Area-wide sources (i.e., sources that occur over a large area rather than at a stationary source [e.g., smoke stack] or mobile-source [e.g., tailpipe]) account for approximately 76 percent and 58 percent of the western portion of the county's PM_{10} and $PM_{2.5}$ emissions, respectively (CARB 2013b). This is the current emissions inventory available for the western Placer County area.

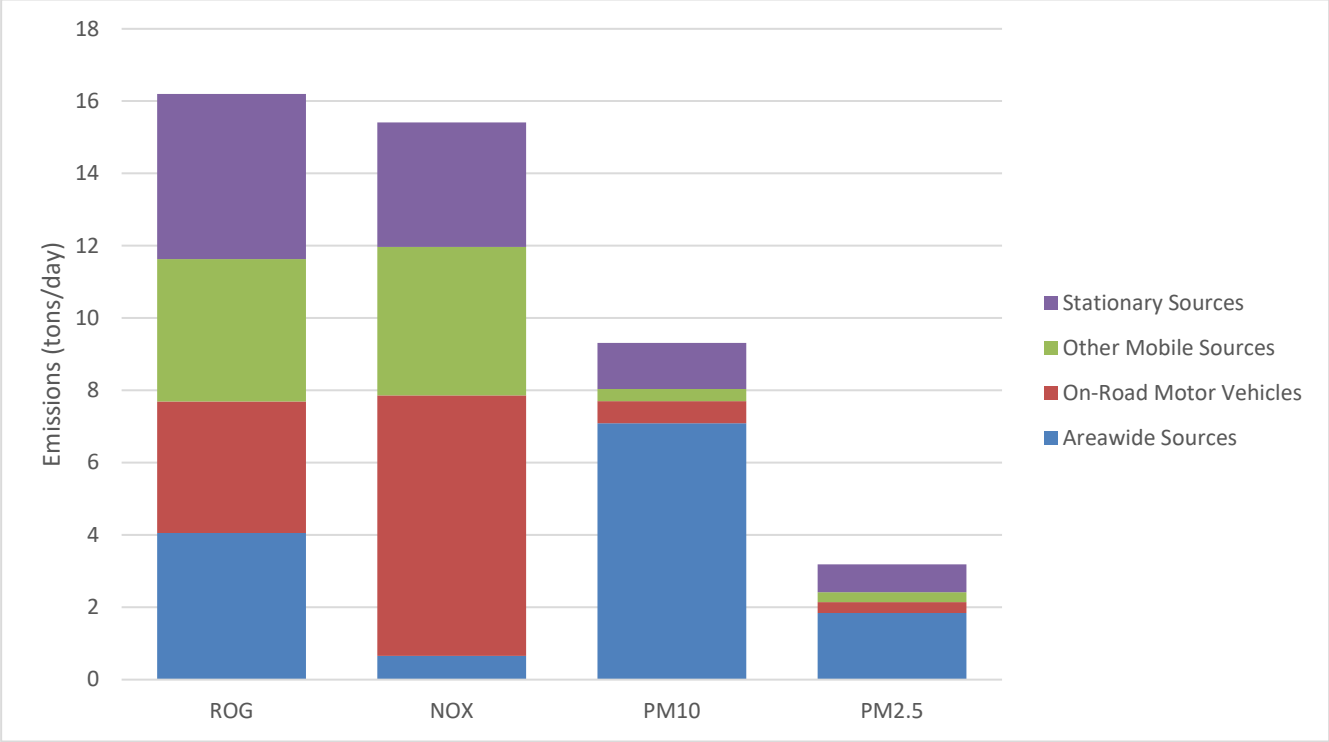

Exhibit 4.2-1 Western Placer County 2012 Emissions Inventory

Toxic Air Contaminants

Concentrations of toxic air contaminants (TACs) are also used to indicate the quality of ambient air. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

According to the California Almanac of Emissions and Air Quality (CARB 2013a), the majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel exhaust (diesel PM). Diesel PM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emissions control system is being used. Unlike the other TACs, no ambient monitoring data are available for diesel PM because no routine measurement method currently exists. However, CARB has made preliminary concentration estimates based on a PM exposure method. This method uses the

CARB emissions inventory's PM_{10} database, ambient PM_{10} monitoring data, and the results from several studies to estimate concentrations of diesel PM.

In addition to diesel PM, the TACs that pose the greatest ambient risk in California, for which data are available, are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene. Sources of these TACs vary considerably and include (but are not limited to) consumer products, gasoline dispensing stations, auto repair and auto body coating shops, dry cleaning establishments, chrome plating and anodizing shops, welding operations, and other stationary sources.

Diesel PM poses the greatest health risk among the 10 TACs mentioned. Based on receptor modeling techniques, CARB estimated the health risk from diesel PM to be 360 excess cancer cases per million people in the SVAB in the year 2000. Since 1990, the health risk associated with diesel PM has been reduced by 52 percent. Overall, levels of most TACs, except para-dichlorobenzene and formaldehyde, have decreased since 1990 (CARB 2009).

According to the CARB Air Toxics "Hot Spots" Program (see Regulatory Setting below), stationary facilities that emit toxic substances above a specified level are required to prepare an inventory of toxic emissions, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures. There are approximately 117 existing facilities that meet the reporting criteria located in the same Roseville zip codes (95661 and 95678) as the proposed project, including hospital facilities, auto dealerships, schools, large retail and service businesses or shopping centers (e.g., grocery stores, department stores), hotels, and other commercial and industrial uses (CARB 2015b). Minor stationary sources of TACs may also be located in the project area and could include, but are not limited to: gasoline dispensing stations, dry cleaning establishments, printing operations, and auto body coating operations.

Major highways and roadways are also considered sources of TAC emissions, associated with the presence of diesel PM emissions from vehicle exhaust. Interstate 80 (I-80) passes over the western portion of the proposed trail alignment just north of Cirby Way between Riverside Avenue and Sunrise Avenue. The annual average daily traffic volume on this segment of I-80 in the project area is approximately 175,000 vehicles per day (Caltrans 2014).

Naturally Occurring Asbestos

Asbestos is the common name for a group of naturally occurring fibrous silicate minerals that can separate into thin but strong and durable fibers. Naturally occurring asbestos, which was identified as a TAC by CARB in 1986, is located in many parts of California and is commonly associated with serpentine soils and rocks. According to two reports by the California Department of Conservation, Division of Mines and Geology, the proposed project site is not likely to contain naturally occurring asbestos (Higgins and Clinkenbeard 2006:54, Churchill and Hill 2000).

Odors

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and is subjective. Some individuals have the ability to smell very minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; an odor that is offensive to one person may be acceptable to another (e.g., fast food restaurant). It is important to also note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a

person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word strong to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

Land uses that are major sources of odor typically include wastewater treatment and pumping facilities, sanitary landfills, transfer stations, recycling and composting facilities, and various industrial uses such as chemical manufacturing and food processing. There are no major sources of odor located adjacent to or in the immediate vicinity of the proposed project.

Sensitive Land Uses

Sensitive land uses generally include uses where prolonged exposure to pollutants could result in health-related risks to individuals. Residential dwellings and places where people recreate or congregate for extended periods of time such as parks or schools are of primary concern, because of the potential for increased and prolonged exposure of individuals to pollutants.

A number of sensitive land uses are located adjacent to or in close proximity to the proposed trail alignment, including single-family and multi-family residential dwellings, parks, and schools.

4.2.3 Regulatory Setting

As stated previously, the proposed trail alignment is located in the SVAB. Air quality in the vicinity of the proposed project is regulated by the EPA, CARB, PCAPCD, and the City. Each of these agencies develops rules, regulations, policies, and/or goals to comply with applicable legislation. Although EPA regulations may not be superseded, both state and local regulations may be more stringent.

As discussed above under “Environmental Setting,” acceptable levels of exposure to criteria air pollutants have been determined and ambient standards have been established for them (see Table 4.2-2).

Air quality regulations also focus on TACs (also known as hazardous air pollutants [HAPs] in federal regulations). In general, for those TACs that may cause cancer, all concentrations present some risk. In other words, there is no threshold level below which adverse health impacts may not be expected to occur. EPA and CARB regulate HAPs and TACs, respectively, through statutes and regulations that generally require the use of the maximum or best available control technology for toxics (MACT and BACT) to limit emissions. These statutes and regulations, in conjunction with additional rules set forth by PCAPCD, establish the regulatory framework for TACs.

Applicable regulations associated with criteria air pollutants, TACs, and odors are described below.

FEDERAL

At the federal level, EPA implements the national air quality programs. EPA’s air quality mandates are drawn primarily from the Federal Clean Air Act (CAA), enacted in 1970. The most recent major amendments were made by Congress in 1990.

Criteria Air Pollutants

The CAA requires EPA to establish National Ambient Air Quality Standards (NAAQS). As shown in Table 4.2-2, EPA has established primary and secondary NAAQS for the following criteria air pollutants: ozone, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead (CARB 2016). The primary standards protect public health and the secondary standards protect public welfare. The CAA also required each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The Federal Clean Air Act Amendments of 1990 (CAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies. EPA is responsible for reviewing all SIPs to determine whether they conform to the mandates of the CAA and its amendments, and whether implementation will achieve air quality goals. If EPA determines a SIP to be inadequate, a federal implementation plan that imposes additional control measures may be prepared for the nonattainment area. If an approvable SIP is not submitted or implemented within the mandated time frame, sanctions may be applied to transportation funding and stationary air pollution sources in the air basin.

Hazardous Air Pollutants and Toxic Air Contaminants

Toxic air contaminants (TACs), or in federal parlance, hazardous air pollutants (HAPs) are a defined set of airborne pollutants that may pose a present or potential hazard to human health. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

A wide range of sources, from industrial plants to motor vehicles, emit TACs. The health effects associated with TACs are quite diverse and generally are assessed locally, rather than regionally. TACs can cause long-term health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage; or short-term acute affects such as eye watering, respiratory irritation (a cough), running nose, throat pain, and headaches.

For evaluation purposes, TACs are separated into carcinogens and non-carcinogens based on the nature of the physiological effects associated with exposure to the pollutant. Carcinogens are assumed to have no safe threshold below which health impacts would not occur. This contrasts with criteria air pollutants for which acceptable levels of exposure can be determined and for which the ambient standards have been established (Table 4.2-2). Cancer risk from TACs is expressed as excess cancer cases per one million exposed individuals, typically over a lifetime of exposure.

EPA and, in California, CARB regulate HAPs and TACs, respectively, through statutes and regulations that generally require the use of the maximum available control technology or best available control technology for toxics to limit emissions.

STATE

The California Air Resources Board (CARB) is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA). California law authorizes CARB to set ambient (outdoor) air pollution standards (California Health and Safety Code Section 39606) in consideration of public health, safety, and welfare (California Ambient Air Quality Standards [CAAQS] (Table 4.2-2).

Criteria Air Pollutants

CARB has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. In most cases the CAAQS are more stringent than the NAAQS. Differences in the standards are generally explained by the health effects

studies considered during the standard-setting process and the interpretation of the studies. In addition, the CAAQS incorporate a margin of safety to protect sensitive individuals.

The CCAA requires that all local air districts in the state endeavor to achieve and maintain the CAAQS by the earliest date practical. The act specifies that local air districts should focus particular attention on reducing the emissions from transportation and areawide emission sources, and provides districts with the authority to regulate indirect sources.

Among CARB's other responsibilities are overseeing local air district compliance with Federal and State laws, approving local air quality plans, submitting SIPs to EPA, monitoring air quality, determining and updating area designations and maps, and setting emissions standards for new mobile sources, consumer products, small utility engines, off-road vehicles, and fuels.

Toxic Air Contaminants

TACs in California are regulated primarily through the Tanner Air Toxics Act (Assembly Bill [AB] 1807, Chapter 1047, Statutes of 1983) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588, Chapter 1252, Statutes of 1987). AB 1807 sets forth a formal procedure for CARB to designate substances as TACs. Research, public participation, and scientific peer review are required before CARB can designate a substance as a TAC. To date, CARB has identified more than 21 TACs, including diesel PM, and adopted EPA's list of HAPs as TACs.

Once a TAC is identified, CARB then adopts an airborne toxics control measure for sources that emit that particular TAC. If a safe threshold exists for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If no safe threshold exists, the measure must incorporate best available control technology for toxics to minimize emissions.

CARB has adopted diesel exhaust control measures and more stringent emission standards for various on-road mobile sources of emissions, including transit buses, and off-road diesel equipment (e.g., tractors, generators). Recent milestones included the low-sulfur diesel fuel requirement and tighter emissions standards for heavy-duty diesel trucks (effective in 2007 and subsequent model years) and off-road diesel equipment (2011). Over time, replacing older vehicles will result in a vehicle fleet that produces substantially lower levels of TACs than under current conditions. Mobile-source emissions of TACs (e.g., benzene, 1-3-butadiene, diesel PM) in California have been reduced substantially over the last decade; such emissions will be reduced further through a progression of regulatory measures (e.g., low emission vehicle/clean fuels and Phase II reformulated-gasoline regulations) and control technologies.

CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (CARB 2005) provides guidance concerning land use compatibility with TAC sources. While not a law or adopted policy, the handbook offers advisory recommendations for the siting of sensitive receptors near uses associated with TACs, such as freeways and high-traffic roads, commercial distribution centers, rail yards, ports, refineries, dry cleaners, gasoline stations, and industrial facilities, to help keep children and other sensitive populations out of harm's way.

LOCAL

Placer County Air Pollution Control District

<u>Criteria Air Pollutants</u>

PCAPCD attains and maintains air quality conditions in Placer County through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of PCAPCD includes preparing plans for the attainment of ambient air quality standards, adopting and enforcing rules and regulations concerning sources of air pollution,

and issuing permits for stationary sources of air pollution. PCAPCD also inspects stationary sources of air pollution and responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements programs and regulations required by the CAA, CAAA, and CCAA.

All projects in Placer County are subject to PCAPCD's adopted rules and regulations. Specific rules applicable to the construction under the action alternatives may include but are not limited to the following:

- PCAPCD Rule 217—Cutback and Emulsified Asphalt Paving Materials. Prohibits the use of the following asphalt materials for road paving: rapid cure cutback asphalt; slow cure cutback asphalt; medium cure cutback asphalt; or emulsified asphalt.
- PCAPCD Rule 218—Application of Architectural Coatings. This rule limits the quantity of volatile organic compounds (VOCs) in architectural coatings used in PCAPCD's jurisdiction. Subsection 301 lists VOC content limits for a variety of architectural coatings.
- PCAPCD Rule 228—Fugitive Dust. To regulate fugitive dust emissions, this rule prescribes limits and best management practices to be applied during construction and operation activities. See Appendix H-2 for a detailed list of these guidelines.
- PCAPCD Rule 501— General Permit Requirements. Any person operating an article, machine, equipment, or other contrivance, the use of which may cause, eliminate, reduce, or control the issuance of air contaminants, shall first obtain a written permit from the Air Pollution Control Officer. Stationary sources subject to the requirements of Rule 507, Federal Operating Permit Program, must also obtain a Title V permit pursuant to the requirements and procedures of that rule.

Toxic Air Contaminants

At the local level, PCAPCD may adopt and enforce CARB's airborne toxic control measures. Under PCAPCD Rule 501 ("Permit Requirements"), PCAPCD Rule 502 ("New Source Review"), PCAPCD Rule 507 ("Federal Operating Permit"), all sources that possess the potential to emit TACs are required to obtain permits from PCAPCD. PCAPCD may grant permits to these operations if they are constructed and operated in accordance with applicable regulations, including new source review standards and air toxics control measures. PCAPCD limits emissions and public exposure to TACs through a number of programs.

Sources that require a permit are analyzed by PCAPCD (e.g., health risk assessment) based on their potential to emit TACs that would expose receptors to substantial health risk. If it is determined that a source would emit TACs in excess of PCAPCD's standard of significance for TACs (identified below), then the source would have to implement the best available control technology (BACT) for TACs to reduce emissions. If a source cannot reduce the risk below the standard of significance even after the BACT has been implemented, PCAPCD will deny issuing a permit to the source. This helps to prevent new problems and reduces emissions from existing older sources by requiring them to apply new TAC-reduction technology when being retrofitted.

City of Roseville General Plan

The Air Quality and Climate Change Element of the City of Roseville's General Plan 2035 contains numerous goals and policies that pertain to criteria air pollutant emissions, TACs, and odors (City of Roseville 2016). Key policies that are applicable to the proposed project include the following:

Air Quality Goals

GOAL 1: Improve Roseville's air quality by:

a) Achieving and maintaining ambient air quality standards established by the U.S. Environmental Protection Agency and CARB; and

b) Minimizing public exposure to toxic or hazardous air pollutants and air pollutants that create a public nuisance through irritation to the senses (such as unpleasant odors).

GOAL 2: Integrate air quality planning with the land use and transportation planning process.

GOAL 4: Increase the capacity of the transportation system, including the roadway system and alternate modes of transportation.

GOAL 5: Provide adequate pedestrian and bikeway facilities for present and future transportation needs.

GOAL 7: While recognizing that the automobile is the primary form of transportation, the City of Roseville should make a commitment to shift from the automobile to other modes of transportation.

Air Quality Policies

- **Policy 2:** Work with the Placer County Air Pollution Control District to monitor air pollutants of concern on a continuous basis
- **Policy 3:** Develop consistent and accurate procedures for evaluating the air quality impacts of new projects.
- **Policy 5:** Develop transportation systems that minimize vehicle delay and air pollution.
- **Policy 6:** Develop consistent and accurate procedures for mitigating transportation emissions from new and existing projects.
- **Policy 7:** Encourage alternative modes of transportation including pedestrian, bicycle, and transit usage.
- **Policy 9:** Encourage land use policies that maintain and improve air quality.

Air Quality Implementation Measures

Interagency Coordination

- Coordinate with other local and regional jurisdictions, including the PCAPCD and CARB, in the development of regional and county clean air plans and incorporate the relevant provisions of those plans into City planning and project review procedures. Also cooperate with the PCAPCD and CARB in:
  - enforcing the provisions of the California and Federal Clean Air Acts, state and regional policies, and established standards for air quality
  - establishing a monitoring station to accurately determine the status of carbon monoxide, ozone, nitrogen dioxide, and hydrocarbon concentrations;
  - developing and implementing clean fuel regulations for vehicle fleets; and
  - developing consistent procedures for evaluating project-specific and cumulative air quality impacts of projects.
- Submit development proposals to the PCAPCD for review and comment in compliance with CEQA prior to consideration by the appropriate decision-making body.
- Cooperate with Placer County in the identification of hazardous material users (both large and small-scale users) and the development of an inspection process and hazardous materials management plan. (Policies 1, 2, 3, 9 and 11)

Development Review Process

- Notify and solicit comments from local and regional agencies of proposed projects that may affect regional air quality. The comments of the responding agencies will be considered during the review of the projects. The City will encourage project applicants to consult early in the planning process with Planning Department staff regarding the applicability of county-wide indirect and area wide

source permit program and TCM programs. Project review should also address energy efficient building and site designs, as well as the proper storage, use, and disposal of hazardous materials.

- Include identification of potential air quality impact and designation of design and other appropriate mitigation measures or offset fees to reduce impacts in the environmental review of a project. The City will dedicate staff to work with project proponents and other agencies in identifying, ensuring the implementation of, and monitoring the success of mitigation measures. (Policies 1, 3, 10, and 11)

Mitigation Strategies – Motor Vehicle Alternatives

- Encourage transportation alternatives to motor vehicles by developing infrastructure amenable to such alternatives by doing the following:
  - implementing the Bicycle Master Plan and Long-Range Transit Plan as specified in the Circulation Element;
  - considering right-of-way requirements for bike usage in the planning of new arterial and collector streets and in street improvement projects;
  - requiring that new development be designed to promote pedestrian and bicycle access and circulation;
  - providing safe and secure bicycle parking facilities at major activity centers, such as public facilities, employment sites, and shopping and office centers;
  - providing convenient and safe pedestrian and bike movement through the large parking areas that surround large retail and office centers;
  - providing safe pathways that link residential areas to schools, parks, services, and employment areas and transit facilities;
  - promoting project design that encourages pedestrian and cyclist use, including grade separated crossing at major arterials, clear and safe connections between projects and uses; and
  - installing sidewalks in residential and commercial developments with protective curbing and adequate lighting and pedestrian amenities.

4.2.4 Impacts

METHODS OF ANALYSIS

PCAPCD has issued guidance on the analysis of criteria air pollutants and toxic air contaminants the PCAPCD's 2017 Handbook (PCAPCD August, 2017). The Handbook outlines expectations and methodologies for the analysis of emissions generated by a proposed project, and guidance on determining the significance of impacts and appropriate mitigation.

Temporary construction-related and permanent use-related air quality (regional and local) impacts, as well as impacts from TACs, were assessed in accordance with PCAPCD-recommended methods consistent with the 2017 Handbook (PCAPCD August, 2017).

Construction

Temporary emissions of criteria air pollutants (e.g., PM_{10} and $PM_{2.5}$) and ozone precursors (e.g., ROG and NO_X) generated by project construction were assessed in accordance with PCAPCD-recommended methods. Where quantification was required, these emissions were modeled using the California Emissions Estimator Model (CalEEMod) Version 2016.3.1 computer program as summarized in Table 4.2-3. CalEEMod is designed to model both construction and use-related emissions and allows for the input of project-specific information. Project-specific data, such as construction equipment types, along with PCAPCD-recommended and default model settings were used to estimate reasonable worst-case conditions.

Use of the Proposed Project

The proposed project is a multi-use trail and would include a trailhead with accompanying parking lot at the western end of the trail, off Riverside Avenue just south of Darling Way. The parking lot would include approximately 35 parking spaces. This would be the only parking associated with the project. While it cannot be known with certainty how many motor vehicle trips or vehicle miles traveled (VMT) could be reduced by increased use of the proposed trail by bicyclists and pedestrians (in lieu of vehicle trips), over the long term it is expected that trail use would contribute to decreased motor vehicle travel. Similarly, no new stationary sources would be included in the use of the proposed project. Thus, the proposed project would not result in a net increase in permanent emissions of criteria air pollutants, precursors, or TACs associated with mobile or stationary sources.

THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines and the August 2017 PCAPCD CEQA Air Quality Handbook thresholds of significance, the proposed project was determined to result in a significant impact to air quality if it would:

- conflict with or obstruct implementation of an applicable air quality plan;
- result in short-term (construction) or long-term (operational/use) emissions of 1) ROG and NO_X that exceed PCAPCD's CEQA threshold (e.g., level that attains/maintains concentrations in the County in regards to the California Clean Air Act) of 82 lb/day (construction phase) and 55 lb/day (operational phase) or 2) PM_{10} that exceed PCAPCD's CEQA threshold of 82 lb/day for both construction and operational phases (PCAPCD August, 2017);
- violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- result in the exposure of sensitive receptors to substantial pollutant concentrations; or
- result in cumulative annual emissions of 1) ROG and NO_x that could exceed the federal *de minimis* level of 25 tons/year or 2) $PM_{2.5}$ that could exceed the federal *de minimus* level of 100 tons/year, based on Western Placer County's attainment status for ozone and $PM_{2.5}$ NAAQS (EPA 2017d).

ISSUES OR POTENTIAL IMPACTS NOT DISCUSSED FURTHER

There are no major sources of odor at or near the project site. Additionally, the proposed construction and use of a multi-use trail would not include activities that typically generate excessive odors. Therefore, potential impacts related to odor are not discussed further.

IMPACT ANALYSIS

Impact 4.2-1	Short-term construction-generated emissions of ROG, NO_X, $PM_{10,}$ and $PM_{2.5}$.
Applicable Policies and Regulations	NAAQS CAAQS PCAPCD Rules City of Roseville General Plan Air Quality and Climate Change Element
Significance with Policies and Regulations	Proposed Project: Potentially significant Alignment Option 1A: Potentially significant Alignment Option 1C: Potentially significant Alignment Option 5A: Potentially Significant
Mitigation Measures	Mitigation Measure 4.2-1 (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

Construction emissions are described as "short term" or temporary in duration. Construction-related activities would result in project-generated emissions of ROG, NO_X, PM_{10} and $PM_{2.5}$ (a subset of PM_{10}) from site preparation (e.g., excavation, grading, and vegetation clearing), heavy off-road equipment, material delivery, worker commute vehicle travel to and from the site, trenching and asphalt paving, bridge construction, and other related activities. Fugitive dust emissions are associated primarily with site preparation and vary as a function of soil silt content, soil moisture, wind speed, acreage of disturbance, VMT both on- and off-site, and other factors. Ozone precursor emissions of ROG and NO_X are associated primarily with construction equipment exhaust and the application of architectural coatings.

For the purposes of this analysis, construction was assumed to take place over 4 years (2021–2024), commencing in 2021. The maximum daily disturbed acreage for the proposed project would be less than 1 acre. Because the proposed project would be constructed in up to four segments, construction emissions were modeled for each segment and phase separately, according to construction phasing and equipment anticipated for each segment. For phases that are anticipated to overlap, maximum daily emissions were aggregated and presented as such in Table 4.2-3.

Appendix C contains model input and output parameters, detailed assumptions, and daily construction emissions estimates. Construction emissions are summarized in Table 4.2-3. Based on the modeling, construction of the proposed project would result in maximum daily emissions of approximately 10 lb/day of ROG, 106 lb/day of NO_X, 13 lb/day of PM_{10} and 8 lb/day of $PM_{2.5}$.

Table 4.2-3 Summary of Modeled Temporary Construction-Generated Emissions for the Proposed Project

	ROG (lb/day)	NO_X (lb/day)	PM_{10} (lb/day)	$PM_{2.5}$ (lb/day)
Segment A: Darling Way – Eastwood Park				
2021 Maximum Daily Emissions	5	56	5	3
2022 Maximum Daily Emissions	5	51	4	3
Segment B: Eastwood Park – Oak Ridge Dr				
2021 Maximum Daily Emissions	3	33	2	1
2022 Maximum Daily Emissions	2	17	1	1
Segment C: Eich School – Rocky Ridge Dr				
2021 Maximum Daily Emissions	1	11	1	1
2022 Maximum Daily Emissions	4	40	9	5
Segment A, B, and C: Overlapping Phases				
2021 Maximum Daily Emissions	8	89	6	4
2022 Maximum Daily Emissions	10	106	13	8
Segment D: Rocky Ridge Dr – Spahn Ranch Rd				
2023 Maximum Daily Emissions	6	56	5	3
2024 Maximum Daily Emissions	3	29	5	3
Maximum daily emissions across all years, unmitigated	10	106	13	8
PCAPCD CEQA significance criteria Project-level threshold of significance	82	82	82	N/A

Notes: Totals may not sum due to rounding. lb/day = pounds per day; NO_X = oxides of nitrogen; $PM_{2.5}$ = fine particulate matter with an aerodynamic diameter of 2.5 micrometers or less; PM_{10} = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less; ROG = reactive organic gases; PCAPCD = Placer County Air Pollution Control District.

Source: Ascent Environmental, 2017. See Appendix C for detailed CalEEMod modeling results.

It is important to note that the project would be required to comply with PCAPCD Rules 228, Fugitive Dust Emissions; Rule 202, Visible Emissions; Rule 217, Cutback and Emulsified Asphalt Paving Materials; and Rule 218, Architectural Coatings.

When separately considered, construction emissions from any single phase would be below PCAPCD's recommended CEQA project-level significance thresholds of 82 lb/day of ROG, 82 lb/day of NO_X, lb and 82 lb/day of PM_{10}. However, construction of segments A, B and C occurring within a single day would result in construction emissions that would exceed PCAPCD's recommended CEQA project-level significance threshold of 82 lb/day of NO_x.

Conclusion

Depending on the number of segments being constructed within a single day, construction emissions associated with construction of the proposed project could exceed applicable thresholds for NO_X and thus, contribute to the existing nonattainment status of the SVAB with respect to the CAAQS and NAAQS. This would be a **potentially significant** impact.

Alignment Option 1A

Construction-related activities for Option 1A would be the same type and general magnitude of activities that would occur under the Proposed Trail Alignment. The total number of bridges constructed under Option 1A would be less than the number of bridges constructed under the Proposed Trail Alignment, which would result in fewer emissions associated with bridge construction activities. Option 1A would require an additional 765 linear feet of retaining walls or streambank stabilization when compared to the Proposed Trail Alignment. Overall, construction emissions would be less than under the Proposed Trail Alignment because emissions from the lighter type of equipment needed to construct these elements would be less than emissions for the heavy construction equipment needed for bridge construction. However, depending on the number of segments being constructed within a single day, Option 1A could still potentially exceed PCAPCD's recommended CEQA-level project significance threshold of 82 lb/day of NO_X during construction. Therefore, project construction under this option could substantially contribute to air pollutant concentrations that exceed the NAAQS or CAAQS. This impact would be **potentially significant**.

Alignment Option 1C

Construction-related activities for Option 1C would be the same type and general magnitude of activities that would occur under the Proposed Trail Alignment. Option 1C would not require the widening of the Darling Way Bridge, which would result in fewer emissions associated with bridge construction activities. Thus, construction activities under Option 1C would result in less emissions than estimated for the Proposed Trail Alignment. However, depending on the number of segments being constructed within a single day, Option 1C could still potentially exceed PCAPCD's recommended CEQA-level project significance threshold of 82 lb/day of NO_x during construction. Therefore, project construction under this option could substantially contribute to air pollutant concentrations that exceed the NAAQS or CAAQS. This impact would be **potentially significant**.

Alignment Option 5A

Construction-related activities for Option 5A would be the same type and general magnitude of activities that would occur under the Proposed Trail Alignment. Implementing Option 5A would change the location of one bridge (#14 rather than #13), but would not change the number of bridges proposed, which would result in approximately the same emissions associated with bridge construction activities. Thus, estimated emissions for construction activities under Option 5A would be the same as the Proposed Trail Alignment and would not exceed PCAPCD's recommended CEQA-level project significance thresholds for trail use. However, depending on the number of segments being constructed within a single day, Option 5A could still potentially exceed PCAPCD's recommended CEQA-level project significance threshold of 82 lb/day of NO_x during construction. Therefore, project construction under this option could substantially contribute to air pollutant concentrations that exceed the NAAQS or CAAQS. This impact would be **potentially significant**.

Mitigation Measures

Mitigation Measure 4.2-1: Reduce construction-related NO_X emissions.

Before approval of grading permits, the construction contractor shall submit for PCAPCD approval, a written calculation demonstrating that the fleet of heavy-duty (> 50 horsepower) off-road equipment used during the project's construction, including owned, leased, and subcontractor vehicles, will achieve the necessary percent reduction in NO_X emissions during all construction phases, and for any periods during which multiple phases would overlap, as to not exceed 82 lb/day. Acceptable options for reducing emissions may include reduction in the number of segments constructed in a single day, use of late model-year engines, low-emission renewable diesel fuel, engine retrofit technologies, and/or other effective options as recommended by PCAPCD at the time (see Appendix C of the PCAPCD 2017 CEQA Handbook [PCAPCD 2017:75] for additional options). The calculation shall be provided using PCAPCD's Construction Mitigation Calculator.

Significance after Mitigation

Tier 4 engines are readily available in California for off-road equipment, and therefore, the use of off-road construction equipment with higher tiered engines would be able to achieve NO_X reductions sufficient (i.e., 24 lb/day) to ensure construction-generated levels of NO_X would be less than PCAPCD's threshold of 82 lb/day, presumably with some combination of Tier 3 and Tier 4 engines. Additionally, use of renewable diesel fuel could result in further NO_x reductions of 14 percent (SMAQMD 2015).

Thus, given that the reduction of construction-related NO_x emissions to below 82 lb/day is achievable, Mitigation Measure 4.2-1 would reduce construction-generated emissions of NO_x to less than the PCAPCD's recommended significance threshold of 82 lb/day for all construction phases. This impact would be reduced to a **less-than-significant** level.

Impact 4.2-2	Long-term use-related emissions of ROG, NO_X, $PM_{10,}$ and $PM_{2.5}$.
Applicable Policies and Regulations	NAAQS CAAQS PCAPCD Rules City of Roseville General Plan Air Quality and Climate Change Element
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

The proposed project would be a 4.25-mile multi-use trail intended for use by bicyclists and pedestrians with accompanying parking lot at the western end of the trail, off Riverside Avenue just south of Darling Way. The parking lot would include approximately 35 parking spaces. This would be the only parking associated with the project. The trail would also need occasional maintenance as a standard part of its use. The proposed project was envisioned as a component of the City's 2008 Bicycle Master Plan. While it cannot be known with certainty how many motor vehicle trips or VMT could be reduced by increased use of the proposed trail by bicyclists and pedestrians (in lieu of vehicle trips), over the long term it is expected that trail use would contribute to decreased motor vehicle travel.

Therefore, emissions generated by trail use would be below PCAPCD's project-level significance thresholds, and the project would not substantially contribute to air pollutant concentrations that exceed the NAAQS or CAAQS. It is reasonably foreseeable that a net air quality benefit could accrue over the long term to the extent that bicycle or pedestrian travel occurs on the proposed trail in lieu of motor vehicle trips. Such a benefit would be consistent with the mobility enhancement goal of the proposed project. It is not feasible to precisely quantify the number of motor vehicle trips avoided, so a beneficial impact conclusion would not be a certainty.

Conclusion

Over the long term, the proposed multi-use trail with accompanying parking lot is expected to decrease motor vehicle travel. Emissions generated by trail use would be below PCAPCD's project-level significance thresholds, and the project would not substantially contribute to air pollutant concentrations that exceed the NAAQS or CAAQS. Consequently, this impact would be **less than significant**.

Alignment Option 1A

Use-related activities for Option 1A would be the same type and general magnitude of activities that would occur under the Proposed Trail Alignment. Thus, use-related activities under Option 1A would be the same as the estimated emissions for the Proposed Trail Alignment. This impact would be **less than significant**.

Alignment Option 1C

Use-related activities for Option 1C would be the same type and general magnitude of activities that would occur under the Proposed Trail Alignment. Thus, use-related activities under Option 1C would result in similar emissions as estimated for the Proposed Trail Alignment, and Option 1 C would not exceed PCAPCD's recommended CEQA-level project significance thresholds for trail use. This impact would be **less than significant**.

Alignment Option 5A

Use-related activities for Option 5A would be the same type and general magnitude of activities that would occur under the Proposed Trail Alignment. Thus, estimated emissions for use-related activities under Option 5A would be the same as the Proposed Trail Alignment and would not exceed PCAPCD's recommended CEQA-level project significance thresholds for trail use. This impact would be **less than significant**.

Mitigation Measures

None required.

Impact 4.2-3	Generation of local mobile-source CO emissions.
Applicable Policies and Regulations	NAAQS CAAQS PCAPCD Rules City of Roseville General Plan Air Quality and Climate Change Element
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

Construction Impacts

CO concentration is a direct function of vehicle idling time and, thus, traffic flow conditions. Under specific meteorological conditions, CO concentrations near congested roadways and/or intersections may reach unhealthy levels with respect to local sensitive land-uses such as residential areas, schools, and hospitals. Notably, the City of Roseville is in attainment for CO and has not experienced a violation of ambient air quality standards for CO in 20 years (CARB 2012). The project would not result in a net increase in VMT on the local roadway network, and would have no or negligible traffic impacts during construction and would not result in traffic congestion because construction equipment would be staged adjacent to or near each phase of construction, and closure of traffic lanes during construction would be temporary and would implement traffic control measures.

Thus, implementation of the proposed project would not result in, or contribute to, local CO concentrations that exceed the California 1-hour or 8-hour ambient-air quality standards of 20 ppm or 9 ppm, respectively, as a result of project-related construction activities. This impact would be **less than significant**.

Use-related Impacts

The proposed project is a 4.25-mile multi-use trail intended for bicyclists and pedestrians. The proposed project would include a trailhead with accompanying parking lot at the western end of the trail, off Riverside Avenue just south of Darling Way. The parking lot would include approximately 35 parking spaces. This would be the only parking associated with the project. While it cannot be known with certainty how many motor vehicle trips or VMT could be reduced by increased use of the proposed trail by bicyclists and pedestrians (in lieu of vehicle trips), over the long term it is expected that trail use would contribute to decreased motor vehicle travel. Use of the trail and parking lot would have negligible traffic impacts and would not result in traffic congestion (see Section 4.13, “Transportation and Circulation”). Therefore, as discussed above, implementation of the proposed project would not result in, or contribute to, local CO concentrations that exceed the California 1-hour or 8-hour ambient-air quality standards of 20 ppm or 9 ppm, respectively. This impact would be **less than significant**.

Alignment Option 1A

Both construction and use-related activities for Option 1A would be the same type and magnitude of activities that would occur under the Proposed Trail Alignment. Implementation of Option 1A would not result in, or contribute to, local CO concentrations that exceed the California 1-hour or 8-hour ambient-air quality standards of 20 ppm or 9 ppm, respectively, as a result of project-related construction or use-related activities as described above for the proposed trail alignment. This impact would be **less than significant**.

Alignment Option 1C

Both construction and use-related activities for Option 1C would be the same type and magnitude of activities that would occur under the Proposed Trail Alignment. Implementation of Option 1C would not result in, or contribute to, local CO concentrations that exceed the California 1-hour or 8-hour ambient-air quality standards of 20 ppm or 9 ppm, respectively, as a result of project-related construction or use-related activities. This impact would be **less than significant**.

Alignment Option 5A

Both construction and use-related activities for Option 5A would be the same type and magnitude of activities that would occur under the Proposed Trail Alignment. For the reasons above for the proposed trail alignment, implementation of Option 5A would not result in, or contribute to, local CO concentrations that exceed the California 1-hour or 8-hour ambient-air quality standards of 20 ppm or 9 ppm, respectively, as a result of project-related construction or use-related activities. This impact would be **less than significant**.

Mitigation Measures

None required.

Impact 4.2-4	Exposure of sensitive receptors to toxic air contaminant (TAC) emissions.
Applicable Policies and Regulations	NAAQS CAAQS PCAPCD Rules City of Roseville General Plan Air Quality and Climate Change Element
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

The exposure of sensitive receptors (e.g., existing offsite residents) to TAC emissions during construction is discussed below. As stated earlier, the project is exempt from Conformity Requirements under the Clean Air Act pursuant to 40 CFR 93.126, and is, by definition, a type of project considered to have no meaningful potential mobile source air toxics (MSAT) effects (FWHA 2012). The nearest sensitive receptors to the proposed trail alignment are adjacent residences, schools, and parks. The predominant wind direction in the project area is from the south/southwest.

Construction Impacts

Construction of the proposed project would result in temporary diesel exhaust emissions from onsite heavy-duty equipment required for site preparation, paving, and other construction activities. Particulate-exhaust emissions from diesel-fueled engines (diesel PM) were identified as a TAC by CARB in 1998. PCAPCD has not established a quantitative threshold of significance for construction-related TAC emissions. In this case, lead agencies may address this issue on a case-by-case basis, taking into consideration the specific construction-related characteristics of each project and its proximity to offsite receptors.

The nearest sensitive receptors to the project site are single-family residences located on properties adjacent to the project boundary along the length of the proposed multi-use trail, with the distance to the homes, themselves, ranging from less than 50 feet to several hundred feet. The dose to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to TAC emissions, should be based on a 70-year exposure period; however, for construction, use of mobilized equipment would be temporary (i.e., only constituting 3 percent of the total health-risk exposure period).

The primary construction activities in which TAC emissions (including diesel PM) from heavy equipment would be generated include site preparation and paving. The proposed project would involve relatively small construction crews and would result in daily ground disturbances of less than 1 acre per day. Project construction activities would not exceed PM_{10} or $PM_{2.5}$ thresholds of significance for mass emissions as shown in Table 4.2-3. In addition, there would be no net increases in mobile source emissions as a result of project use.

These factors, in combination with the dispersive properties of diesel PM (Zhu et al. 2002), would not result in the exposure of sensitive receptors to TAC levels that would result in a health hazard or exceed applicable standards during construction of the proposed project. Thus, the exposure of sensitive receptors to TACs would be **less than significant**.

Use-related Impacts

The proposed project is a 4.25-mile multi-use trail intended for bicyclists and pedestrians, and other non-motorized vehicles. Use of the trail would not be a substantial source of TAC emissions. However, a portion of the proposed trail improvements would be located near or directly adjacent to the I-80 freeway, which could result in the exposure of trail users to mobile source TAC emissions.

While the project would result in new trail users within close proximity to the freeway, the exposure period would be relatively short and temporary in nature. Most trail users would travel along the segment trail near the freeway for relatively short periods of time (i.e., minutes within a given hour), rather than for longer-duration or sustained periods of time (i.e., many hours per day over a 70-year period, such as in the case of a single-family residence; see OEHHA health risk assessment criteria in construction impacts discussion above). Thus, users of the trail would not be considered sensitive receptors for the purposes of TAC emissions exposure, and use-related impacts would be **less than significant**.

Alignment Option 1A

Both construction and use-related activities for Option 1A would be the same type and magnitude of activities that would occur under the Proposed Trail Alignment. Both existing sensitive receptors in adjacent land uses and users of the trail would not be exposed to TAC levels that would result in a health hazard or exceed applicable standards during construction or use of the proposed project under Option 1A. This impact would be **less than significant**.

Alignment Option 1C

Both construction and use-related activities for Option 1C would be the same type and magnitude of activities that would occur under the Proposed Trail Alignment. Both existing sensitive receptors in adjacent land uses and users of the trail would not be exposed to TAC levels that would result in a health hazard or exceed applicable standards during construction or use of the proposed project under Option 1C. This impact would be **less than significant**.

Alignment Option 5A

Both construction and use-related activities for Option 5A would be the same type and magnitude of activities that would occur under the Proposed Trail Alignment. Both existing sensitive receptors in adjacent land uses and users of the trail would not be exposed to TAC levels that would result in a health hazard or exceed applicable standards during construction or use of the proposed project under Option 5A. This impact would be **less than significant**.

Mitigation Measures

None required.

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4.3 BIOLOGICAL RESOURCES

4.3.1 Introduction

This section describes the environmental setting for biological resources and discusses the potential for occurrence of sensitive or important natural resources within the project site. The project site encompasses approximately 60 acres. It is defined as the area where direct, project-related construction would occur or permanent features would be developed, as well as adjacent areas that may be indirectly affected by project activities.

Information on sensitive biological resources previously recorded in the project site was collected through review of U.S. Fish and Wildlife Service (USFWS) species lists, a search of the California Natural Diversity Database (CNDDB), and other existing documentation pertaining to biological resources in the region. Appendix D of this Draft EIR contains the results of select biological records searches. Resources and data reviewed include the following:

- CNDDB record search for the Roseville, Rocklin, Citrus Heights, and Folsom 7.5-minute quadrangles (California Department of Fish and Wildlife [CDFW] 2017).
- USFWS Information for Planning and Conservation Report for the Roseville, Rocklin, Citrus Heights, and Folsom 7.5-minute quadrangles (USFWS 2017a).
- USFWS National Wetlands Inventory (http://www.fws.gov/wetlands/index.html). GIS Layer Data (USFWS 2016).
- California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants (online edition, v8-03) (CNPS 2017).
- Historical aerial photographs of the project site.
- *Biological Resources Study Report for the Dry Creek Greenway Multi-Use Trail Planning and Feasibility Study* (ICF Jones & Stokes 2009).

A habitat reconnaissance survey was performed to identify the vegetation and habitats present within the project site, known or potentially present special-status species, and areas that may qualify as waters of the United States or waters of the state. Following the reconnaissance survey, it was determined that focused surveys for valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) (VELB), a wetland delineation, an aquatic habitat assessment for anadromous fish habitat, and a western pond turtle survey were necessary.

Biological resource technical reports were prepared to address potential impacts of the proposed project on federally listed Central Valley steelhead (ECORP 2016) and VELB (ECORP 2017) and are summarized in this section.

A delineation of waters of the United States within the project site was conducted according to methods described in the USACE Wetlands Delineation Manual (Environmental Laboratory 1987) and Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (USACE 2008).

Comments received on the Notice of Preparation for the EIR addressed the removal of trees and subsequent effects on the creeks, concern for the 30-year old native oaks in Meadow Oaks neighborhood along the trail, and habitat for existing wildlife.

4.3.2 Environmental Setting

The project site is located within the City of Roseville (City) in Placer County. The project site spans the Citrus Heights U.S. Geological Survey (USGS) 7.5-minute quadrangle Section 11 and 12, Township 10 North, and Range 6 East and the Folsom USGS 7.5-minuie quadrangle, Sections 7, 17, and 18, Township 10 North, and Range 7 East.

The project site is within the Sacramento Valley geographic subdivision of the Great Central Valley in the California Floristic Province (Sawyer et al. 2009), and in the U.S. Department of Agriculture (Natural Resources Conservation Service [NRCS] 2006) Land Resource Region Mediterranean California Subregion. The climate is characterized by hot, dry summers and cool, moist winters. Based on weather data from the nearby Folsom Dam weather station, the mean annual precipitation is 23.92 inches, and the mean annual air temperature is 62ºF (Western Regional Climate Center 2016).

The proposed trail would follow creek corridors along portions of Dry, Cirby, and Linda Creeks (see Exhibit 3-2 in Chapter 3, “Project Description”). These corridors currently contain segments of existing unimproved natural surface paths and paved multi-use paths, some of which do not meet current City design standards. Much of the corridor has been used historically for recreation, infrastructure maintenance access, and transportation, and today it continues to be used for these purposes along both improved and unimproved segments. A number of habitat restoration and mitigation projects have been conducted in the vicinity of the project over the years for both flood control and habitat improvement. The City Flood Control Project of 1999 required a permit from USACE. The USACE permit included a number of mitigation measures, including dedication of conservation easements on certain parcels in the Hurst Way/W. Colonial Parkway area that are proposed for use by the proposed project, and mitigation plantings that may be affected by the proposed project. The conservation easements have not yet been recorded because property purchases pursuant to the Flood Control Project permit are still underway. Upon completion of the property purchases, the City will work with USACE to dedicate a conservation easement or alternative restrictions for use of these parcels. It is anticipated that the proposed project will be a permitted use, consistent with City zoning and land use regulations for other open space areas. If the bike trail construction is anticipated to impact any previously planted Flood Control Project mitigation plantings, then the City will obtain approval of from USACE through a USACE permit process prior to project construction.

PHYSICAL CONDITIONS

The project site is located within a semi-urbanized portion of Roseville (Exhibit 4.3-1). The City has retained over 4,000 acres of designated open space, including riparian corridors along city creeks (City of Roseville 2015). These open space areas support terrestrial and aquatic species and sensitive natural communities. Within more urbanized parts of the City, including the project site, designated open space is generally limited to creek corridors. Habitat quality ranges from disturbed, low-quality to high-quality habitat. The habitat value of the urban creek corridor that comprises the project site is diminished because of adjacent and surrounding development; however, the project site provides year-round and seasonal migratory habitat for a variety of fish and wildlife species. The creek corridor provides important local habitat value (foraging, nesting, and cover) for a variety of species that can tolerate human and domestic animal presence.

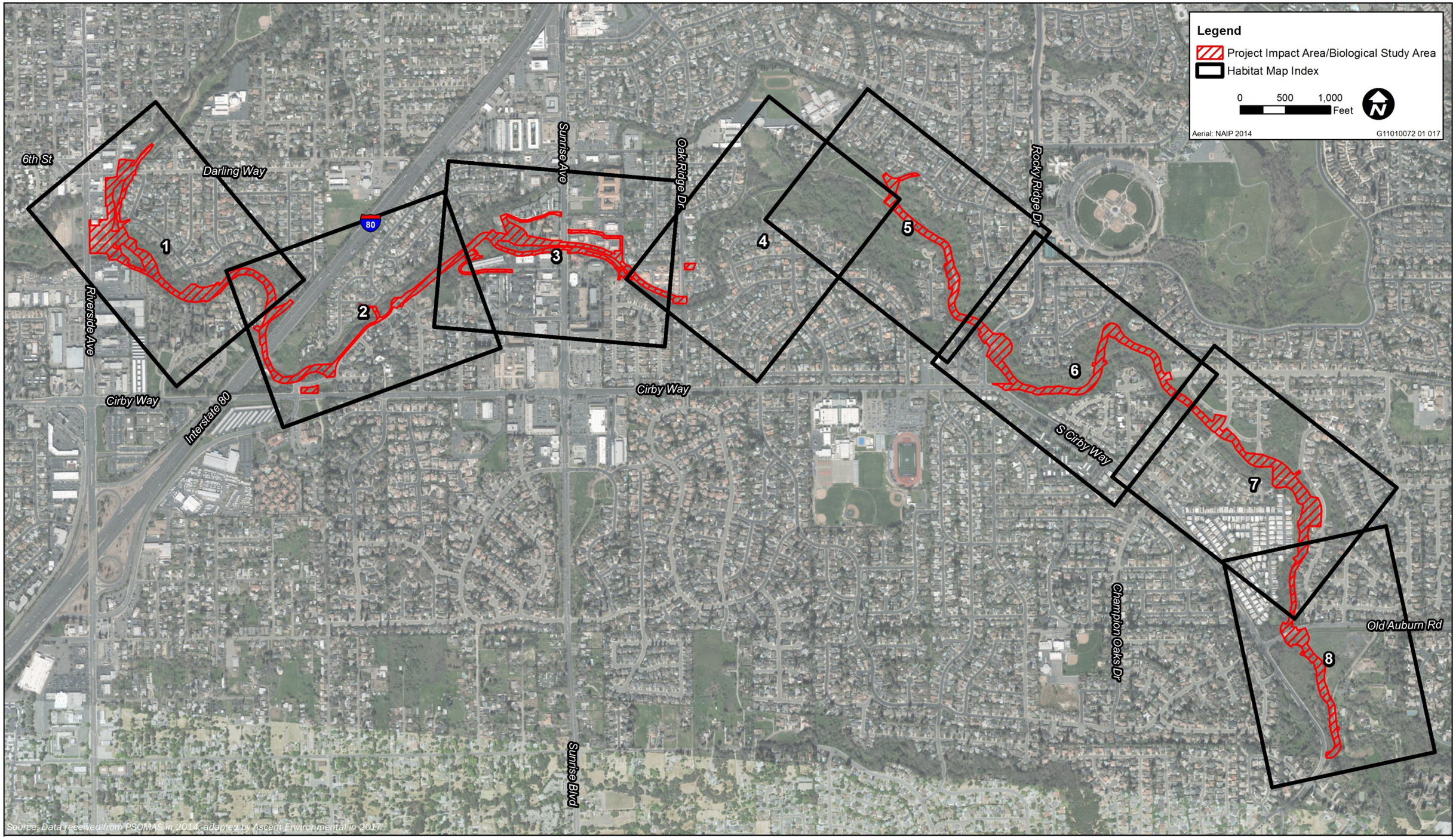

Exhibit 4.3-1

Project Site

ASCENT ENVIRONMENTAL

The project site is composed of leveled terrain and is situated at an elevation range of approximately 130 to 155 feet above mean sea level. The topography is characterized as gently sloping hills and seasonal streams. The project site is located in the Lower American hydrologic unit (HUC 18020111) (USGS 2017) within the Dry Creek watershed and encompasses portions of Strap Ravine, Linda Creek, Cirby Creek, and Dry Creek. Linda Creek and Cirby Creek are both major tributaries to Dry Creek. Dry Creek drains southwest to Steelhead Creek (i.e., Natomas East Main Drainage Canal), which flows to the Sacramento River. The majority of the project site is within the floodplain and mapped as NRCS soil type Xerofluvents, frequently flooded. Xerofluvents are poorly drained alluvial soils found in drainageways and on slopes, and flood frequently. Other minor soil units include the following: (141) Cometa-Fiddyment complex, 1 to 5 percent slopes; (142) Cometa-Ramona sandy loams, 1 to 5 percent slopes; (146) Fiddyment loam, 1 to 8 percent slopes; (175) Ramona sandy loam, 2 to 9 percent slopes; (193) Xerofluvents, occasionally flooded; (194) Xerofluvents, frequently flooded; (196) Xerothents, cut and fill areas; (229 sa) Urban land- Xerarents-Fiddyment complex, 0 to 8 percent slopes; and (242) Xerofluvents, 0 to 2 percent slopes, flooded.

BIOLOGICAL CONDITIONS

The following sections describe the habitats and wildlife present within the project site.

Aquatic Habitats

Aquatic habitats found within the project site include wetlands (seasonal wetland and freshwater pond), and other waters of the United States (perennial and intermittent streams). A total of 0.20 acre of wetlands and 4.12 acres (5,383 linear feet) of other waters have been mapped within the project site (Table 4.3-1). These include portions of Linda Creek, Dry Creek, Cirby Creek, and Strap Ravine; two unnamed perennial streams; an ephemeral drainage; an intermittent drainage; a wetland; and a freshwater pond. The potentially jurisdictional limits are based on professional judgment and best available data at the time of mapping. Mapped limits are subject to modification during final project design and USACE verification process.

Table 4.3-1 Aquatic Habitats within the Project Site

Aquatic Habitats	Acres	Linear Feet
Total Other Waters	4.12	5,383
Total Wetlands	0.20	NA
Total Wetlands and Other Waters	**4.33**	**5,383**

Notes:
* Wetlands previously verified by the USACE for the Old Auburn Ranch Property
** National Wetlands Inventory mapped wetland.
Source: Compiled by Ascent Environmental 2016

Wetlands

Seasonal wetlands are ephemerally wet because of accumulation of surface runoff and rainwater within low-lying areas. Inundation periods are generally shorter, and they are commonly dominated by low growing, annual hydrophytic herbs. Seasonal wetlands typically occur in swale or concave topography. This type of wetland is generally dominated by annual facultative wetland species (species that grow in wetland conditions 67 to 99 percent of the time) that often form a closed to open canopy and grow in depressional areas that are seasonally flooded by rainwater. In the project site, 0.01 acre of seasonal wetland habitats occur within the Old Auburn Road parcel. Additionally, seasonal wetland habitat exists below the ordinary high-water mark (OHWM) of the perennial streams and is included in the perennial stream habitat discussed below. Seasonal wetlands are dominated by a mix of herbs and forbes, including curly dock (*Rumex crispus*), Italian ryegrass (*Festuca perennis*), Baltic rush (*Juncus balticus*),

ladies thumb (*Polygonum persicaria)*, western vervain (*Verbena lasiostachys*), Bermuda grass (*Cynodon dactylon*), and Johnsongrass (*Sorghum halepense*).

Wetlands provide foraging and breeding habitat for a variety of wildlife species. Wetland ponds provide habitat for amphibians, including western toad (*Anaxyrus boreas*) and Sierran treefrog. (*Pseudacris sierra*). They also provide a valuable food source for amphibians as well as the many birds that overwinter in or migrate through the region. Birds such as killdeer and mallard use wetlands for nesting and foraging in both winter and spring. A freshwater pond was created between 1993 and 1998 as part of the development of adjacent residential properties, and 0.20 acre of the pond falls within the project site. This pond is currently exhibiting functions more typical of a seasonal wetland and is dominated by cattails, (*Typha latifolia)*, dock, dallisgrass (*Paspalum dilatatum*), and ladies thumb.

Other Waters of the United States

Other waters of the United States within the project site include perennial portions of Strap Ravine, Linda Creek, Cirby Creek, and Dry Creek, as well as non-relatively permanent tributaries to these streams. Field indicators of an OHWM included water lines, drift deposits, shelving, sediment sorting, and exposed roots. A total of 4.12 acres of other waters were identified within the project site.

The non-relatively permanent tributaries include an ephemeral drainage with a poorly defined OHWM located north of Cirby Creek and a deeply incised intermittent stream that transmits stormwater flows from neighborhoods south of Cirby Creek into the creek. The ephemeral drainage is minimally vegetated with adjacent areas being dominated by mugwort (*Artemisia douglasiana*)*,* Santa Barbara sedge (*Carex barbarae*), and bedstraw (*Galium aparine*). The intermittent stream is fed by two large culverts. Banks are steep and sparsely vegetated and the adjacent area is dominated by riparian vegetation including willows (*Salix* sp.), common buttonbush (*Cephalanthus occidentalis*), and walnut (*Juglans* sp.).

Linda Creek is a single channel with perennial flow in a southeast to northwestern direction. The channel bottom varies from gravel and sand, to rock amour and rubble, and is primarily unvegetated with patches of emergent wetland vegetation along the banks. Banks are steep and well defined in most locations. Overhanging riparian vegetation is abundant and includes sandbar willow (*Salix exigua*), common buttonbush, boxelder (*Acer negundo*), walnut, Himalayan blackberry (*Rubus armeniacus*), and Fremont cottonwood (*Populus fremontii*). Affected by urbanization, Linda Creek displays a large variety of channel width and structure. At the southeastern end of the project site an old road crossing at Spahn Ranch Road collapsed into Linda Creek. Concrete footings are in place along the bank in this area, and pieces of asphalt road are within the creek. In the northern portion of the creek, a variety of bank stabilization measures have been used, including concrete blocks and bags and gunnite. Exposed banks are typically sparsely vegetated and exhibit active erosion, with overhanging riparian trees and shrubs rooted in the upper bank.

Strap Ravine flows into Linda Creek north of North Cirby Way and McKinley Drive. Goat grazing has recently occurred in this area. The banks and bed of Strap Ravine are unvegetated fine sediments and cobbles. The riparian vegetation consists of heavily browsed willows. The area of Strap Ravine that crosses the project site has an existing paved bridge crossing.

Linda Creek flows into Cirby Creek west of Sunrise Avenue. Cirby Creek is a single thread channel with perennial flow in a southeast to northwestern direction before discharging into Dry Creek just east of Riverside Drive. The channel bottom varies from gravel and sand to boulders and is unvegetated with interspersed pools and riffles. Below the OHWM of the creek, emergent wetland vegetation was observed along benches, including cattails (*Typha latifolia*), California bulrush (*Schoenoplectus californicus*), Baltic rush, tall flatsedge (*Cyperus eragrostis*), dock (*Rumex* sp.), sedges, and cocklebur (*Xanthium strumarium*). The creek displays both emergent wetland and perennial stream characteristics.

Cirby Creek discharges into Dry Creek at the northernmost boundary of the project site, north of Darling Way. Dry Creek flows in a southwestern direction. The channel bottom is primarily sediment, sand, and gravel with steep banks that are sparsely vegetated with scattered boulder outcropping. Multiple side channels and associated riparian plantings were installed west of Dry Creek, south of Darling Way, as part of a flood control and riparian restoration project.

Perennial emergent wetlands habitat occurs within the perennial streams (Strap Ravine, Linda Creek, Cirby Creek, and Dry Creek). This wetland habitat is mapped as part of the other waters of the United States. This type of habitat is generally dominated by perennial emergent wetland species (species that grow in wetland conditions more than 99 percent of the time), which often form a closed canopy and grow in areas that are permanently or seasonally flooded by slow-moving or stagnant fresh water. Emergent wetlands derive water from association with perennial or near perennial surface water sources, such as overland flow from creeks or other surface water sources; ponded seasonal precipitation; and shallow groundwater tables. These wetlands may be entirely vegetated or partially vegetated with an open water component, or may be dry in summer. Emergent wetlands are typically dominated by hydrophytic grasses and grass-like species. Dominant herbaceous hydrophytic vegetation includes bulrush, cattail, curly dock, Baltic rush, smartweed, Bermuda grass, and irrigated pasture grasses. Some emergent wetlands in the project site also contain willows. These wetlands provide food, cover, and water for a variety of species of birds, and numerous mammals, reptiles, and amphibians occupying the open water and adjacent grassland habitats. Vegetation growing along the edges of water bodies also provides nesting habitat for several bird species. Aquatic species known to occur within the vicinity include Sierran treefrog, western toad, muskrat (*Ondatra zibethicus*), red swamp crayfish (*Procambarus clarkii*), American bullfrog (*Lithobates catesbeianus*), beaver (*Castor canadensis*), and river otter (*Lontra canadensis*). Fish species in the project site include bluegill (*Lepomis macrochirus*), green sunfish (*Lepomis cyanellus*), largemouth bass (*Micropterus salmoides*), rainbow trout (*Oncorhynchus mykiss irideus*), mosquitofish (*Gambusia affinis*), Central Valley fall-run Chinook salmon (*Oncorhynchus tshawytscha*), and Central Valley steelhead (*Oncorhynchus mykiss*).

Habitat Types

The project site supports both sensitive and common habitat types. Sensitive natural communities are habitats considered sensitive because of high species diversity, high productivity, unusual characteristics, limited distribution, declining status, or a combination of these attributes. Local, state, and federal agencies consider such habitats important. The USACE and the Environmental Protection Agency (EPA) consider wetland habitats important for water quality and wildlife. The habitat types in the project site that meet the criteria for sensitive natural communities are valley oak riparian woodland, riparian, and the previously described wetlands and other waters of the United States.

Habitat types on the project site are shown in Exhibits 4.3-2a through 4.3-2h. Table 4.3-2 summarizes the acreage of upland (non-aquatic) habitat types in the project site. These upland communities are described in the following sections.

Table 4.3-2 Upland Habitat types within the Project Site

Upland Habitat Types	Area (acres)
Valley Oak Riparian Woodland	17.33
Riparian	3.57
Non-Native Annual Grassland	17.66
Developed/Ruderal	4.92
Total	**43.48**

Source: Compiled by Ascent Environmental 2017

Valley Oak Riparian Woodland

Valley oak riparian woodland dominates upslope vegetation throughout the floodplain and totals 17.33 acres. This community can be broad in places, including at the southeastern terminus of the project site and in the vicinity of Sierra Gardens. Valley oak (*Quercus lobata*), interior live oak (Q. *wislizeni*), and blue oak (Q. *douglasii*) dominate the upland canopy. Other species in the upland canopy include walnut, Western sycamore (*Platanus racemose*), and box elder (*Acer negundo*). Poison oak (*Toxicodendron diversilobum*), privet (*Ligustrum* sp.), coyote bush (*Baccharis pilularis*), sapling oaks, and escaped horticultural species provide an understory. Ground cover under the valley oak riparian woodland includes naturalized grasses and forbs and other species, including mustards (*Brassicacea*e spp.), miner's lettuce (*Claytonia perfoliata*), Bermuda grass, dogtail grass (*Cynosurus echinatus*), mallows (*Malva* spp.), milkweed (*Asclepias californicum*), nightshade (*Solanum marginatum*), horsebane (*Erigeron canadensis*), and poison hemlock (*Conium maculatum*). Reptiles associated with oak woodland include western fence lizard (*Sceloporus occidentalis*), southern alligator lizard (*Elgaria multicarinata*), and gopher snake (*Pituophis catenifer*). Birds documented include white-breasted nuthatch (*Sitta carolinensis*), western scrub-jay (*Aphelocoma californica*), Nuttall's woodpecker (*Picoides nuttallii*), acorn woodpecker (*Melanerpes formicivorus*), and red-shouldered hawk (*Buteo lineatus*). Mammals found in the oak woodland include opossum (*Didelphis virginiana*), brush deermouse (*Peromyscus boylii*), western gray squirrel (*Sciurus griseus*), eastern fox squirrel (*Sciurus niger*), and coyote (*Canis latrans*).

Valley oak riparian woodland is considered a sensitive natural community by CDFW because it provides food and cover for many species of wildlife. Oaks are considered important to some birds and mammals as food resource (i.e. acorns and browse).

Non-Native Annual Grassland

There is a total of 17.66 acres of non-native annual grassland within the project site. Annual grassland within the project site characterized as non-native grassland is a dense to sparse cover of annual grasses. This community is often associated with numerous species of showy-flowered, native annual forbs ("wildflowers"), especially in years of favorable rainfall. Germination occurs with the onset of the late fall rains; growth, flowering, and seed-set occur from winter through spring. With a few exceptions, the plants are dead through the summer-fall dry season, persisting as seeds. Dominant plant species includes yellow star thistle (*Centaurea solstitialis*), mustard, fennel (*Foeniculum vulgare*), Himalayan blackberry, and bromus (*Bromus* spp.). Non-native annual grassland is a common natural community.

Wildlife species commonly associated with non-native annual grasslands in the project site include western kingbird (*Tyrannus verticalis*), deer mouse (*Peromyscus maniculatus*), western harvest mouse (*Reithrodontomys megalotis*), California ground squirrel (*Otospermophilus beecheyi*), Botta's pocket gopher (*Thomomys bottae*), black-tailed jackrabbit (*Lepus californicus*), western fence lizard (*Sceloporus occidentalis*), California kingsnake (*Lampropeltis getula californiae*), and Pacific gopher snake (*Pituophis catenifer catenifer*). In addition, annual grassland provides foraging habitat for predatory birds that nest in the adjacent woodlands such as red-tailed hawk (*Buteo jamaicensis*), red-shouldered hawk (*Buteo lineatus*), white-tailed kite (*Elanus leucurus*), and American kestrel (*Falco sparverius*).

Riparian

There is a total of 3.57 acres of riparian habitat within the project site. Riparian habitat occurs along the upper creek banks and extends into the floodplain and is composed of a mix of native trees and shrubs (valley oak, alder, sycamore, willows) and horticultural and invasive species (catalpa, privet, oleander, Himalayan blackberry, and periwinkle). The understory varies depending on the location of the riparian habitat (creek bank or floodplain). Along the creek banks, the understory is a mix of Himalayan blackberry, sedges, grasses, and wetland forbs, including cattail, umbrella sedge, willow herb, Italian ryegrass, and scattered willow seedlings. In floodplain areas, the forest understory is dominated by annual grassland and horticultural and native shrub and tree species. Birds such as heron (*Ardea* spp.)

Exhibit 4.3-2a

Habitat Types and Biological Resources in the Project Site

ASCENT ENVIRONMENTAL

Exhibit 4.3-2b

Habitat Types and Biological Resources in the Project Site

ASCENT ENVIRONMENTAL

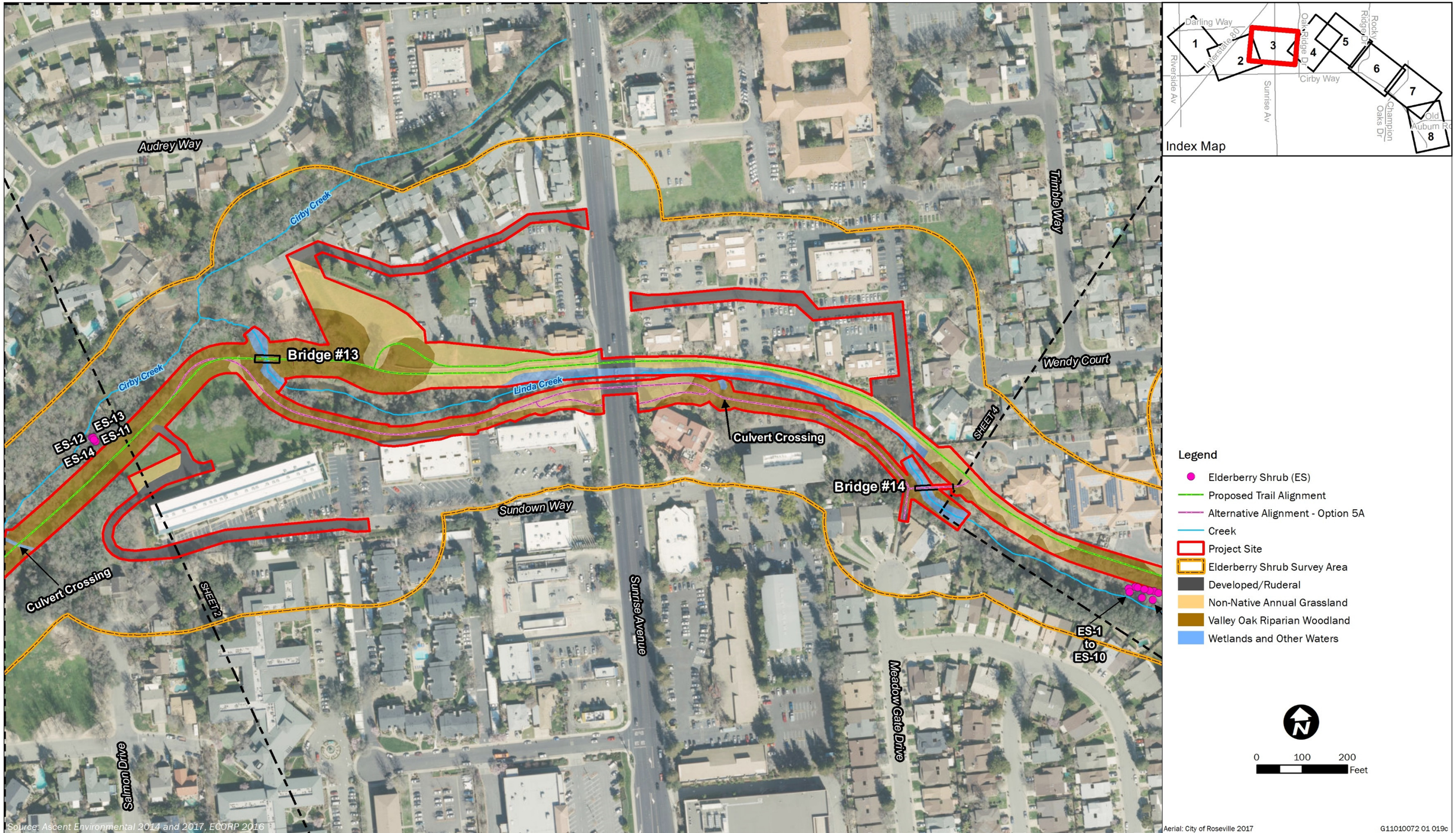

Exhibit 4.3-2c

Habitat Types and Biological Resources in the Project Site

ASCENT ENVIRONMENTAL

Legend

- Elderberry Shrub (ES)
- Existing Trail - No Ground Disturbance
- Proposed Trail Alignment
- Alternative Alignment - Option 5A
- Creek
- Project Site
- Elderberry Shrub Survey Area
- Developed/Ruderal
- Non-Native Annual Grassland
- Valley Oak Riparian Woodland
- Wetlands and Other Waters

0 100 200 Feet

Aerial: City of Roseville 2017

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Exhibit 4.3-2d

Habitat Types and Biological Resources in the Project Site

ASCENT ENVIRONMENTAL

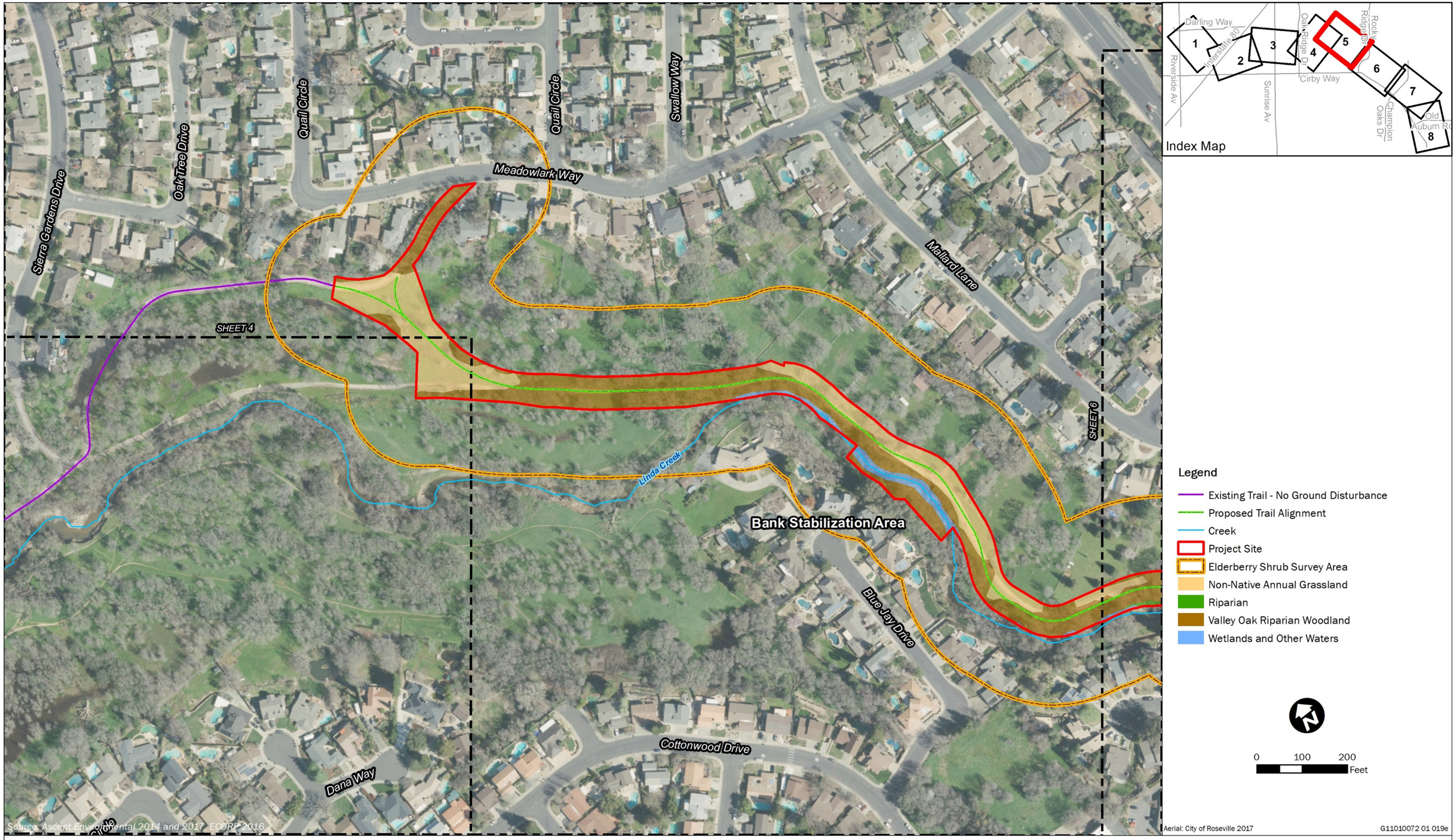
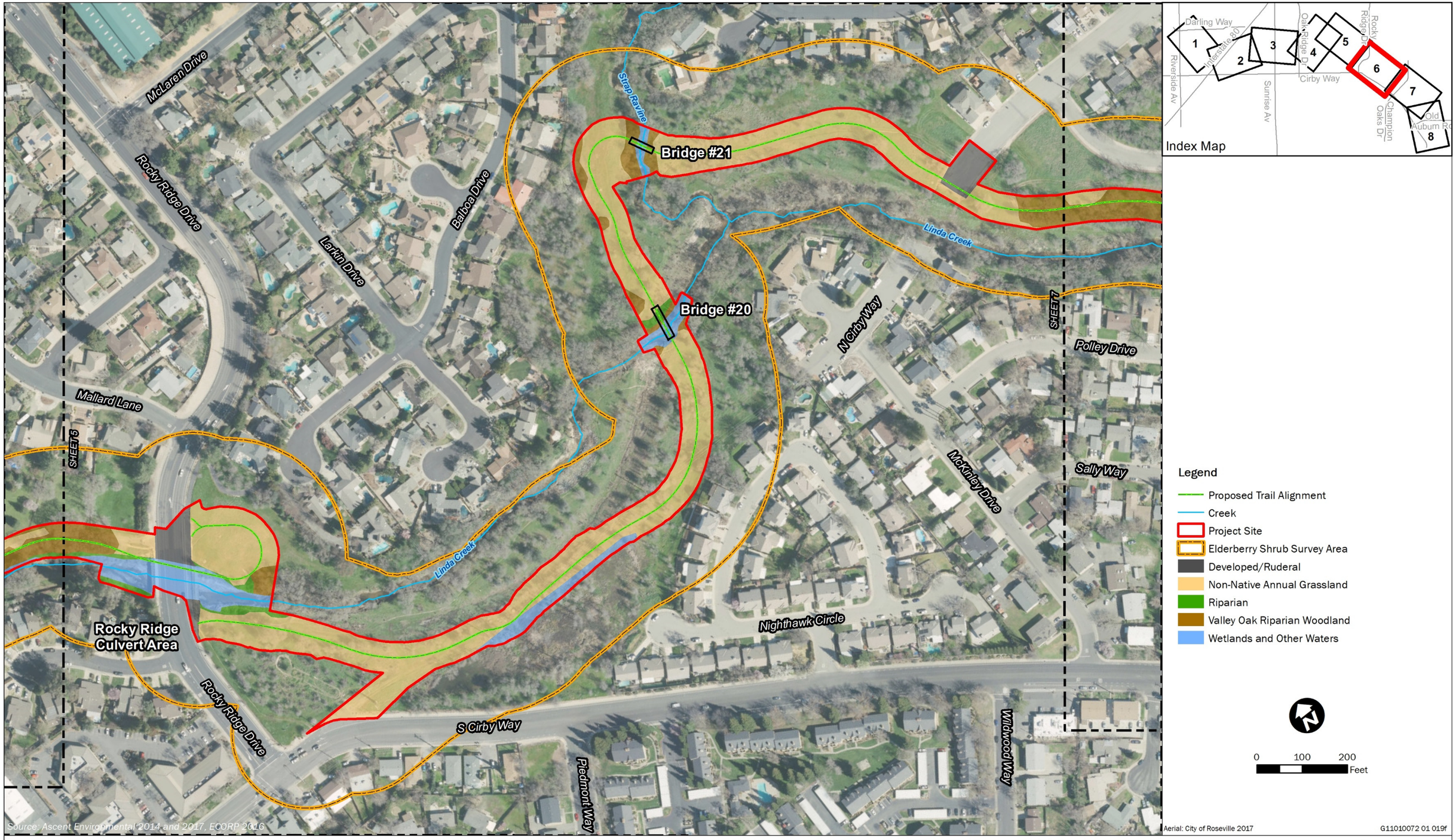


Exhibit 4.3-2e

Habitat Types and Biological Resources in the Project Site



Source: Ascent Environmental 2014 and 2017, ECORP 2016

Aerial: City of Roseville 2017

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Exhibit 4.3-2f

Habitat Types and Biological Resources in the Project Site

ASCENT ENVIRONMENTAL

N Cirby Way
Bradshaw Avenue
Meadow Lane
Spring Valley Drive
Culvert Crossing
Samoa Way
Hurst Way
Linda Creek
W Colonial Parkway
SHEET 6
Polley Drive
Lee Way
Sally Way
Champion Oaks Drive
S Cirby Way
SHEET 8
Olga Way

Index Map
Darling Way
Interstate 80
Riverside Av
Oak Ridge Dr
Rocky Ridge Dr
Sunrise Av
Cirby Way
Champion Oaks Dr
Old Auburn Rd
1
2
3
4
5
6
7
8

Legend
- Proposed Trail Alignment
- Creek
- Project Site
- Elderberry Shrub Survey Area
- Developed/Ruderal
- Non-Native Annual Grassland
- Riparian
- Valley Oak Riparian Woodland
- Wetlands and Other Waters

0 100 200 Feet

Source: Ascent Environmental 2014 and 2017; ECORP 2016
Aerial: City of Roseville 2017
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Exhibit 4.3-2g

Habitat Types and Biological Resources in the Project Site

ASCENT ENVIRONMENTAL

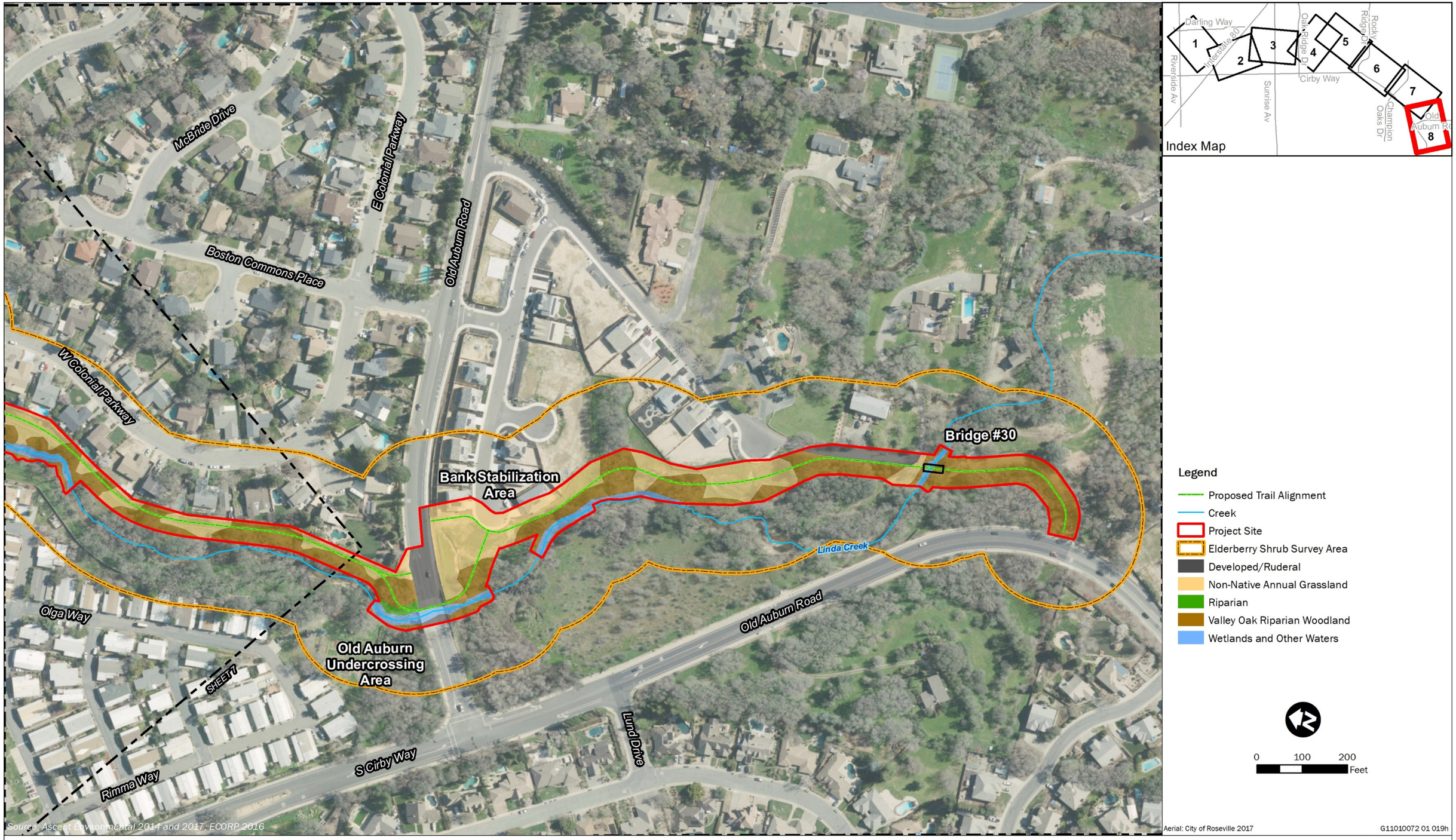

Exhibit 4.3-2h

Habitat Types and Biological Resources in the Project Site

and belted kingfisher (*Megaceryle alcyon*) forage in the creek, primarily along the water's edge. Many species of insectivorous birds, such as white-throated swift (*Aeronautes saxatalis*), barn swallow (*Hirundo rustica*), cliff swallow (*Petrochelidon pyrrhonota*), and black phoebe (*Sayornis nigrican*s) catch their prey over open water.

The riparian community is considered a sensitive natural community by CDFW. Riparian vegetation filters pollutants in runoff; supports bank stability; and provides shade, cover, and food sources for aquatic organisms; and habitat and food for non-aquatic species.

Developed/Ruderal

There is a total of 4.92 acres of developed/ruderal habitat within the project site. Developed or ruderal (weedy) areas include dirt roads, paved roadbeds, and commercial and residential development and associated landscaping. Dominant vegetation, where present, is ruderal including yellow star thistle, prickly lettuce (*Lactuca serriola*), and non-native grasses. The developed areas within the project site have been disturbed by humans and have no potential to support special-status species.

Habitat Connectivity

Corridors between habitat concentrations serve important ecological functions related to connectivity, such as species dispersal, genetic exchange, and resilience to habitat effects of climate change. The California Department of Transportation (Caltrans) and CDFW commissioned the California Essential Habitat Connectivity Project which mapped Essential Connectivity Areas throughout California. Although the project site has not been identified as an Essential Connectivity Area, the project site is an urbanized creek corridor bounded by development. The project site functions as a local biological corridor, providing potential for local species migration and dispersal through developed portions of the City to larger open space areas to the west; because of extensive development in the eastern portion there is no connection to other habitat areas to the east. Additionally, the Dry Creek corridor provides migration, spawning, and rearing habitat for federally threatened Central Valley steelhead. Central Valley fall-run Chinook salmon is also known to occur in Dry Creek; however, spawning and summer rearing habitat likely only occurs in Antelope Creek, Miner's Ravine, and Secret Ravine because of excessively high temperatures in Cirby Creek and Linda Creek (ECORP 2016).

SPECIAL-STATUS SPECIES

Special-status species include plants and animals that are legally protected or otherwise considered sensitive by federal, state, or local resource agencies and conservation organizations. Special-status species often have relatively limited distributions and generally require specialized habitat conditions. Special-status species are defined as plants and animals in the following categories:

- listed or proposed for listing as threatened or endangered under the federal Endangered Species Act (ESA) or candidates for possible future listing;
- identified as a Bird Species of Conservation Concern by USFWS;
- listed or candidates for listing by the State of California as threatened or endangered under the California Endangered Species Act (CESA);
- listed as rare under the California Native Plant Protection Act;
- listed as Fully Protected under the California Fish and Game Code;
- identified by the CDFW as species of special concern;
- considered by CDFW to be "rare, threatened or endangered in California" (California Rare Plant Ranks (CRPR) (Lists 1A, 1B, and 2) as described below;

- considered a locally significant species, that is, a species that is not rare from a statewide perspective but is rare or uncommon in a local context such as within a county or region (CEQA §15125 (c)) or is so designated in local or regional plans, policies, or ordinances (CEQA Guidelines, Appendix G); or
- otherwise meets the definition of rare or endangered under CEQA §15380(b) and (d).

CDFW ranks species according to rarity and endangerment and categorizes plant species of concern. The CRPR is summarized as follows:

- CRPR 1A - Plants presumed to be extinct in California;
- CRPR 1B - Plants that are rare, threatened, or endangered in California and elsewhere;
- CRPR 2 - Plants that are rare, threatened, or endangered in California but more common elsewhere;
- CRPR 3 - Plants about which more information is needed (a review list); and
- CRPR 4 - Plants of limited distribution (a watch list).

All plants with a CRPR are considered “special plants” by CDFW. The term “special plants” is a broad term used by CDFW to refer to all of the plant taxa inventoried in CDFW’s CNDDB, regardless of their legal or protection status. Plants ranked as CRPR 1A, 1B, and 2 may qualify as endangered, rare, or threatened species within the definition of State CEQA Guidelines CCR Section 15380. CDFW recommends, and local governments may require, that CRPR 1A, 1B, and 2 species be addressed in an EIR. In general, CRPR 3 and 4 species do not meet the definition of endangered, rare, or threatened pursuant to CEQA Section 15380; however, these species may be evaluated by the lead agency on a case-by-case basis to determine significance criteria under CEQA.

Queries of the USFWS Birds of Conservation Concern List and CNDDB returned 28 special-status birds and two birds tracked by the CNDDB with no status. Of those 30 birds, eight are known to occur at the project site, and 10 have a low to moderate likelihood of occurring at the project site. The project site lacks suitable habitat for the other 12 birds; they have no potential of occurring at the project site, and are not discussed further.

Table 4.3-3a lists the special-status plant and wildlife species identified in the database searches (CNDDB and USFWS Information for Planning and Consultation Report) along with their habitat requirements, status, and potential to occur in the project site. Table 4.3-3b lists the sensitive natural habitats and/or sensitive vegetation alliances identified in the database searches along with their potential to occur in the project site.

Table 4.3-3a Special-Status Species Potentially Occurring or Known to Occur in the Project Site

Common Name	Scientific Name	Legal Status [1]	General Habitat Description	Habitat	Potential to occur	Rationale
Plants						
California balsamroot	*Balsamorhiza macrolepis* var. *macrolepis*	CRPR 1B.2	Cismontane woodland, valley and foothill grasslands, typically found within serpentine soils, blooms March-June	Absent	None	No serpentine soils present within the project site.
Hispid bird's-beak	*Chloropyron (=Cordylanthus) mollis* ssp. *hispidus*	CRPR 1B.1	Alkaline or saline flats in alkali meadows, iodine bush scrub, and alkali grasslands. Blooms June-Sept.	Absent	None	No suitable alkaline habitat present within the project site.
Brandegee's clarkia	*Clarkia biloba* ssp. *brandegeeae*	CRPR 4.2	Foothill woodland, chaparral, cismontane woodland, lower montane coniferous forest, often in roadcuts. Blooms May-July.	Absent	None	No suitable habitat present within the project site.
Dwarf downingia	*Downingia pusilla*	CRPR 2B.2	Vernal pools and swales, valley and foothill grasslands (mesic). Blooms March-May.	Absent	None	No suitable habitat present within the project site.
Stinkbells	*Fritillaria agrestis*	CRPR 4.2	Chaparral, cismontane woodland, pinyon and juniper woodland, valley and foothill grassland with clay substrate, sometimes serpentine. Blooms March-June.	Absent	None	No suitable habitat present within the project site.
Boggs Lake hedge-hyssop	*Gratiola heterosepala*	CRPR 1B.2	Vernal pools, marshes and swamps (lake margins) with clay substrate. Blooms April-August.	Absent	None	No suitable habitat present within the project site.
Red Bluff dwarf rush	*Juncus leiospermus* var *leiospermus*	CRPR 1B.1	Typically found in vernally mesic habitats including chaparral, cismontane woodland, meadows and seeps, valley and foothill grassland, and vernal pools. Blooms March-June.	Absent	None	No suitable vernally mesic habitat present within the project site.
Legenere	*Legenere limosa*	CRPR 1B.1	Vernal pools. Blooms April-June	Absent	None	No suitable habitat present within the project site.
Pincushion navarretia	*Navarretia myersii ssp. myersii*	CRPR 1B.1	Edges of vernal pools, often acidic. Blooms April-May.	Absent	None	No suitable habitat present within the project site.
Adobe navarretia	*Navarretia nigelliformis* ssp. *Nigelliformis*	CRPR 4.2	Typically found in clay and sometimes in serpentine soils within valley and foothill grassland (vernally mesic) and vernal pools.	Absent	None	No suitable habitat present within the project site.
Slender Orcutt Grass	*Orcuttia tenuis*	FT, SE CRPR 1B.1	Typically found in vernal pools. Blooms May-September, sometimes till October.	Absent	None	No suitable habitat present within the project site.
Sacramento Orcutt grass	*Orcuttia viscida*	FE, SE CRPR 1B.1	Northern Hardpan and Northern Volcanic Mudflow vernal pools. Blooms April-July, sometimes till September.	Absent	None	No suitable habitat present within the project site.
Sanford's arrowhead	*Sagittaria sanfordii*	CRPR 1B.2	Sloughs and slow-moving streams with silty or muddy substrate, associated with emergent marsh vegetation. Blooms May-Nov.	Present	Medium	Habitat at margins of perennial streams and in pond. Not observed during field surveys.

Table 4.3-3a Special-Status Species Potentially Occurring or Known to Occur in the Project Site

Common Name	Scientific Name	Legal Status [1]	General Habitat Description	Habitat	Potential to occur	Rationale
Animals						
An andrenid bee	*Andrena subapasta*	--	A vernal pool and grassland bee. Collects pollen primarily from California sandwort (*Eremogone =Arenaria californica*) but also butter and eggs (*Orchocarpus erianthus*) and goldfields (*Lastenia* spp.)	Present	None	California sandwort occurs in sagebrush scrub, lodgepole forest, and northern juniper woodland; therefore, it is not expected to occur within the project site. Goldfield flowers could occur at the project site but none were observed during the surveys. Despite that butter and eggs plant was observed during the surveys, this uncommon bee species occurrence dates back to 1932. No new bee occurrences reported within 5-miles of the project site
Conservancy fairy shrimp	*Branchinecta conservatio*	FE	Typically found in vernal pools that are relatively large and turbid.	Absent	None	No suitable vernal pool habitat present within the project site.
Vernal pool fairy shrimp	*Branchinecta lynchi*	FT	Vernal pools; also sandstone rock outcrop pools	Absent	None	No suitable vernal pool or rock outcrop habitat present within the project site.
Venal pool tadpole shrimp	*Lepidurus packardi*	FE	Vernal pools and ephemeral stock ponds	Absent	None	No suitable vernal pool or ephemeral stock pond habitat present within the project site.
California linderiella	*Linderiella occidentalis*	--	Seasonal pools in unplowed grasslands with old alluvial soils underlain by hardpan or in sandstone depressions. Water in the pools typically has low alkalinity, conductivity and total dissolved solids.	Absent	None	No suitable habitat present within the project site.
Valley elderberry longhorn beetle	*Desmocerus californicus dimorphus*	FT	Riparian and oak savanna habitats with elderberry shrubs; elderberries are host plant	Present	High	Suitable elderberry shrubs present in several locations within the project site and within the 165-foot buffer around the project site,
California tiger salamander	*Ambystoma californiense*	FT, ST	Typically found in natural ephemeral pools or ponds that mimic them (stock ponds that are allowed to go dry).	Absent	None	No suitable habitat present within the project site.
California red-legged frog	*Rana aurora draytoni*	FT, SSC	Permanent and semipermanent aquatic habitats, such as creeks and coldwater ponds, with emergent and subemergent vegetation and riparian species along the edges; may estivate in rodent burrows or cracks during dry periods	Absent	None	Potential dispersal habitat is present in the study area but no occurrences have been documented in the region. No suitable breeding habitat present within the project site. Presence of predatory fish, crayfish, feral cats likely preclude the presence of this species.
Western spadefoot	*Scaphiopus hammondii*	SSC	Shallow streams with riffles and seasonal wetlands, such as vernal pools in annual grasslands and oak woodlands	Absent	None	No suitable habitat present within the project site.

Table 4.3-3a Special-Status Species Potentially Occurring or Known to Occur in the Project Site

Common Name	Scientific Name	Legal Status [1]	General Habitat Description	Habitat	Potential to occur	Rationale
Giant garter snake	*Thamnophis gigas*	FT, ST	The giant garter snake has specific habitat needs that include summer aquatic habitat for foraging, bankside basking areas with nearby emergent vegetation for cover and thermal regulation, and upland refugia for extended periods of inactivity. Perennial wetlands provide the highest quality habitat for the giant garter snake, and rice lands, with interconnected water conveyance structures, serve as an alternative habitat in the absence of higher quality wetlands.	Absent	None	Suitable habitat is absent and no occurrences have been documented in the region.
Western pond turtle	*Actinemys marmorata*	SSC	Woodlands, grasslands, and open forests; occupies ponds, marshes, rivers, streams, and irrigation canals with muddy or rocky bottoms and with watercress, cattails, water lilies, or other aquatic vegetation	Present	Present	Observed in the project site, suitable aquatic habitat is present throughout the project site creeks, with suitable adjacent upland habitat in several locations.
Cooper's hawk	*Accipiter cooperi*	CDFW-WL	Typically found in woodland, chiefly of open, interrupted or marginal type. Nest sites mainly in riparian growths of deciduous trees, as in canyon bottoms on river flood-plains; also, in live oaks.	Present	Present	Observed in the project site, suitable nesting habitat present.
Western grebe	*Aechmophorus occidentalis*	BCC-W	Western Grebes breed on freshwater lakes and marshes with extensive open water bordered by emergent vegetation. During winter they move to saltwater or brackish bays, estuaries, or sheltered sea coasts and are less frequently found on freshwater lakes or rivers.	Absent	None	The project site does not support suitable habitat for this species.
Tricolored blackbird	*Agelaius tricolor*	BCC-YR, SC	Nests in patches of thorny vegetation, including blackberry and thistles, which are protected from predators, and within approximately 1 mile of suitable foraging habitat, including open water with abundant insect populations, crop land, or dairies.	Absent	None	Although this species could migrate through the project site, the project site does not support suitable foraging habitat and nesting is unlikely.
Grasshopper sparrow	*Ammodramus savannarum*	SSC	Typically found in dense grasslands on rolling hills, lowland plains, in valleys and on hillsides on lower mountain slopes. Favors native grasslands with mix grasses, forbs and scattered shrubs. Loosely colonial when nesting.	Absent	None	No suitable habitat present in the project site.
Great egret	*Ardea alba*	--	Colonial nester. Rookery sites located near marshes, tide-flats, irrigated pastures, and margins of rivers and lakes.	Present	Present	No rockery sites have been observed during field surveys. Species has been observed foraging within the project site.

Table 4.3-3a Special-Status Species Potentially Occurring or Known to Occur in the Project Site

Common Name	Scientific Name	Legal Status [1]	General Habitat Description	Habitat	Potential to occur	Rationale
Great blue heron	*Ardea herodias*	--	Colonial nester in tall trees, cliffsides, and sequestered spots on marshes. Rookery sites in close proximity to foraging areas: marshes, lake margins, tide-flats, rivers, streams, and wet meadows.	Present	Present	No rookery sites have been observed during field surveys. Species has been observed foraging within the project site.
Short-eared owl	*Asio flammeus*	BCC-W	Large areas of open grassland. Nests on ground in prairies, hayfields or stubble fields. In winter, open habitats, such as open grasslands, marshes, landfills and fallow fields, that support large number of small mammals are used.	Absent	None	The project site does not support suitable habitat for this species.
Burrowing owl	*Athene cunicularia*	BCC-YR, SSC	Typically found on open, dry annual or perennial grasslands, deserts and scrublands characterized by low growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably the California ground squirrel.	Absent	None	The project site does not support suitable habitat for this species. Presence of feral and domestic cats likely preclude the presence of this species.
Oak titmouse	*Baeolophus inornatus*	BCC-YR	Warm, open, dry oak or oak-pine woodlands. Will use scrub oaks or other brush as long as woodlands are nearby.	Present	Present	Species was heard during field surveys of the project site and oak woodland in project site provide suitable breeding habitat.
Swainson's hawk	*Buteo swainsoni*	BCC-B, ST	Nests in oaks, cottonwoods, and other native and nonnative trees in riparian habitats, roadside trees, and lone trees; forages in grasslands, irrigated pastures, and grain fields	Present	Moderate	Eight active nest sites were detected by CDFW in western Placer County in 2001; suitable nesting (woodlands) and low quality foraging habitat (grasslands) occur in the project site, but there are no known nest sites within or near the project site.
Snowy plover	*Charadrius alexandrines*	BCC-B	Breeds in coastal areas.	Absent	None	The project site does not provide suitable breeding habitat for this species.
Mountain plover	*Charadrius montanus*	BCC-W	Open, flat areas with low, sparse vegetation. Often fallow, grazed, or burned fields. Winters in California and breeds elsewhere.	Absent	None	The project site does not provide suitable habitat for this species.
Northern harrier	*Circus cyaneus*	SSC	Grasslands, meadows, marshes, and seasonal and agricultural wetlands providing tall cover	Present	Low	Grasslands provide low quality suitable nesting or foraging habitat in the project site, however, feral and domestic cats likely preclude nesting in the project site.
Western yellow-billed cuckoo	*Coccyzus americanus occidentalis*	FT, SE, BCC-YR	Typically found in riparian habitat, along broad, lower flood-bottoms of large river systems. Nests in riparian jungles of willow, often mixed with cottonwoods, with lower story of blackberry, nettle, or wild grape.	Absent	None	This species is typically associated with vast riparian habitat such as those in the Sacramento River. Riparian habitat does not provide suitable habitat for this species.

Table 4.3-3a Special-Status Species Potentially Occurring or Known to Occur in the Project Site

Common Name	Scientific Name	Legal Status [1]	General Habitat Description	Habitat	Potential to occur	Rationale
Olive-sided flycatcher	*Contopus cooperi*	BCC-B	Breeds in montane and northern coniferous forests, at forest edges and openings, such as meadows and ponds. Winters at forest edges and clearings where tall trees or snags are present.	Absent	Low during migration and unlikely to nest	No breeding records occur within the valley floor. May be observed occasionally during migration.
California yellow warbler	*Dendroica petechia brewsteri*	SSC	Nests in riparian areas dominated by willows, cottonwoods, sycamores, or alders or in mature chaparral; may also use oaks, conifers, and urban areas near stream courses	Present	Present during migration but unlikely to nest	This species has been observed and could migrate through the project site. Uncommon nester in Placer County (Shuford and Girdali 2008).
White-tailed kite	*Elanus leucurus*	SFP	Low foothills or valley areas with valley or live oaks, riparian areas, and marshes near open grasslands for foraging	Present	High	Suitable nesting (riparian woodlands) and foraging habitat (non-native annual grassland) occurs in the project site. One occurrence has been documented southeast of the project site.
Merlin	*Falco columbarius*	CDFW-WL	Typically found in seacoast, tidal estuaries, open woodlands, savannahs, edges of grasslands, and deserts, farms and ranches. Clumps of trees or windbreaks are required for roosting in open country.	Present	Low	Species is a winter migrant in the area. Does not breed in California.
Peregrine falcon	*Falco peregrinus*	BCC-W	They winter in the northern limits of their range, including portions of Canada, and are very widespread during migration. Winter in areas with large concentrations of waterfowl.	Present	Low, may be observed flying through the project site.	May occur during migration, but site does not provide suitable wintering foraging habitat because of a lack of large population of waterfowl.
Bald eagle	*Haliaeetus leucocephalus*	BCC-YR	Bald Eagles typically breed and winter in forested areas adjacent to large bodies of water. Throughout its range, selects large, super-canopy roost trees that are open and accessible. The Bald Eagle is an opportunistic forager; food habits highly varied across range and site-specific, based on prey species available. Bald Eagles use carrion of fish, birds, and mammals extensively wherever encountered at sites that provide disturbance-free access from the ground.	Absent	None	The project site does not provide suitable habitat for this species.
Yellow-breasted chat	*Icteria virens*	SSC	Nests in dense riparian habitats dominated by willows, alders, Oregon ash, tall weeds, blackberry vines, and grapevines	Present	Low	This species could migrate through the project site. The riparian community in the study area provides low quality nesting habitat for this species.

Table 4.3-3a Special-Status Species Potentially Occurring or Known to Occur in the Project Site

Common Name	Scientific Name	Legal Status [1]	General Habitat Description	Habitat	Potential to occur	Rationale
Loggerhead shrike	*Lanius ludovicianus*	BCC-YR	Inhabits open country with short vegetation and well-spaced shrubs or low trees, particularly those with spines and thorns. They frequent agricultural fields, pastures, old orchards, riparian areas, desert, scrublands, savannas, prairies, golf course and cemeteries.	Present	Moderate	The project site provides suitable breeding and foraging habitat for this species and has been observed in Maidu Park.
California black rail	*Laterallus jamaicensis coturniculus*	BCC-B, ST, FP,	Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays. Needs water depths of about one inch that do not fluctuate during the year and dense vegetation for nesting habitat	Absent	None	The project site does not provide suitable habitat for this species.
Lewi's Woodpecker	*Melanerpes lewis*	BCC-W	Open ponderosa pine forest, open riparian woodland dominated by cottonwood, and logged or burned pine forest. Their breeding distribution is widely associated with ponderosa pine distribution in western North America. Commonly reuse existing nest holes or natural cavities in trees, as they do not use newly excavated ones.	Present	Present during winter, but not expected to breed on site.	Species has been observed in the project site during winter months, but unlikely to breed there.
Long-billed curlew	*Numenius americanus*	BCC-W	Short-grass or mixed prairie habitat with flat to rolling topography while breeding; tidal estuaries, wet pasture habitats and sandy beaches while wintering; wide range of habitats used during migration. Nests are a shallow depression in the ground, with scraping initiated by male.	Absent	None	The project site does not support suitable wintering habitat for this species.
Osprey	*Pandion haliaetus*	CDFW-WL	Typically found in ocean shore, bays, freshwater lakes, and larger streams. Large nests built in tree-tops within 15 miles of a good fish-producing body of water.	Absent	None	The project site does not provide suitable habitat for this species.
Fox sparrow	*Passerella iliaca*	BCC-YR	Breed in coniferous forest and dense mountain scrub. They spend winters in scrubby habitat and forest.	Absent	Low, may be observed during migration but not expected to breed on site	The project site does not provide suitable nesting habitat for this species. This species may migrate through the project site.
Double-crested cormorant	*Phalacrocorax auritus*	CDFW-WL	Colonial nester on coastal cliffs, offshore islands and along lake margins. Nests along coast on sequestered islets, usually on grounds with slopping surface, or in tall trees along lake margins.	Absent	None	The project site does not provide suitable habitat for this species.

Table 4.3-3a Special-Status Species Potentially Occurring or Known to Occur in the Project Site

Common Name	Scientific Name	Legal Status [1]	General Habitat Description	Habitat	Potential to occur	Rationale
Yellow-billed magpie	*Pica nuttallii*	BCC-YR	Typically resides in oak savanna, open areas with large trees, and along streams. This species forages in grassland, pasture, fields, and orchards.	Present	Present	This species was observed during field surveys and the riparian and oak woodland provides suitable nesting and foraging habitat.
Nuttall's woodpecker	*Picoides nuttallii*	BCC-YR	Found primarily in oak woodlands, but also found in riparian woodlands. Tree nest cavity excavated by males with little assistance from females; male may roost in cavity as it nears completion.	Present	Present	Species was observed during field surveys. Oak woodland and riparian area provide suitable breeding and foraging habitat.
Purple martin	*Progne subis*	SSC	Inhabits woodlands, low elevation coniferous forest of Douglas fir, Ponderosa pine and Monterrey pine. Nests in old woodpecker cavities mostly, also in human-made structures.	Present	Low	Species in the Sacramento area is known to use weep holes under bridges and underpasses. May forage and migrate through the project site. Unlikely to nest in the project site.
Bank swallow	*Riparia riparia*	ST	Colonial nester, nests primarily in riparian and other lowland habitats west of the desert. Requires vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, ocean to dig nesting hole.	Absent	None	The project site does not provide suitable habitat for this species.
Williamson's Sapsucker	*Sphyrapicus thyroideus*	BCC-YR	Inhabits open coniferous and mixed coniferous-deciduous forests. They depend on quaking aspen (*Populus tremuloides*).	Absent	None	The project is outside of the current known range of the species and the project site does not provide suitable habitat for this species.
Pallid bat	*Antrozous pallidus*	SSC	Occurs in a variety of habitats from desert to coniferous forest. Most closely associated with oak, yellow pine, redwood, and giant sequoia habitats in northern California and oak woodland, grassland, and desert scrub in southern California. Relies heavily on trees for roosts when caves, crevices, and mines are not accessible.	Present	Medium	Suitable tree roosting and foraging habitat occurs in project site.
Silver-haired bat	*Lasionycteris noctivagans*	-	Primarily a coastal and montane forest dweller feeding over streams, pond and open brushy areas. Roosts in hollow trees, beneath exfoliating bark, abandoned woodpecker holes and rarely under rocks; needs access to drinking water.	Present	Medium	Suitable tree roosting and foraging habitat occurs in project site.
American badger	*Taxidea taxus*	SSC	Inhabits open stages of most shrub, forest, and herbaceous habitats with friable soils. Needs sufficient food (burrowing small mammals), friable soils, and open, uncultivated ground.	Absent	None	Project site does not provide suitable habitat for this species.
Delta smelt	*Hypomesus transpacificus*	FT, SE	Occurs in the Delta in areas that do not surpass 1-12 parts per thousand salinity (about one-third seawater).	Absent	None	Project site is outside of the current known range of the species.

Table 4.3-3a Special-Status Species Potentially Occurring or Known to Occur in the Project Site

Common Name	Scientific Name	Legal Status [1]	General Habitat Description	Habitat	Potential to occur	Rationale
Central Valley steelhead	*Oncorhynchus mykiss*	FT	Nonspawning habitat: mainly oceanic. Most spawning occurs in gravel riffles in main streams where the female forms a nest, in the gravel. Streams with temperatures near the upper tolerance level (77°F) during spawning migrations may be able to provide habitat for if a patchwork of thermal refugia is present.	Present	High	Central Valley steelhead have been documented in Dry Creek (approx. 3.5mile upriver from the project site (CNDDB). Adults and juveniles use Dry Creek for migration to upstream spawning and rearing habitat; adults may use Dry Creek for spawning. In addition, recent observations in Antelope Creek suggest that Central Valley steelhead may also rear in Antelope Creek (The confluence of Antelope and Dry Creek is located approximately 2 miles upriver of the Darling Street Bridge). Although there are no documented occurrences of steelhead in Cirby Creek, adults and downstream juveniles may use Cirby Creek for migration and adults may spawn in Linda Creek if flow conditions allow for passage.
Central Valley Chinook Salmon	*Oncorhynchus tshawytscha*	SC, SSC	Rear and spawn in freshwater in the Sacramento and San Joaquin Rivers and tributaries.	Present	High	Adults and juveniles use Dry Creek for migration, spawning, and rearing. Adults have been observed in Cirby Creek but are not likely to successfully spawn in Cirby or Linda creeks due to passage constraints and high summer water temperatures.

Note: CNDDB = California Natural Diversity Database; USFWS = U.S. Fish and Wildlife Service, NMFS = National Marine Fisheries Service,
1 Legal Status Definitions

Federal:
FE Endangered (legally protected)
FT Threatened (legally protected)
SC Species of Concern (NMFS)
BCC Bird of Conservation Concern
YR – Year Around
W – Winter
B – Breeding

State:
SFP Fully protected (legally protected)
SSC Species of special concern (no formal protection other than CEQA consideration)
SC Candidate for listing (legally protected)
SE Endangered (legally protected)
ST Threatened (legally protected)
WL Watch List

California Rare Plant Rank
1B = List 1B species: rare, threatened, or endangered in California and elsewhere.
2 = List 2 species: rare, threatened, or endangered in California but more common elsewhere.
3 = List 3 species: plants about which more information is needed to determine their status.
4 = List 4 species: plants of limited distribution.
.1 = seriously endangered in California
.2 = fairly endangered in California
.3 = not very endangered in California
– = no listing.
? = population status within that County uncertain.
* = known populations believed extirpated from that County
CNDDB Listed as a Sensitive Natural Community in the CNDDB
CDFW Vegetation alliance considered sensitive by CDFW

Sources: CNDDB 2017; ICF J & S 2009, USFWS 2017; CNPS 2017 data compiled by Ascent in 2017

Table 4.3-3b Sensitive Vegetation Alliances Potentially Occurring or Known to Occur in the Project Site

Common Name	Scientific Name	Legal Status [1]	General Habitat Description	Habitat	Potential to occur	Rationale
Sensitive Vegetation Alliances (=Sensitive Natural Communities)						
Alkali Meadow	Alkali Meadow	CNDDB	Alkali meadows are found on moist alkaline soils and are typically characterized by perennial grasses, sedges and forbs.	Absent	None	CNDDB occurrence is from 0.5 mile east of Pleasant Grove Creek, approx. 2.5 miles north of Rocklin.
Alkali Seep	Alkali Seep	CNDDB	Alkali seeps are found in seeps within alkaline soils and are typically characterized by perennial grasses, sedges and forbs.	Absent	None	CNDDB occurrence is from 0.5 mile east of Pleasant Grove Creek, approx. 2.5 miles north of Rocklin.
Northern Hardpan Vernal Pool	Northern Hardpan Vernal Pool	CNDDB	Northern Hardpan Vernal Pools are formed on alluvial terraces with silicate-cement soil layers. These pool types are on acidic soils and exhibit well-developed mima mound topography found on the eastern margins of the Central Valley.	Absent	None	The project site does not support vernal pool habitat.
Northern Volcanic Mud Flow Vernal Pool	Northern Volcanic Mud Flow Vernal Pool	CNDDB	Northern Volcanic Mud Flow Vernal Pool are formed by an impervious bedrock layer of volcanic origin. These pool types are found on the eastern and coastal portions of the Central Valley, and tend to be small and restricted in distribution.	Absent	None	The project site does not support vernal pool habitat.
Valley Needless Grassland	Valley Needless Grassland	CNDDB	Usually on fine-textured (often clay) soils, moist or even waterlogged during winter, but very dry in summer. Often interdigitates with Oak Woodlands on moister, better drained sites.	Present	Absent	The grassland observed in the project site is characteristic of non-native grassland.
Valley Oak Woodland Alliance	*Quercus lobata* Woodland Alliance	CDFW	On deep, well-drained alluvial soils, usually in valley bottoms, apparently with more moisture in summer than in Blue Oak Woodland	Present	Present	Valley Oak riparian woodland is present on the project site and provides food and cover for many species of wildlife.

Note: CNDDB = California Natural Diversity Database; USFWS = U.S. Fish and Wildlife Service, NMFS = National Marine Fisheries Service,
1 Legal Status Definitions
CNDDB Listed as a Sensitive Natural Community in the CNDDB
CDFW Vegetation alliance considered sensitive by CDFW
Sources: CNDDB 2017; ICF J & S 2009, USFWS 2017a; CNPS 2017 data compiled by Ascent in 2017

The project site contains known occurrences or potential habitat for the following special-status species:

- Potential habitat for VELB, a species listed as threatened under the ESA, occurs in several elderberry shrubs in locations throughout the project site.
- Central Valley steelhead, which is listed as threatened under the ESA have been documented in Dry Creek, approximately 3.5 mile upstream of the project site. Adults and juveniles use Dry Creek for migration to upstream spawning and rearing habitat; adults may use Dry Creek for spawning. In addition, recent observations in Antelope Creek suggest that Central Valley steelhead may also rear in Antelope Creek (The confluence of Antelope Creek and Dry Creek is located approximately 2 miles upriver of the Darling Street Bridge.). Although there are no documented occurrences of steelhead in Cirby Creek, adults and downstream juveniles may use Cirby Creek for migration and adults may spawn in Linda Creek if flow conditions allow for passage. Dry Creek has been designated as critical habitat for steelhead.
- All three creeks potentially provide suitable habitat for fall-run Chinook salmon belonging to the Central Valley fall/late fall–run Chinook salmon evolutionarily significant unit. This anadromous fish is a federal (NMFS) and California species of concern and a commercially valuable species.
- Potentially suitable nesting habitat for Swainson's hawk (listed as threatened under CESA), and nesting and foraging habitat for white-tailed kite (designated as fully protected under the California Fish and Game Code) and other special-status migratory birds and raptors (e.g., Cooper's hawk, great egret, great blue heron, oak titmouse, northern harrier, olive-sided flycatcher, California yellow warbler, Merlin, peregrine falcon, yellow-breasted chat, loggerhead shrike, Lewi's woodpecker, fox sparrow, yellow-billed magpie, Nuttall's woodpecker, and purple martin).
- Some mature trees may provide potential roosting habitat for bats. In the project area, silver-haired bat could use mature oak, cottonwood, sycamore, or other deciduous trees that provide suitable thermal conditions for roosting. Pallid bat, also a species of special concern, roost in trees very rarely, but may forage for insects near the creeks.
- Suitable aquatic and upland habitat along the creek corridors for western pond turtle, a CDFW species of special concern.
- Suitable habitat for Sanford's arrowhead, a CRPR 1B.2 ranked plant species, occurs within Linda, Dry, and Cirby Creeks.
- Riparian, wetlands, valley oak riparian woodland alliances are considered sensitive natural communities or sensitive vegetation alliances by CDFW and occur in the project site.

SENSITIVE HABITATS

Sensitive habitats include: a) areas of special concern to resource agencies; b) areas protected under CEQA; c) areas designated as sensitive natural communities or vegetation alliances by CDFW; d) areas outlined in Section 1600 of the Fish and Game Code; e) areas regulated under Section 404 of the federal CWA; f) areas protected under Section 401 of the CWA; and g) areas protected under local regulations and policies.

Sensitive natural communities occurring in the project site include riparian, valley oak riparian woodland, and wetlands and other potential waters of the United States.

CRITICAL HABITAT

Critical habitat is designated by USFWS or NMFS as a specific geographic area that contains features essential for the conservation of a federally listed species. Federal agencies are required to consult with USFWS or NMFS to ensure their actions will not destroy or adversely modify critical habitat. Mapped boundaries of critical habitat are generally large.

Dry Creek is designated Critical Habitat for Central Valley steelhead. NMFS determined that Dry Creek contains critical habitat for steelhead based on the presence of physical and biological factors that are essential to the conservation of that species (70 FR 52521). Potential critical habitat designations in the vicinity of the project site were identified using the USFWS Critical Habitat Portal (see Appendix D of this Draft EIR) and the National Oceanic and Atmospheric Administration (NOAA) Fisheries ESA Critical Habitat shapefiles. Additionally, the Dry Creek watershed is subject to the Magnuson-Stevens Fishery Conservation and Management Act and regulation by the Pacific Coast Salmon Fisheries Management Plan.

4.3.3 Regulatory Setting

Biological resources are protected and/or regulated by a variety of federal, state, and local laws and policies. Key regulatory and conservation planning issues applicable to the proposed project are discussed below.

FEDERAL

Federal Endangered Species Act

USFWS and NMFS enforce the provisions stipulated within ESA (16 USC Section 1531 et seq.). Threatened and endangered species on the federal list (50 Code of Federal Regulations [CFR] Section 17.11, and 17.12) are protected from take, defined as direct or indirect harm, unless a Section 10 permit is granted to an entity other than a federal agency or a Biological Opinion with incidental take provisions is rendered to a federal lead agency via a Section 7 consultation. Pursuant to the requirements of ESA, a federal action agency reviewing a proposed project within its jurisdiction must determine whether any federally listed species may be present in the project site and determine whether the proposed project may affect such species and if so, consultation with USFWS and NMFS is required. Under ESA, habitat loss that results in harm may be considered take of the species. USFWS and/or NMFS are required to determine whether the project is likely to jeopardize the continued existence of any species that is proposed for listing under ESA or to result in the destruction or adverse modification of critical habitat proposed or designated for such species (16 USC 1536[3], [4]).

Magnuson-Stevens Fishery Conservation and Management Act

In response to growing concern about the status of United States fisheries, Congress passed the Sustainable Fisheries Act of 1996 (Public Law [PL] 104-297) to amend the Magnuson-Stevens Fishery Conservation and Management Act (PL 94-265), the primary law governing marine fisheries management in the Federal waters of the United States. The Magnuson-Stevens Conservation and Management Act, as amended (U.S.C. 180 et seq.), requires that Essential Fish Habitat (EFH) be identified and described in federal fishery management plans. Federal action agencies must consult with NOAA Fisheries on any activity which they fund, permit, or carry out, that may adversely affect EFH. NOAA Fisheries is required to provide EFH conservation and enhancement recommendations to the Federal action agencies. EFH is defined as those waters and substrates necessary to fish for spawning, breeding, feeding or growth to maturity.

Executive Order 11990: Protection of Wetlands

Executive Order 11990, signed May 24, 1997, directs federal agencies to refrain from assisting in or giving financial support to projects that encroach on publicly or privately owned wetlands. It further requires that federal agencies support a policy to minimize the destruction, loss, or degradation of wetlands. A project that encroaches on wetlands may not be undertaken unless the agency has determined that (1) there are no practicable alternatives to construction, (2) the project includes all practicable measures to minimize harm to wetlands affected, and (3) the impact will be minor.

Section 404 of the Clean Water Act

Section 404 of the Federal CWA requires a project applicant to obtain a permit before engaging in any activity that involves any discharge of dredged or fill material into waters of the United States, including wetlands. Fill material is material placed in waters of the United States where the material has the effect of replacing any portion of a water of the United States with dry land, or changing the bottom elevation of any portion of a water of the United States. Waters of the United States include navigable waters of the United States; interstate waters; all other waters where the use, degradation, or destruction of the waters could affect interstate or foreign commerce; relatively permanent tributaries to any of these waters, and wetlands adjacent to these waters. Wetlands are defined as those areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Potentially jurisdictional wetlands must meet three wetland delineation criteria: hydrophytic vegetation, hydric soil types, and wetland hydrology. Wetlands that meet the delineation criteria may be jurisdictional under Section 404 of CWA pending USACE verification.

Section 401 Water Quality Certification

Under Section 401 of the CWA, an applicant for a Section 404 permit must obtain a certificate from the appropriate state agency stating that the intended dredging or filling activity is consistent with the state's water quality standards and criteria. In California, authority to grant water quality certification is delegated by the State Water Resources Control Board to the nine regional water quality control boards (RWQCBs).

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA), first enacted in 1918, provides for protection of international migratory birds and authorizes the Secretary of the Interior to regulate the taking of migratory birds. The MBTA provides that it shall be unlawful, except as permitted by regulations, to pursue, take, or kill any migratory bird, or any part, nest, or egg of any such bird. The current list of species protected by the MBTA can be found in Title 50 of the CFR, Section 10.13 (50 CFR 10.13). The list includes nearly all migratory birds native to the United States.

STATE

California Endangered Species Act

Pursuant to the CESA, a permit from CDFW is required for projects that could result in the "take" of a plant or animal species that is listed by the state as threatened or endangered. Under CESA, "take" is defined as an activity that would directly or indirectly kill an individual of a species, but the CESA definition of take does not include "harm" or "harass," like the ESA definition does. As a result, the threshold for take is higher under CESA than under ESA.

Pursuant to the requirements of CESA, a state or local agency reviewing a proposed project within its jurisdiction must determine whether any state-listed species may be present in the project site and determine whether the proposed project will have a potentially significant impact upon such species. Project-related impacts to species on the CESA list would be considered significant and would require mitigation. Impacts to species of concern and fully protected species would be considered significant under certain circumstances. Authorization for take of state-listed species can be obtained through a California Fish and Game Code Section 2081 incidental take permit.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act requires that each of the nine RWQCBs prepare and periodically update basin plans for water quality control. Each basin plan sets forth water quality standards for surface water and groundwater and actions to control nonpoint and point sources of pollution to achieve and maintain these standards. Basin plans offer an opportunity to protect wetlands through the establishment of water quality objectives. RWQCB jurisdiction includes waters of the United

States as well as areas that meet the definition of "waters of the state." Waters of the state is defined as any surface water or groundwater, including saline waters, within the boundaries of the state. The RWQCB has the discretion to take jurisdiction over areas not federally protected under Clean Water Act Section 404 provided they meet the definition of waters of the state. Mitigation requiring no net loss of wetlands functions and values of waters of the state is typically required by the RWQCB.

California Fish and Game Code

Section 1602 of the California Fish and Game Code

All diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake in California that supports wildlife resources are subject to regulation by CDFW under Sections 1600 et seq. of the California Fish and Game Code. Under Section 1602, it is unlawful for any person to substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake designated by CDFW, or use any material from the streambeds, without first notifying CDFW of such activity and obtaining a final agreement authorizing such activity. "Stream" is defined as a body of water that flows at least periodically or intermittently through a bed or channel having banks and that supports fish or other aquatic life. CDFW's regulatory authority within altered or artificial waterways is based on the value of those waterways to fish and wildlife.

Fully Protected Species

Protection of fully protected species is described in Sections 3511 (birds), 4700 (mammals), 5050 (amphibians and reptiles), and 5515 (fish) of the California Fish and Game Code. These statutes prohibit take or possession of fully protected species and do not provide for authorization of incidental take. CDFW has informed nonfederal agencies and private parties that their actions must avoid take of any fully protected species.

Protection for Bird Nests and Raptors

Section 3503 of the California Fish and Game Code states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird. Section 3503.5 specifically states that it is unlawful to take, possess, or destroy any raptors (e.g., hawks, owls, eagles, and falcons), including their nests or eggs. Section 3513 of the California Fish and Game Code codifies the federal Migratory Bird Treaty Act.

LOCAL

City of Roseville Zoning Ordinance – Tree Preservation (Chapter 19.66)

City of Roseville's Section 19.66.050, Arborist Report Chapter 19.66, Article IV, Tree Preservation Code provides protection and preservation for native oak trees with a goal of reforesting urban areas. The ordinance protects native oak trees 6 inches or more in diameter at breast height and specific landmark trees. The ordinance requires a permit for any activity that would harm, destroy, kill, or remove any protected tree. In addition to removal, grading (cut or fill) and trenching within the dripline are subject to permit approval.

As a component of the permit process, protected trees must be replaced or relocated on-site or through payments to an approved in-lieu fund used to purchase, plant, irrigate, and maintain trees within Roseville.

The ordinance states:

> **Section 19.66.030 Tree Permits:** Permit required. No person shall conduct any regulated activities within the protected zone of any protected tree; or harm, destroy, kill or remove any protected tree unless authorized by a tree permit.

B. Type of Permit.

1. Administrative Tree Permit. An administrative tree permit is required for any regulated activity affecting one or more protected trees, when the regulated activity is not associated with a discretionary project, does not include the removal of a protected tree, and the requested encroachment does not exceed 20 percent of the projected zone of any individual protected tree.

2. Tree Permit. A tree permit is required for any regulated activity within the protected zone of a protected tree where the encroachment exceeds 20 percent of the protected zone, or where the regulated activity is related to a discretionary project. In addition, a tree permit is required for the removal of any protected tree, unless otherwise exempted by this chapter. Tree permits may be conditioned to include replacement of trees in kind. The replacement requirement shall be calculated based upon an inch for an inch replacement of the removed trees (an inch being equivalent to a 15-gallon tree). The total of replacement trees shall equal the combined diameter of the trees removed. A minimum of 50 percent of replacement trees shall be native. The preferred replacement alternative is on site.

It should be noted that City projects, programs, and activities do not require issuance of a formal Tree Permit but otherwise comply with all ordinance requirements, including mitigation requirements.

City of Roseville General Plan

The City of Roseville General Plan 2035 establishes goals and policies for the preservation of the value of biological resources in the community (City of Roseville 2016). These policies are specific to vegetation and wildlife. However, other policies intended to preserve water quality, air quality, and other features also benefit and protect biological resources. Those goals and policies applicable to the proposed project are listed below.

GOAL 1: Preserve, protect and enhance a significant system of interconnected natural habitat areas, including creek and riparian corridors, oak woodlands, wetlands, and adjacent grassland areas.

GOAL 2: Maintain healthy and well-managed habitat areas in conjunction with one another, maximizing the potential for compatible open space, recreation, and visual experiences.

GOAL 3: Protect special status species and other species that are sensitive to human activities.

- **Policy 1:** Incorporate existing trees into development projects, and where preservation is not feasible, continue to require mitigation for the loss of removed trees. Particular emphasis shall be placed on avoiding the removal of groupings or groves of trees.
- **Policy 2:** Preserve and rehabilitate continuous riparian corridors and adjacent habitat along the City's creeks and waterways.
- **Policy 4:** Require preservation of contiguous areas in excess of the 100-year flood plain as merited by special resources or circumstances. Special circumstances may include but are not limited to, sensitive wildlife or vegetation, wetland habitat, oak woodland areas, grassland connections in association with other habitat areas, slope or topographical considerations, recreation opportunities, and maintenance access requirements.
- **Policy 5:** Limit recreation activities within the City's Regulatory Floodplain, as defined in the Safety Element, and require appropriate setback areas for trails and other public recreation uses so that natural resource areas are not adversely impacted.
- **Policy 6:** Provide for protection and enhancement of native fishery resources, including continue coordination with the California Department of Fish and Wildlife to release water into Linda Creek.

Placer County Conservation Plan

The Placer County Conservation Plan (PCCP) is currently in preparation. Placer County, CDFW, and USFWS finalized an HCP/NCCP planning agreement in December 2001. The PCCP would encompass western Placer County. The goal of the PCCP is to provide an effective framework to protect, enhance, and restore the natural resources in specific areas of western Placer County, while streamlining the permitting of a range of land development, infrastructure improvements, and habitat restoration actions known as "covered activities." The PCCP would include the Western Placer County Habitat Conservation Plan and Natural Community Conservation Plan and the Western Placer County Aquatic Resources Program, referred to as the CARP. The CARP will protect streams, wetlands, and other water resources and fulfill the requirements of the Federal Clean Water Act (Section 401 and 404) and analogous State laws and regulations. Together, the permits issued under these plans and programs represent all of the major wetland and endangered species act permits that are required for land development activity that may occur on public and private property in Western Placer County (Placer County 2018:4-1 and 4-2).

4.3.4 Impacts and Mitigation Measures

SIGNIFICANCE CRITERIA

Based on Appendix G of the CEQA Guidelines, the proposed project was determined to result in a significant impact to biological resources if it would:

- 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 CDFW or USFWS;
- have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by CDFW or USFWS;
- have a substantial adverse effect on federally-protected wetlands, as defined by Section 404 of the Clean Water Act, through direct removal, filling, hydrological interruption, or other means;
- interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites; or
- conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan.

METHODS AND ASSUMPTIONS

Potential impacts on biological resources resulting from project construction were determined by evaluating the project plans in relation to the habitat characteristics of the project site, quantifying potential loss of common and sensitive habitats, and evaluating potential effects to common and special-status species that could result from this habitat loss. An arborist survey was not conducted to exactly identify the trees within the project site, nor have preliminary engineering plans precisely identified trees or the quantity that would be removed for project construction.

On July 9 and 30, 2014, an elderberry shrub survey was conducted by ECORP biologists according to the USFWS Conservation Guidelines for Valley Elderberry Longhorn Beetle (USFWS 1999). Information collected during the elderberry survey included a visual inspection of all elderberry shrubs documented on the project site and within 100-foot buffer of the project site, a count of each elderberry stem over one-inch in diameter, and observations of exit holes.

In May 2017, USFWS issued the *Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle* (VELB framework), which includes an updated protocol for evaluating the potential effects of proposed projects on VELB or its habitat, and updated avoidance, conservation, and compensatory mitigation measures. On October 3 and 4, 2017, the project site was re-evaluated for elderberry shrubs, according to the updated survey methods outlined in the VELB framework (USFWS 2017b). For the 2017 survey, the survey buffer was increased from 100 feet to 165 feet, as per the updated protocol. The locations of elderberry shrubs recorded in 2014 were confirmed and the location of all new elderberry shrubs not previously documented were digitally recorded, using a global positioning system (GPS) data logger (Trimble Geo 7 Series). According to the updated survey methods, only the location of elderberry shrubs located within riparian habitat was recorded as opposed to presence or absence of exit holes because elderberry shrubs located within riparian habitat are automatically assumed to be occupied by VELB. Also, a tally of stems greater than one inch in diameter is not required by the updated survey methods; therefore, data on stem count was not recorded. Areas on the project site or within the buffer that were on steep slopes and inaccessible by foot were visually surveyed from the bottom and top of the slope. Fully developed urban areas and private property on the project site or within the 165-foot buffer were not surveyed.

Shaded riverine aquatic (SRA) habitat within the project site was estimated using existing habitat mapping data. For purposes of the SRA analysis, the SRA was mapped at in-water work locations where adjacent wooded habitats (i.e., riparian and oak riparian woodland) were located adjacent to existing aquatic habitats (e.g., Dry Creek, Cirby Creek, Linda Creek, and Strap Ravine). SRA acreage calculations at these locations included the area from the centerline of a given aquatic feature (e.g., creek centerline) outward to an area of 5 feet up the bank from the features OHWM and along both banks. This method assumes this “footprint” supports overhead vegetation that provides 100 percent shading of the adjacent aquatic feature and, therefore, may overestimate the amount of existing shaded aquatic habitat. It also may overestimate the amount of vegetation removal that contributes to SRA habitat because at some locations SRA habitat is the result of large oak or riparian trees set back more than 5 feet from the creek bank that would not be removed and therefore would continue to provide SRA function. Similarly, this method does not account for SRA impacts that may occur from trail construction. However, trail construction areas, for the most part are further away from creek areas and thus the impacted vegetation, which is typically ruderal grassland or shrubbery, does not contribute to SRA habitat.

ISSUES OR POTENTIAL IMPACTS NOT DISCUSSED FURTHER

Subsection 4.3-2, “Environmental Setting,” discusses all special-status plant, animal species, and sensitive habitats evaluated in this analysis, and Tables 4.3-3a and 4.3-3b summarize the potential for each of these species and habitats to occur on the project site. Those sensitive habitats, and plant and animal species not expected to occur, or with a low probability to occur (because of a lack of suitable habitat, or lack of other occurrence records) are not addressed further in this analysis. Additionally, some wildlife species that could occur on the project site or on the project site occasionally are not expected to be affected by construction and use of the project. Although a comprehensive list of special-status species was considered and evaluated for potential effects, the following impact analysis focuses on resources expected to be affected by project implementation.

The project site is outside the proposed PCCP area and the City of Roseville is not a participating City. Because the project is outside of the plan area of the PCCP, an analysis of the project’s consistency with the PCCP is not needed.

IMPACT ANALYSIS

Impact 4.3-1	Disturbance and loss of waters of the United States, waters of the state and riparian habitat.
Applicable Policies and Regulations	Executive Order 11990 Protection of Wetlands Section 404 of the Clean Water Act Section 401 Water Quality Certification Porter-Cologne Water Quality Control Act California Fish and Game Code Section 1602 City of Roseville General Plan Open Space and Conservation Element
Significance with Policies and Regulations	Proposed Project: Significant Alignment Option 1A: Significant Alignment Option 1C: Significant Alignment Option 5A: Significant
Mitigation Measures	Mitigation Measure 4.3-1 (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

Construction Impacts

Construction of the Proposed Trail Alignment would require removal of wetland and riparian vegetation, grading, placement of aggregate base material, and construction of five roadway undercrossings, construction or modification of up to eight bridges (refer to Table 3-2 in Chapter 3, “Project Description”), and approximately 27,000 square feet of retaining walls (refer to Table 3-3 in Chapter 3, “Project Description”). In addition, a maximum of eight temporary stream crossings or stream diversions would be required during construction. These activities would create ground disturbance in the adjacent upland area, along the stream banks, and within the stream channel of Dry, Linda, and Cirby Creeks and other wetlands.

The proposed project has been designed to include the smallest feasible footprint to minimize temporary, indirect, and permanent impacts to wetlands and other waters of the United States, and waters of the state and riparian habitat. Work within waters of the United States and waters of the state is necessary to install bridges and to install stream bank stabilization measures in areas where existing perennial streams are eroding towards homes and private property and could undermine the planned trail. Other waters of the United States and waters of the state temporarily affected by the project activities would be restored and enhanced as a component of stream bank stabilization and bridge installation. Riparian vegetation removal is necessary for the construction of the Proposed Trail Alignment and also for the trail approach to the bridges and to install stream bank stabilization measures.

Implementation of the Proposed Trail Alignment would result in an anticipated permanent fill of 0.26 acre and temporary fill estimated to be 0.58-acre, total wetlands and waters. Implementation of the Proposed Trail Alignment would result in an anticipated removal of up to 0.70 acre of riparian habitat and temporary effects on riparian habitat of up to 0.70 acre. Riparian habitat in the valley and foothill area can be found in association with oak woodland. Implementation of the Proposed Trail Alignment would result in permanent removal of up to 4.30 acres of valley oak riparian woodland habitat and the temporary disturbance of up to 4.90 acres of valley oak riparian woodland habitat.

Wetland acreages are based on the draft Dry Creek Greenway Multi-Use Trail Project Wetland Delineation and Other Waters (Ascent Environmental 2016) and existing habitat mapping data.

Riparian and valley oak riparian woodland habitat acreages are based on the draft Dry Creek Greenway Multi-Use Project Biological Assessment.

As discussed above, the proposed project would require temporary and permanent disturbance below the ordinary high-water mark of Dry, Cirby, and Linda Creeks for the installation of bridges, roadway undercrossings, and stabilization of stream banks. With the exception of the Darling Way Bridge, all proposed bridges would fully span the low flow channel of the stream. Each abutment, at six of the bridges, would be supported by up to four 24-inch diameter piles drilled into the stream bank. The Darling Way bridge would require one pile to be installed within the low flow channel of the stream.

The construction area for all in-water work areas would be isolated from the flow of the creek through the temporary use of a water tight coffer dam. The coffer dam would isolate the construction area, minimize the temporary increase in turbidity within the stream, prevent scour and maintain soil- and water-free footings to allow for in-water work. After in-water work construction, the coffer dam would be removed and the remaining portion of the bridge would be constructed. Additional best management practices (BMPs) such as barriers and silt fencing would be implemented to avoid or minimize fill into waters.

The amount of in-stream disturbance resulting from construction of undercrossings would be minimized through the use of existing structures. Four of the undercrossings would be beneath existing bridges and would require excavation for the installation retaining walls, excavation and removal of soil, and installation of concrete and rock slope protection. The fifth undercrossing (at Rocky Ridge Drive) would add a sixth box culvert to the series of culverts that comprise the stream crossing. This would require excavation for construction of retaining walls and wing walls, and installation of cutoff walls that isolate the work site from groundwater and minimize the need for dewatering.

Streambank stabilization using gabion baskets would be constructed in up to four locations (refer to gabion basket wall #1 on Exhibit 3-5, #2 and #3 on Exhibit 3-6, #4 on Exhibit 3-9, and gabion basket wall #5 on Exhibit 3-12 in Chapter 3, “Project Description”), would result in the permanent loss of 1,236 square feet of stream bed. Installation of the gabions would involve excavation of areas within the stream bed and bank, stream diversions in two locations on Linda Creek and excavation of a sand bar in Cirby Creek to create a secondary low flow channel. Exhibit 4.8-3 (see Section 4.8, “Hydrology and Water Quality”) provides an example of potential streambank stabilization work within Cirby Creek.

It is anticipated that bridge piles would be used for the abutments for all the new pedestrian bridges located within the floodplain. With the exception of the Darling Way Bridge, all of the proposed bridges would span the creeks and no piles would be constructed within the existing creek channel. Pile driving would not be required and piles at Darling Street Bridge will be cast in drilled hole piles. The wet soil (except the bottom 10 feet of soil) and water would then be pumped out of the steel casing of the pile and into a collection system. Water pumped from excavation activities in the stream channel or in areas of high groundwater would contain suspended sediments and other solids and could negatively affect water quality if discharged directly to the adjacent stream, wetlands or municipal storm drains.

The potential effects of dewatering discharge would be minimized through compliance with existing Central Valley Regional Water Quality Control Board regulations such as the General Dewatering Permit (Order No. R5-2013-0073-01, National Pollutant Discharge Elimination System (NPDES) No. CAG995002) as described in Section 4.8, “Hydrology and Water Quality.”

Temporary stream diversions (clear water diversions) would be installed for the construction of the Rocky Ridge and Old Auburn Road undercrossing and for the stream bank stabilization areas. Clear water diversions are used in waterways to enclose a construction area and reduce sediment pollution from construction work taking place in or adjacent to water. The diversions would consist of a temporary dam constructed just upstream of the existing bridge and temporary pipes of sufficient number and size to carry stream flow from the temporary dam, through the construction site, to a point downstream. In addition to a piped diversion, the Cirby Creek bank stabilization area, near Machado

Lane, would also include the excavation of a secondary low flow channel in a sand bar on the opposite side of the stream bed (see gabion basket wall #1 on Exhibit 3-5). This secondary channel would be vegetated with native grasses and would remain after completion of the project. After the completion of in-channel construction, the diversion dams would be removed and the streambed restored.

Use-related Impacts

The long-term maintenance and repair of the multi-use path and bridge structures would require the use of various tools and equipment that have the potential to introduce fill or other materials into Dry, Linda, and Cirby Creeks. In addition, the creation of impervious surfaces associated with the Proposed Trail Alignment could result in indirect impacts to Dry, Linda, and Cirby Creeks and other downstream waters as a consequence of runoff. The City of Roseville Parks Maintenance Division is required to have a fleet and equipment in working order and leak free. Maintenance vehicles would be required to stay within paved portions of the trail or within existing dirt access roads where feasible. Maintenance crews follow BMPs and receive training prior to working in City Preserves or open habitat. Maintenance and monitoring is conducted in accordance with the Roseville Open Space Preserve Overarching Management Plan (and related USFWS Biological Opinion (81420-2008-F-1958-3)) and the California Department of Fish and Wildlife Streambed Alteration Agreement for Routine Maintenance. These indirect impacts would be further minimized through compliance with protective City and state regulations as described in Section 4.8, “Hydrology and Water Quality.” The project would be required to install and maintain permanent post construction water quality BMPs such as revegetation and stabilization of disturbed areas and contouring to mimic natural drainage patterns (as required by the storm water pollution prevention plan [SWPPP]) (see Impact 4.8-2 in Section 4.8).

Conclusion

Project implementation would result in overall permanent loss of 0.26 acre of wetlands and other waters of the United States and waters of the state and associated riparian habitat. Implementation of each phase of the Proposed Trail Alignment would require that the City submit the wetland delineation report to the USACE in advance of a permit application for that phase, and request a preliminary jurisdictional determination. Based on the preliminary jurisdictional determination, the City would determine the exact acreage of waters of the United States and waters of the state that would be filled as a result of each phase of project implementation. Impact acreages could be further refined following final design plans and construction specifications prior to final permitting. The City would require a 404 permit from the USACE. A 401 certification from RWQCB would be required as well. A Section1602 Streambed Alteration Agreement from CDFW would also be required for work in the bed, bank, or channel of the perennial streams. Loss of wetlands and waters of the United States and waters of the state would be a **significant** impact.

Alignment Option 1A

Option 1A (refer to Exhibit 3-13 in Chapter 3, “Project Description”) is the same as the proposed trail alignment until the approach to the Dry Creek/Cirby Creek confluence and the first bridge. Where the Proposed Trail Alignment would cross Dry Creek via Bridge #2 and continue on the northern bank of Cirby Creek, Option 1A would cross Dry Creek via Bridge #3. By remaining on the south bank of Cirby Creek, Option 1A would not require the construction of Bridge #2 or Bridge #4. The streambank of Cirby Creek is moderately erosive in the Option 1A area, and the proximity of private property would require the path to be located near the top of the bank. For this reason, Option 1A would require an additional 765 linear feet of retaining walls or streambank stabilization when compared to the Proposed Trail Alignment (see retaining wall #35, #36, and #37 and rock slope protection #25 and #26 on Exhibit 3-13). However, because this option does not require the construction of Bridge #2 or Bridge #4, the total permanent impacts to wetlands and/or waters is 0.01 acre less than the Proposed Trail Alignment. Similarly, temporary impacts to wetlands and/or waters is 0.03 acre less than the Proposed Trail Alignment. Alignment Option 1A would permanently affect up to 0.75 acre of riparian (0.05 acre more than the Proposed Trail Alignment) and temporarily disturb up to 0.70 acre of riparian. Alignment Option 1A would permanently affect up to 4.10 acres of valley oak riparian woodland (0.2 acre less than the Proposed Trail Alignment) and temporarily disturb up to 4.80 acres of valley oak riparian woodland

(0.10 acre less than the Proposed Trail Alignment). Although Alignment Option 1A would affect less acreage of valley oak riparian woodland than the Proposed Trail Alignment, it would result in permanent loss and temporary disturbance of wetlands and other waters of the United States, waters of the state, and associated riparian habitat. This would be a **significant** impact.

Alignment Option 1C

Option 1C (refer to Exhibit 3-14 in Chapter 3, "Project Description") is the same as the Proposed Trail Alignment and would have the same bridges and undercrossings described above in regards to the Proposed Trail Alignment with the exception that the first portion of the trail near Darling Way would be located on the northeastern side of Dry Creek. The northeastern bank of Dry Creek is steep and erosive with little distance between the top of the bank and the adjacent private property (CBEC 2014). Because of this, implementation of Option 1C would require an additional 1,080 linear feet of streambank stabilization (see retaining walls #38 through #43 and gabion basket wall #6 on Exhibit 3-14). Under Option 1C permanent impacts to wetlands and/or waters would be 0.01 acre less than the Proposed Trail Alignment, and Option 1C temporary impacts would be 0.05 acre less than the Proposed Trail Alignment. Alignment Option 1C would permanently affect up to 1.25 acres of riparian (0.55 acre more than the Proposed Trail Alignment) and temporarily disturb up to 0.90 acre of riparian (0.20 acre more than the Proposed Trail Alignment). Project implementation with Alignment Option 1C would permanently affect up to 4.25 acres of valley oak riparian woodland (0.05 acre less than the Proposed Trail Alignment) and temporarily disturb up to 4.85 acres of valley oak riparian woodland (0.05 acre less than the Proposed Trail Alignment). Although project implementation with Alignment Option 1C would result in less permanent loss and less temporary disturbance of wetlands and other waters of the United States, waters of the state, and associated riparian habitat, than the proposed project, this would be a **significant** impact.

Alignment Option 5A

Implementation of Alignment Option 5A (refer to Exhibit 3-15 in Chapter 3, "Project Description") would require the same permitting and certification procedures as described above under the Proposed Trail Alignment. Option 5A would affect an additional 635 linear feet of stream habitat when compared to the Proposed Trail Alignment because of additional retaining wall construction. The permanent impacts to wetlands and/or waters under Option 5A would be 0.0005 acre more than the Proposed Trail Alignment, and the temporary impacts to wetlands and/or waters would be 0.001 acre less than the Proposed Trail Alignment. Alignment Option 5A would have the same permanent and temporary riparian impact as the Proposed Trail Alignment. However, Alignment Option 5A would permanently affect 4.60 acres of valley oak riparian woodland (0.30 acre more than the Proposed Trail Alignment) and temporarily disturb 5.10 acres of valley oak riparian woodland (0.20 acre more than the Proposed Trail Alignment). Implementation of Option 5A would result in permanent loss and temporary disturbance of wetlands and other waters of the United States, waters of the state, and associated riparian habitat. This would be a **significant** impact.

Mitigation Measures

Mitigation Measure 4.3-1: Wetlands, waters of the United States, and water of the state.

This mitigation would apply for the Proposed Trail Alignment, Alignments Options 1A, 1C, and 5A.

The City shall implement the following measures to compensate for the loss of wetlands, waters of the United States, waters of the state, and riparian habitat:

a. The City shall submit a wetland delineation report to USACE and request a preliminary jurisdictional determination. Based on the jurisdictional determination, the City shall determine the exact acreage of waters of the United States and waters of the state that would be filled as a result of project implementation.

b. The City shall replace on a "no net loss" basis (minimum 1:1 ratio) (in accordance with USACE, CDFW, and/or RWQCB) the acreage and function of all wetlands and other waters that would be removed, lost, or degraded as a result of project implementation. Wetland habitat shall be replaced at an acreage and location agreeable to USACE, CDFW, and the Central Valley RWQCB and as determined during the Section 401, Section 404, and Section 1602 permitting processes. The ratio of stream habitat restoration/replacement shall consider value for Central Valley steelhead and Chinook salmon (as discussed under Mitigation Measure 4.3-2). Habitat shall either be restored on the affected stream and within City property, or at an approved mitigation bank. In either instance, compensatory mitigation will be approved by USACE, CDFW, and RWQCB.

c. The City shall obtain a USACE Section 404 Individual Permit, RWQCB Section 401 certification, and a Section 1602 streambed alteration agreement from CDFW before any groundbreaking activity within 50 feet of any wetland or water of the United States. The City shall implement all permit conditions, which may include contributions to an approved wetland mitigation bank or through the development and implementation of a Compensatory Wetland, Stream and Riparian Mitigation and Monitoring Plan for creating or restoring in-kind habitat in the surrounding area. If mitigation credits are not available, stream and riparian habitat compensation shall include establishment of riparian vegetation on currently unvegetated bank portions of streams affected by the project and enhancement of existing riparian habitat through removal of nonnative species, where appropriate, and planting additional native riparian plants to increase cover, continuity, and width of the existing riparian corridor along streams in the project site and surrounding areas. The ratio of riparian restoration/replacement shall consider value for Central Valley steelhead and Chinook salmon (as discussed under Mitigation Measure 4.3-2) as well as City Protected trees and Oak Woodland Habitat (as discussed under Mitigation Measure 4.3-8). Construction activities and compensatory mitigation shall be conducted in accordance with the terms of a streambed alteration agreement as required under Section 1602 of the Fish and Game Code.

d. The Compensatory Wetland, Stream and Riparian Restoration and Mitigation and Monitoring Plan shall include the following:

    1. identification of compensatory mitigation sites and criteria for selecting these mitigation sites;

    2. in kind reference habitats for comparison with compensatory wetland, stream, and riparian habitats (using performance and success criteria) to document success;

    3. monitoring protocol, including schedule and annual report requirements (Compensatory habitat shall be monitored for a minimum of three (3) years from completion of mitigation, or human intervention (including recontouring and grading), or until the success criteria identified in the approved mitigation plan have been met, whichever is longer.);

    4. ecological performance standards, based on the best available science and including specifications for native riparian plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship (based on characteristics of the existing impacted habitat); at a minimum, compensatory mitigation planting sites must achieve 80 percent survival of planted riparian trees and shrubs by the end of the three-year maintenance and monitoring period or dead and dying trees shall be replaced and monitoring continued until 80 percent survivorship is achieved;

    5. corrective measures if performance standards are not met;

    6. responsible parties for monitoring and preparing reports; and

    7. responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions.

Significance after Mitigation
Implementation of Mitigation Measure 4.3-1 would reduce significant impacts on wetlands, waters of the United States, waters of the state to a **less-than-significant** level because it would require that wetlands and waters be avoided to the extent feasible and that wetlands and waters that cannot be avoided are restored following construction, or if the habitat cannot be restored, that the City compensates for unavoidable losses in a manner that results in no net loss of wetlands and waters.

Impact 4.3-2	Interfere substantially with the movement of Central Valley steelhead and Central Valley fall-run Chinook salmon.
Applicable Policies and Regulations	FESA Magnuson-Stevens Fishery Conservation and Management Act CEQA City of Roseville General Plan Open Space and Conservation Element
Significance with Policies and Regulations	Proposed Project: Significant Alignment Option 1A: Significant Alignment Option 1C: Significant Alignment Option 5A: Significant
Mitigation Measures	Mitigation Measure 4.3-2 (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

The proposed in-water work would occur within critical habitat for Central Valley steelhead and EFH for Central Valley fall/late fall-run Chinook salmon. The following impact discussion focuses on Central Valley steelhead and fall-run Chinook salmon only because late fall–run Chinook salmon are not known to occur in the Dry Creek watershed (ECORP 2017).

Proposed Trail Alignment

Construction Impacts
Construction of the proposed trail alignment would require removal of wetland and riparian vegetation, grading, placement of aggregate base material, and construction of five roadway undercrossings, construction or modification of up to eight bridges (refer to Table 3-2 in Chapter 3, “Project Description”), approximately 27,000 square feet of retaining walls, and streambank stabilization elements (refer to Table 3-3, Exhibit 3-5, Exhibit 3-9, and Exhibit 3-12 in Chapter 3, “Project Description”). In addition, a maximum of eight temporary stream crossings or stream diversions would be require in-water work within the stream channel of Dry, Linda, and Cirby Creeks.

Implementation of the proposed project could result in both permanent and temporary effects to Central Valley steelhead, Central Valley steelhead critical habitat for this species, Central Valley fall-run Chinook salmon, and Central Valley fall-run Chinook salmon EFH. Permanent direct effects would result from the placement of piles/fill in Central Valley steelhead and Central Valley fall-run Chinook salmon aquatic habitat, including Critical Habitat and EFH, and permanent indirect effects could include night lighting adjacent to waterways from bridges and roadway undercrossings, and the loss of riparian vegetation and SRA cover. Lights have the potential to shine onto waters in the project site during night time hours and may facilitate increased predation of juvenile salmonids by visual predators like smallmouth bass, piscivorous birds, and mammals (ECORP 2017a), thereby potentially affecting Central Valley steelhead or Central Valley fall-run Chinook salmon that may occur in the project site. Loss of riparian vegetation and SRA may lead to higher water temperatures that are detrimental to fish. Temporary indirect effects could include sedimentation and turbidity, temporary removal of vegetation, as well as pollution/contamination of project waterways.

Construction-related activities near the channel or banks of Dry Creek, Cirby Creek, Linda Creek, and Strap Ravine include construction, installation, and implementation of: new bridges, bridge widening abutments, placement of aggregate base at low-water crossings, gabion walls, pavement, retaining walls, rock vanes, rock slope protection (RSP), clearing and grubbing, stream diversion structures (cofferdams and/or gravel bag berms), temporary construction access/entrance points, culverts, spoil areas, fiber rolls, fish screens, gabion walls, ingress area, piles, plantings, sidewalk, staging areas, plantings, post and cable fence, and cut/fill of the trail.

Direct disturbance, injury, or mortality is most likely to occur during in-water construction. With the exception of the Darling Way Bridge, all of the proposed bridges would span the creeks and no piles would be constructed within the existing creek channel. The piles at Darling Street Bridge would be cast in drilled hole piles. Construction that involves in-water work (e.g., pile drilling, installation of RSP, and placing dewatering structures) could result in disturbance, injury, or mortality of Central Valley steelhead and/or Central Valley fall-run Chinook salmon that come in contact with equipment or construction materials during their installation. Adult and juvenile steelhead or chinook salmon, however, would be expected to move upstream or downstream of the immediate project site in response to disturbances.

Additional direct effects could result from the proposed construction, installation, and implementation activities (e.g., bridge widening, abutments, aggregate base at low-water crossings, gabion walls, pavement, retaining walls, rock vanes, RSP, stream diversion structures) that cause construction noise, vibrations, and other associated disturbances that have the potential to harass, disrupt normal behavior, or cause injury or mortality to Central Valley steelhead and/or Central Valley fall-run Chinook salmon.

Construction activities/elements within the project site (e.g., clearing and grubbing along stream banks, earthwork, the placement of RSP below the OHWM, construction of temporary low-water creek crossings, construction of staging areas, access roads, and uncovered stockpiles) have the potential to cause mobilization of sediments that could cause turbidity and erosion effects in the project site and the project's waterways (i.e., Dry Creek, Cirby Creek, Linda Creek, and Strap Ravine), resulting in adverse conditions for Central Valley steelhead, Central Valley steelhead critical habitat, Central Valley fall-run Chinook salmon, and and/or Central Valley fall-run Chinook salmon EFH. Turbidity and erosion have the potential to degrade habitat and cause negative physiological and behavioral effects on Central Valley steelhead and Central Valley fall-run Chinook salmon. These effects vary in severity depending on the duration of the effect, the sensitivity of the affected life stage, and the concentration of suspended sediments in the water. Younger life stages are particularly vulnerable to these effects and are documented to avoid chronically turbid streams or move downstream to avoid affected areas (Caltrans 2015a). Increased sedimentation can also degrade foraging habitat by causing mortality (Caltrans 2015a).

Potential pollutants/contaminants commonly used during construction activities and associated with heavy equipment include gasoline, diesel, hydraulic fluid, lubricants, concrete, asphalt, and others. There is potential for accidental discharge of these materials into adjacent waters during construction, which would adversely impact Central Valley steelhead, Central Valley steelhead critical habitat, Central Valley fall-run Chinook salmon, and Central Valley fall-run Chinook salmon EFH. Potential impacts range from a degradation in the quality of habitat (rearing, foraging, shelter) to mortality depending on the substance released, the distance from the water feature and length of exposure.

Loss of Riparian, SRA, and Aquatic Vegetation

The removal of riparian, SRA, and aquatic vegetation as a result of necessary clearing and grubbing activities, slope paving, as well as in-water work such as the placement of RSP, has the potential to directly impact Central Valley steelhead (including Critical Habitat) and Central Valley fall-run Chinook salmon (including EFH). Riparian vegetation that overhangs and shades streams provides areas where

these species can hide from predators and is an important factor in maintaining appropriate water temperature in riverine habitats. Loss of riparian habitat is discussed in Impact 4.3-1.

SRA habitat within the project site was estimated using existing habitat mapping data. For purposes of the SRA analysis, the SRA was mapped at in-water work locations where adjacent wooded habitats (i.e., riparian and oak woodland) were located adjacent to existing aquatic habitats (e.g., Dry Creek, Cirby, Creek, Linda Creek, and Strap Ravine). SRA acreage calculations at these locations included the area from the centerline of a given aquatic feature (e.g., creek centerline) outward to an area of 5 feet up the bank from the features OHWM and along both banks. As explained, above under Methods and Assumptions, this method assumes this "footprint" supports overhead vegetation that provides 100 percent shading of the adjacent aquatic feature and, therefore, may overestimate the amount of existing shaded aquatic habitat. It also may overestimate the amount of vegetation removal that contributes to SRA habitat because at some locations SRA habitat is the result of large oak or riparian trees set back much more than 5 feet from the creek bank which would not be removed and therefore would continue to provide SRA function. Consequently, the estimated SRA impact acreage overlaps with riparian and oak woodland habitats and differs from the acreages reported in the wetland delineation. Based on this methodology, implementation of the Proposed Trail Alignment would result in an anticipated removal of up to 0.35 acre of SRA and temporary effects on SRA of 2.55 acres (ECORP 2016). A more accurate SRA impact calculation will be performed during the permitting phase of the project, and is expected to be less than evaluated in this document.

Central Valley Steelhead Critical Habitat
Designated Critical Habitat for Central Valley steelhead is present within a small portion of the project site that includes Dry Creek (ECORP 2016 - Exhibit 4). Critical Habitat includes the stream channels in the designated stream reaches and the lateral extent as defined by the ordinary high-water line. In areas where the OHWM has not been defined, the lateral extent is defined by the bankfull elevation (defined as the level at which water begins to leave the channel and move into the floodplain; it is reached at a discharge that generally has a recurrence interval of one to two years on the annual flood series).

Critical Habitat for Central Valley steelhead is defined as specific areas that contain the primary constituent elements and physical habitat elements essential to the conservation of the species. The specific primary constituent elements of steelhead Critical Habitat applicable to the project site include freshwater spawning sites, potential freshwater rearing sites, and freshwater migration corridors.

The proposed project would permanently affect 0.00014 acres of Central Valley steelhead Critical Habitat where five (5) 15-inch diameter concrete piles located within the OHWM (aquatic habitat) of Dry Creek would be placed at the proposed Darling Way Bridge widening location (ECORP 2016).

Fall-Run Chinook Salmon Essential Fish Habitat
In accordance with the Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996 (Public Law 104-267), federal agencies are required to consult with the NOAA/NMFS for activities that may adversely affect EFH. EFH are the waters and substrate necessary for fish spawning, breeding, feeding, or growth to maturity, and include several important components: adequate substrate; water quality; water quantity, depth, and velocity; channel gradient and stability; food; cover and habitat complexity; space; access and passage; and habitat connectivity (Pacific Fishery Management Council 1999). EFH for Chinook salmon could be affected by the proposed project.

Project effects on EFH would be similar to the Central Valley steelhead Critical Habitat and SRA/riparian effects discussed above. With the exception of the minor impacts to Central Valley steelhead Critical Habitat, effects to Central Valley fall-run Chinook salmon EFH would be temporary and minor, resulting from increased turbidity and sedimentation and temporary losses of aquatic

habitat, natural substrates, and overhead SRA cover vegetation. It should be noted that because the Central Valley fall-run Chinook salmon is not a FESA listed species, there is no designated critical habitat for the species.

Use-related Impacts

Potential effects could result from the proposed nighttime lighting on bridges and at trail undercrossings of roadways. Lights have the potential to shine onto waters in the project site during night time hours and may facilitate increased predation of juvenile salmonids by visual predators like smallmouth bass, piscivorous birds, and mammals (ECORP 2017), thereby potentially affecting Central Valley steelhead or Central Valley fall-run Chinook salmon that may occur in the project site.

The long-term maintenance and repair of the multi-use path and bridge structures would require the use of various tool and equipment that have the potential to introduce fill or other materials into Dry, Linda, and Cirby Creeks that could affect Central Valley steelhead and Central Valley fall-run Chinook salmon and their habitat. In addition, the creation of impervious surfaces associated with the Proposed Trail Alignment could result in indirect impacts to Dry, Linda, and Cirby Creeks and other downstream waters as a consequence of runoff that could affect Central Valley steelhead and Central Valley fall-run Chinook salmon. These indirect impacts would be minimized through compliance with protective city and state regulations as described in Section 4.8, “Hydrology and Water Quality,” and Impact 4.3-1, Disturbance and loss of waters of the United States. Both the City of Roseville Grading Permit and the State Water Resources Control Board NPDES permit (which is required for all projects that disturb over one acre of soil), require the preparation of a SWPPP that would help prevent or minimize use-related impacts. Furthermore, the City of Roseville Parks Maintenance Division is required to have fleet and work equipment leak free and in working order. Maintenance vehicles would be required to stay within paved portions of the trail or existing dirt trails and maintenance crews follow industry BMPs, and Park Maintenance crews receive training prior to working on City Preserves or open habitat areas. Maintenance and monitoring is conducted as per the Open Space Preserve Overarching Management Plan (and related USFWS Biological Opinion (81420-2008-F-1958-3)) and the California Department of Fish and Wildlife Streambed Alteration Agreement for Routine Maintenance. Although long term maintenance of the multi-use trail may not result in impacts to Central Valley steelhead, and/or Central Valley fall-run Chinook salmon, potential adverse effects could result from the proposed permanent nighttime lighting on bridges and at trail undercrossings of roads.

Conclusion

Implementation of the proposed project would create construction noise, vibrations, lighting, temporary diversion structures, and temporary creek crossings at Darling Way Bridge, the Cirby Creek Bank Stabilization area near Machado Lane, and Bridge #21 at Strap Ravine.

As discussed under Impact 4.10-1, the City would be required to obtain a USACE Section 404 Individual Permit, RWQCB Section 401 certification, and a Section 1602 streambed alteration agreement from CDFW before any groundbreaking activity within 50 feet of any wetland or water of the United States. The City would implement all permit conditions, which may include contributions to an approved wetland mitigation bank or through the development and implementation of a Compensatory Wetland, Stream and Riparian Mitigation and Monitoring Plan for creating or restoring in-kind habitat in the surrounding area. If mitigation credits are not available, stream and riparian habitat compensation could include establishment of riparian vegetation on currently unvegetated bank portions of streams affected by the project and enhancement of existing riparian habitat through removal of nonnative species, where appropriate, and planting additional native riparian plants to increase cover, continuity, and width of the existing riparian corridor along streams in the project site and surrounding areas. The ratio of riparian restoration/replacement shall consider value for Central Valley steelhead and Chinook salmon. Construction activities and compensatory mitigation shall be conducted in accordance with the terms of a streambed alteration agreement as required under Section 1602 of the Fish and Game Code. Construction activities such as clearing and grubbing along stream banks, earthwork, the placement of RSP below the OHWM, and the construction of temporary creek crossings have the

potential to result in temporary sedimentation and turbidity effects, accidental spills of hazardous materials, potential noise-related disturbances, and temporary loss of SRA. The proposed project would also include the installation of RSP and rock and log vanes, a limited amount of permanent pile placement (limited to the Darling Way Bridge Widening location), and permanent loss of SRA, which can affect Central Valley steelhead (including critical habitat) and/or Central Valley fall-run Chinook salmon (including EFH). This would be a **significant** impact.

Alignment Option 1A
Alignment Option 1A is the same as the Proposed Trail Alignment until the approach to the Dry Creek/Cirby Creek confluence and the first bridge; therefore, similar impacts to Central Valley steelhead and Central Valley fall-run Chinook salmon would be expected. The Proposed Trail Alignment would cross Dry Creek via Bridge #2 and continue on the northern bank of Cirby Creek, while Option 1A would cross Dry Creek via Bridge #3 and remain on the south bank of Cirby Creek. By remaining on the south bank of Cirby Creek, Option 1A would not require the construction of Bridge #2 or Bridge #4. Option 1A would require an additional 765 linear feet of retaining walls or streambank stabilization when compared to the Proposed Trail Alignment. However, because this option does not require the construction of Bridge #2 or Bridge #4, the total permanent impacts to salmonid aquatic habitat (i.e., aquatic habitat) is 0.01 acres less than the Proposed Trail Alignment (or 0.25 acres). Similarly, temporary impacts to aquatic habitat is 0.03 acres less than the Proposed Trail Alignment (or 0.55 acres). Option 1A would permanently impact 0.023 acre of SRA habitat (or 0.017 acre less than the Proposed Trail Alignment) and would temporarily impact 0.034 acre SRA habitat (or 0.109 acre more than the Proposed Trail Alignment).

Because Option 1A would have temporary and permanent impacts to aquatic, riparian, and SRA habitat that could affect Central Valley steelhead (including critical habitat) and/or Central Valley fall-run Chinook salmon (including EFH); this is considered a **significant** impact.

Alignment Option 1C
Option 1C is similar to the Proposed Trail Alignment and would have almost the same bridges and undercrossings described above in regards to the Proposed Trail Alignment; therefore, similar impacts to Central Valley steelhead and Central Valley fall-run Chinook salmon would be expected. As shown in Sheet 1 Segment (Exhibit 3-14), the trail would be located on the northeastern side of Dry Creek under Alignment Option 1C. In Sheet 1 Segment, the northeastern bank of Dry Creek is steep and erosive with little distance between the top of the bank and the adjacent private property (CBEC 2014). Because of this, implementation of Option 1C would require an additional 1,080 linear feet of streambank stabilization. Under Option 1C permanent impacts to salmonid habitat (i.e., aquatic habitat) would be 0.01 acres less than the Proposed Trail Alignment (or 0.25 acres), and Option 1C temporary impacts would be 0.05 acres less than the Proposed Trail Alignment. Implementation of the Alignment Option 1C would result in an anticipated removal of 0.032 acre of SRA (or 0.019 acre more than the Proposed Trail Alignment) and temporary effects on SRA to be 0.25 acre (or 0.072 acre more than the Proposed Trail Alignment).

Because Option 1C would have temporary and permanent impacts on aquatic, SRA, and riparian habitat that could affect Central Valley steelhead (including critical habitat) and/or Central Valley fall-run Chinook salmon (including EFH); this is considered a **significant** impact.

Alignment Option 5A
Option 5A deviates from the Proposed Trail Alignment just west of Bridge #13. Option 5A would remain on the south bank of Cirby Creek until crossing to the north bank via Bridge #14. Option 5A would include both an undercrossing of Sunrise Avenue and connecting paths to both sides of Sunrise Avenue. Both the Proposed Trail Alignment and Option 5A would make extensive use of retaining walls through this section of the path; however, Option 5A would require an additional 635 linear feet of stream habitat because of installation of retaining walls when compared to the Proposed Trail Alignment. The permanent impacts to salmonid habitat under Option 5A would be 0.0005 acre more

than the Proposed Trail Alignment, and the temporary impacts to wetlands and/or waters would be 0.001 acres less than the Proposed Trail Alignment. No riparian impacts are expected from implementation of Option 5A. However, based on the analysis for SRA, implementation of the Alignment Option 5A would result in an anticipated removal of 0.022 acre of SRA (or 0.009 acre more than the Proposed Trail Alignment) and temporary effects on SRA to be 0.16 acre (or 0.059 acre more than the Proposed Trail Alignment).

Because Option 5A would have temporary and permanent impacts on aquatic and riparian habitat that could affect Central Valley steelhead (including critical habitat) and/or Central Valley fall-run Chinook salmon (including EFH); this is considered a **significant** impact.

Mitigation Measures

Mitigation Measure 4.3-2: Central Valley steelhead and Central Valley fall-run Chinook salmon.
This mitigation would apply for the Proposed Trail Alignment, Alignment Options 1A, 1C, and 5A.

The City shall implement the following measures, developed based on past consultations with NMFS, to avoid, minimize and/or mitigate potential effects on Central Valley steelhead and Central Valley fall-run Chinook salmon.

a. Prior to the onset of work, the qualified biologist shall conduct a mandatory worker environmental awareness training. The training shall educate workers about the importance of avoiding impacts to Central Valley steelhead and Central Valley fall-run Chinook salmon and their habitat. The training shall also cover the relevant permit conditions and avoidance and minimization measures that protect sensitive species and habitats, as well as the penalties for non-compliance with state and federal laws, regulations, and permit requirements. The training shall include information about the life history and habitat requirements of Central Valley steelhead and Central Valley fall-run Chinook salmon and their potential to occur in the project site, as well as the terms and conditions of the Project's Biological Opinions or other authorizing documents (i.e. letter of concurrence).

b. Construction activities occurring within creek banks and channel beds shall be limited to the low-flow period (typically June 15 - October 15), unless earlier or later dates are approved by CDFW and NMFS during consultation. By limiting in-water construction activities to this time period, the Project shall limit construction activities to periods when low flow depths and velocities within the project streams are less likely to support Central Valley steelhead or Central Valley fall-run Chinook salmon life stages including adult migration, spawning, and egg incubation periods.

c. Fish screens or temporary stream diversion structures shall be installed to exclude Central Valley steelhead and Central Valley fall-run Chinook salmon from areas where in-water and near-water construction activities would be conducted. Installation of fish screens or temporary diversion structures shall prevent access to affected areas in the unlikely event that Central Valley steelhead or Central Valley fall-run Chinook salmon are present in the project streams during the low-flow period (June 15 - October 15).

d. The City shall retain a qualified biologist to monitor the installation of fish screens or temporary stream diversion structures, as well as any other near or in-water construction activities (e.g., installation of RSP along creek banks or below the OHWM, installation and removal of low water crossings, placement of new abutments, rock walls, gabions, and water diversions). Prior to the installation of fish screens or temporary stream diversion structures the biologist shall visually survey the in-water work area for Central Valley steelhead and Central Valley fall-run Chinook salmon.

e. Once the biologist confirms that no Central Valley steelhead or Central Valley fall-run Chinook salmon are present in the in-water work area, fish screens or temporary diversion devices shall be installed in a downstream direction, installing the upstream fish screen or temporary diversion device. The

biologist shall conduct a second visual survey before the downstream portion of the fish screen or temporary stream diversion is installed. If fish are present within the diversion area, the fish shall be guided out of the in-water work area with nets by the qualified biologist. The need for fish salvage is not anticipated because Central Valley steelhead or Central Valley fall-run Chinook salmon are not likely to be present in the project streams during the low-flow period (June 15 - October 15) – primarily because of excessive summer water temperatures that occur during this period in the Project area. However, fish salvage (or relocation outside of the in-water work areas) shall be conducted as needed should fish be present.

f. Before the onset of construction activities, high visibility orange construction fencing shall be installed along the perimeter of Environmentally Sensitive Areas under the supervision of the qualified biologist. Fencing shall be installed along the limits of construction in riparian habitat, minimizing the disturbance of or encroachment on sensitive aquatic and riparian habitats. The contractor shall maintain the project's Environmentally Sensitive Area fencing for the duration of the project and remove it when the project is complete.

g. Erosion control BMPs shall be implemented during construction to minimize the potential for erosion, and the mobilization of sediments to project waterways and be consistent with the Open Space Preserve Overarching Management Plan (and related USFWS Biological Opinion (81420-2008-F-1958-3). The following erosion and sediment control measures shall be implemented to prevent sedimentation and turbidity, as well as any identified in the SWPPP, 401, 404, or 1602 permits.

    1. Soil exposure shall be minimized by limiting the area of construction and disturbance and through the use of temporary BMPs, groundcover, and stabilization measures. These measures may include mulches, soil binders and erosion control blankets, silt fencing, fiber rolls, temporary berms, sediment de-silting basins, sediment traps, and check dams.

    2. Pursuant to Section 13-4.03C(3) of the Caltrans Standard Specifications, water pollution control practices shall be implemented within 72 hours of stockpiling material or before a forecasted storm event, whichever occurs first. If stockpiles are being used, soil, sediment, or other debris shall not be allowed to enter storm drains, open drainages, and watercourses. Active and inactive soil stockpiles must be covered with soil stabilization.

    3. Plastic mono-filament netting (erosion control matting) or similar material that could trap wildlife shall not be used. Acceptable substitutes include, but are not limited to, jute, coconut coir matting, or tackified hydroseeding compounds.

    4. Energy dissipaters and erosion control pads shall be provided at the bottom of slope drains as needed. Other flow conveyance control mechanisms may include earth dikes, swales, or ditches. Stream bank stabilization measures shall also be implemented.

    5. Existing vegetation shall be protected, to the extent feasible, to reduce erosion and sedimentation. Vegetation shall be preserved by installing temporary fencing, or other protection devices, around areas to be protected. Where complete removal is not necessary, vegetation shall be cut to ground level with the root systems left intact to prevent erosion and facilitate the recovery of riparian vegetation after project activities are complete.

    6. Exposed soils shall be covered by loose bulk materials or other materials to reduce erosion and runoff during rainfall events.

    7. Exposed soils shall be stabilized, through watering or other measures, to prevent the movement of dust at the project site caused by wind and construction activities such as traffic and grading activities.

8. All construction roadway areas shall be properly protected to prevent excess erosion, sedimentation, and water pollution.

9. The contractor shall conduct periodic maintenance of erosion and sediment control measures. All erosion and storm water control measures shall be properly maintained for the duration of the project.

h. A Spill Prevention and Control Plan shall be developed and implemented by the City, or its contractor, for the duration of the project. Pollution prevention and control BMPs shall be implemented during construction to minimize the risk of hazardous materials being released into waters in the project site. The following pollution and contamination prevention measures shall be implemented to prevent the release of hazardous materials during construction:

1. All equipment and materials shall be stored at least 50 feet from wetlands or waters in the project site unless the equipment is on established paved areas. If storage of equipment or materials within 50 feet of wetlands or waters in the project site is necessary, secondary containment shall be utilized to contain the equipment and materials and prevent discharge of any harmful substances into the soil or aquatic resources. Staging and storage areas for equipment, materials, fuels, lubricants, and solvents shall be located outside of the channel and banks of Dry Creek, Cirby Creek, Linda Creek, and Strap Ravine.

2. Secondary containment shall be provided for stationary equipment such as motors, pumps, generators, and compressors located within or adjacent to the Dry Creek, Cirby Creek, Linda Creek, and Strap Ravine. Any equipment or vehicles driven or operated within or adjacent to these creeks shall be checked and maintained daily to ensure proper working conditions to avoid potential impacts such as leaks.

3. No fueling, cleaning or maintenance of vehicles or equipment, or placement of construction debris, spoils or trash should occur within 50 feet of wetlands or waters in the project site unless it occurs in designated refueling/staging areas on existing paved surfaces with secondary containment in place. Refueling of equipment should occur at approved fuel locations. Contractor shall inspect all equipment/vehicles for leaks prior to use and should inspected regularly during Project inspection.

4. For work that is to occur on existing structures over open flowing portions of Dry Creek, Cirby Creek, Linda Creek, or Strap Ravine, a method of containment such as netting, tarps or similar catchments shall be utilized to catch debris or other potential construction materials and prevent such material from falling into the waters.

i. Lighting design shall include measures to limit the amount of light “spill” on water surfaces at night that could lead to predation of juvenile salmonids. To minimize the effects of lighting on salmonids, the City shall prevent lighting that directly shines on the water surfaces of Dry Creek, Cirby Creek, and Linda Creek by minimizing the amount of lighting necessary to safely and effectively illuminate pedestrian areas on bridges and trails, and by shielding and focusing lights on the bridge and trail surfaces and away from water surfaces.

j. The project shall avoid impacts to riparian vegetation and aquatic habitat where feasible, and shall incorporate restoration and enhancement of the riparian corridor into the final design plans and construction specifications and shall develop a riparian and restoration plan (RRP), as part of the Compensatory Wetland, Stream and Riparian Mitigation and Monitoring Plan discussed in Impact 4.3-1, Disturbance and loss of waters of the United States, and Mitigation Measure 4.3-1 that involves onsite enhancements and purchase of mitigation bank credits to compensate for permanent and temporal loss of riparian and SRA cover and Central Valley steelhead aquatic habitat loss. Compensatory mitigation for loss of Central Valley steelhead habitat will be provided by purchase

conservation credits at a conservation bank, as approved by NMFS during the Section 7 consultation. The RRP shall include on-site measures such as enhancing riparian vegetation by the planting of native shrub, tree, and understory species to create a more diverse vegetation structure and thus a higher quality habitat for wildlife. The onsite measures in the RRP may also include the planting of willows and other fast-growing native riparian species, which can quickly compensate for the loss of riparian and SRA cover, and will be planted where erosion control (RSP, slope pavement etc.) is installed along stream banks. Permanent impacts to riparian vegetation can also be mitigated with the purchase of credits (1:1 for riparian and 1.7:1 for SRA cover), and 0.5:1 for temporal loss of riparian vegetation and SRA cover. Restoration and enhancement of the riparian vegetation in the project site (combined with mitigation bank credits) shall result in no net loss of riparian habitat acreage or function and shall increase the quality of habitat for Central Valley steelhead (including Critical Habitat), Central Valley fall-run Chinook salmon (including EFH), and shall be accomplished through development and implementation of the RRP. Permanent impacts to riparian, including SRA, and Central Valley steelhead shall be further analyzed and determined based on final design for each construction phase during Section 7 consultation with NMFS and during CDFW Section 1602 permitting. Consultation with NMFS will also include EFH for Central Valley fall-run Chinook salmon.

k. Construction techniques shall be implemented to isolate near shore work from waterbodies in the project site. It is anticipated that clear water diversion using a cofferdam or gravel bag berm with impermeable layer would be used. Isolating in-water construction areas behind cofferdams would minimize the potential for turbidity and suspended sediments from reaching levels that could harm Central Valley steelhead, degrade existing Critical Habitat, harm Central Valley fall-run Chinook salmon, or degrade existing EFH. The extent of cofferdam footprints and dewatering shall be kept to the minimum necessary to support construction activities, and creek flow shall not be interrupted or reduced as a result of construction activities. Any fill material used in association with the cofferdams, such as sandbag fill, shall be composed of washed, rounded, spawning-sized gravel between 0.4 and 4 inches in diameter. If authorized by applicable state and federal permits, any of this gravel in contact with flowing water shall be left in place, and distributed manually with hand tools to allow passage for all life stages of fish. Installation and removal of cofferdams and/or gravel bag berms would be restricted to the summer low-flow period.

Significance after Mitigation

Implementing Mitigation Measures 4.3-2 would avoid or minimize adverse effects on Central Valley steelhead and Central Valley fall-run Chinook salmon. The mitigation measure limits construction to summer periods (June 15 and October 15) when low flow depths and velocities within the project site are less likely to support Central Valley steelhead and Central Valley fall-run Chinook salmon life stages, including adult migration, spawning, and egg incubation periods. In addition, the mitigation measure would exclude fish from the in-water work areas, in the unlikely event they were present, by installing temporary fish screens or diversion structures. The mitigation measure requires that a qualified biologist be present during the installation of fish screens/temporary diversions to survey and ensure that no special-status fish species are present. Isolating in-water construction areas behind cofferdams and limiting installation and removal of cofferdams and/or gravel bag berms would be restricted to the summer low-flow period would further reduce the potential for turbidity and suspended sediment levels from reaching levels that could harm Central Valley steelhead, Central Valley fall-run Chinook salmon or degrade existing Central Valley steelhead Critical Habitat or Central Valley fall-run Chinook salmon EFH. Mitigation Measure 4.3-2 also requires the project to incorporate night lighting design that does not directly shine light on water surfaces at night that could lead to predation of juvenile Central Valley steelhead and Central Valley fall-run Chinook salmon and their juveniles. This measure limits lighting from directly radiating on the water surfaces of Dry, Cirby, and Linda Creeks by minimizing the amount of lighting necessary to safely and effectively illuminate pedestrian areas on bridges and trail undercrossings, and by shielding and focusing lights on the bridge and trail surfaces and away from water surfaces. With the implementation of the lighting design plan that incorporates these measures, impacts on Central Valley steelhead and Central Valley fall-run Chinook salmon from night lighting on bridges would be avoided. Incorporation of restoration and enhancement of the riparian

corridor into the final design plans and construction specifications and development of a riparian and restoration plan would involve onsite enhancements and purchase of conservation bank credits to compensate for permanent and temporal loss of riparian, SRA cover, and aquatic habitat for steelhead. Restoration and enhancement of the riparian vegetation in the project site (combined with conservation bank credits) would result in no net loss of riparian habitat acreage or function and would increase the quality of habitat for Central Valley steelhead (including Critical Habitat) and Central Valley fall-run Chinook salmon. Therefore, implementation of Mitigation Measures 4.3-2 would reduce significant on Central Valley steelhead and Central Valley fall-run Chinook salmon to a **less-than-significant** level.

Impact 4.3-3	Disturbance or loss of valley elderberry longhorn beetle or its habitat.
Applicable Policies and Regulations	FESA
Significance with Policies and Regulations	Proposed Project: Significant Alignment Option 1A: Significant Alignment Option 1C: Significant Alignment Option 5A: Significant
Mitigation Measures	Mitigation Measures 4.3-3a,4.3-3b, and 4.3-3c (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

A total of 42 elderberry shrubs occur on the project site, including the Proposed Trail Alignment, Alignment Option 1A, Alignment Option 1C and Alignment Option 5A, and a 165-foot buffer around the project site. The Biological Assessment for Valley Elderberry Longhorn Beetle (ECORP 2017) addresses potential impacts of the proposed project on federally-listed valley elderberry longhorn beetle. The proposed project site is not located within critical habitat for VELB, and therefore, impacts to VELB critical habitat would not occur.

As explained above, elderberry surveys were conducted in 2014 and 2017.

Construction (such as trenching and paving) within 20 feet of the dripline of an elderberry shrub could potentially kill the shrub; therefore, project-related construction occurring within 20 feet of the dripline of elderberry shrubs on the project site could potentially result in direct impacts to VELB habitat or VELB if it is present. Table 4.3-4 lists the individual shrubs recorded and the distance of each shrub to proposed project construction limits (also see Exhibits 4.3-2a through 4.3-2d). Removal of elderberry shrubs, ground work within the drip-line of elderberry shrubs, and removal of riparian habitat within 165 feet of other elderberry shrubs could result in direct and indirect adverse impacts to VELB. The approximate acres of habitat that would be removed for each trail option is described below.

Table 4.3-4 Distance of Elderberry Shrubs from Proposed Construction Limits

Shrub ID	Proposed Construction within 165 Feet of Elderberry Shrubs			
	Proposed Trail Alignment	Alignment Option 1A	Alignment Option 1C	Alignment Option 5A
ES1	28.6' from cut/fill, 32.2' from trail, 18.7' from temp construction	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES2	29.6' from cut/fill, 33.1' from trail, 19.8' from temp construction	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment

Table 4.3-4 Distance of Elderberry Shrubs from Proposed Construction Limits

Shrub ID	Proposed Construction within 165 Feet of Elderberry Shrubs			
	Proposed Trail Alignment	Alignment Option 1A	Alignment Option 1C	Alignment Option 5A
ES3	47.5' from cut/fill, 51.1' from trail, 37.6' from temp construction	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES4	30.7' from cut/fill, 34.5' from trail, 20.8' from temp construction	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES5	32.9' from decomposed granite, 35.9' from trail, 39.5' from cut/fill, 22.9' from temp construction	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES6	40.4' from decomposed granite, 43.4' from trail, 53.5' from cut/fill, 30.4' from temp construction	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES7	32.2' from decomposed granite, 35.2' from trail, 35.8' from cut/fill, 22.3' from temp construction	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES8	30.6' from cut/fill, 34.5' from trail, 20.6' from temp construction	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES9	50.2' from cut/fill, 54.2' from trail, 40.2' from temp construction	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES10	47.7' from decomposed granite, 50.7' from trail, 56.5' from cut/fill, 37.7' from temp construction	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES11	46.5' from decomposed granite, 49.5' from trail, 36.2' from temp construction	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES12	57.8' from decomposed granite, 60.8' from trail, 47.5' from temp construction	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES13	56.1' from decomposed granite, 59.2' from trail, 45.9' from temp construction	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES14	51.6' from decomposed granite, 54.6' from trail, 41.4' from temp construction	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES15	27.8' from trail, 22.8' from cut/fill, 12.7' from temp construction	Same as Proposed Trail Alignment	N/A[1]	Same as Proposed Trail Alignment
ES16	61.8' from cut/fill, 60.1' from trail, 16.1' from temp construction	61.7' from cut/fill, 64.7' from trail, 51.7' from temp construction	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment

Table 4.3-4 Distance of Elderberry Shrubs from Proposed Construction Limits

Shrub ID	Proposed Construction within 165 Feet of Elderberry Shrubs			
	Proposed Trail Alignment	Alignment Option 1A	Alignment Option 1C	Alignment Option 5A
ES17	21.1' from cut/fill, 25.58' from trail, 11.1' from temp construction	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES18	33' from cut/fill, 38.4' from trail, 23' from temp construction	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES19	41.5' from cut/fill, 45.3' from trail, 31.5' from temp construction	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES20	20.6' from cut/fill, 24.6' from trail, 10.6' from temp construction	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES21	40.3' from cut/fill, 44.9' from trail, 30.2' from temp construction	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES22	42.6' from cut/fill, 48.7' from trail, 32.7' from temp construction	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES23	21.8' from retaining wall, 24.2' from cut/fill, 27.2' from trail, 11.6' from temp construction	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES24	Within trail	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES25	Within trail	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES26	Within trail	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES27	41.9' from cut/fill, 46.7' from trail, 31.9' from temp construction	N/A[1]	57' from cut/fill, 64' from trail, 47' from temp construction	Same as Proposed Trail Alignment
ES28	23.3' from cut/fill, 27' from trail, 12.4' from temp construction	N/A[1]	38.4' from cut/fill, 36' from trail, 28.3' from temp construction	Same as Proposed Trail Alignment
ES29	45.9' from cut/fill, 54.8' from trail, 40' from temp construction	N/A[1]	71' from cut/fill, 89' from trail, 61' from temp construction	Same as Proposed Trail Alignment
ES30	35.3' from cut/fill, 47' from trail, 26' from temp construction	N/A[1]	54.2' from cut/fill, 77.2' from trail, 43.8' from temp construction	Same as Proposed Trail Alignment
ES31	Within temp construction, 16' from RSP and cut/fill, 38.7' from trail	N/A[1]	Within temp construction, 6' from cut/fill, 25.4' from trail	Same as Proposed Trail Alignment
ES32	Within temp construction, 2.7' from cut/fill, 24.6' from trail	N/A[1]	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment

Table 4.3-4 Distance of Elderberry Shrubs from Proposed Construction Limits

Shrub ID	Proposed Construction within 165 Feet of Elderberry Shrubs			
	Proposed Trail Alignment	Alignment Option 1A	Alignment Option 1C	Alignment Option 5A
ES33	8.5' from bridge, 17.4' from RSP, 7.4' from Temp Bailey Bridge; 10.9' from temp construction	N/A[1]	0.4' from bridge, 15.9' from RSP, 22.5' from temp Bailey Bridge, 5.9' rom temp construction	Same as Proposed Trail Alignment
ES34	Within cut/fill, 6.2' from trail	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES35	Within cut/fill, 2.1' from trail	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES36	Within trail	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES37	Within trail	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES38	Within cut/fill, 3.7' from trail	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES39	Within cut/fill, 4.4' from trail	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES40	Within cut/fill, 5.6' from trail	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES41	Within cut/fill, 8' from trail	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment
ES42	Within cut/fill, 7.6' from trail	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment	Same as Proposed Trail Alignment

Source: [1] N/A - Not Applicable - this portion of the alignment is on the opposite side of the creek.

Proposed Trail Alignment

Construction Impacts

A total of 42 elderberry shrubs with at least one stem equal to or greater than one inch in diameter at ground level were observed along the Proposed Trail Alignment and within the 165-foot buffer around the construction limit for the Proposed Trail Alignment. Based on the preliminary project design, five elderberry shrubs (ES24, ES25, ES26, ES36, ES37,) occur directly within the construction footprint for the paved path; one elderberry shrub, ES33, occurs within approximately 8.5 feet of the proposed Bridge #2; seven elderberry shrubs (ES34, ES35, ES38-ES42) occur within the cut/fill construction boundary for the paved path, approximately eight feet or less from the edge of pavement (Exhibits 4.3-2a and 4.3-2b); and two elderberry shrubs (ES31 and ES32) occur within 16 feet and 2.7 feet, respectively, of cut/fill for temporary construction. These elderberry shrubs could therefore be adversely directly affected by project construction activities, either by direct removal of the elderberry shrubs or by ground disturbance within the dripline of the shrub (e.g. cut/fill and installation of pavement) that could result in the loss of the elderberry shrubs.

Removal of riparian habitat within 165 feet of potentially occupied elderberry shrubs could result in direct or indirect impacts to VELB. Approximately 0.33 acre of riparian and 0.89 acre of valley oak riparian woodland, for a total of 1.22 acres of suitable VELB habitat, would be removed within 165 feet of elderberry shrubs on the project site.

The remaining 27 elderberry shrubs recorded in the survey area for the proposed trail alignment are located between 20 feet and 165 feet of the limit of project construction and therefore could result in indirect effects on VELB habitat including: the removal of protective riparian plants, dust accumulation from equipment during construction that could affect the ability of VELB to forage and deposit eggs; and an increase of water from dust control activities during grading and construction that may attract argentine ants that prey on VELB.

Use-related Impacts

Maintenance and ongoing public use of the project site within 165-feet of elderberry shrubs could potentially directly and indirectly impact VELB habitat. The long-term maintenance and repair of the multi-use path would require the use of various tools and equipment for vegetation maintenance which could include accidental removal, trimming, or spraying of herbicides in proximity to the elderberry shrubs. However, the City of Roseville Park Maintenance Department crews attend training for working within City Preserves (such as elderberry and wetland preserves) and open space habitat and maintenance crews implement industry BMPs. Furthermore, all trail maintenance activities would be conducted consistent with the City's Open Space Preserve Overarching Management Plan and related USFWS Biological Opinion that allows trimming of up to 100 shrubs for the lifetime of the Biological Opinion with a maximum of 10 shrubs in any one year. All trail maintenance activities, including those that may affect elderberry, would be conducted consistent with the City's CDFW Streambed Alteration Agreement for Routine Maintenance. Although the elderberry shrubs in the project site are part of a natural riparian corridor, they are surrounded by urban development and are subject to disturbance from the surrounding development, such as collecting of elderberries by the public, placement of feral cat feeding stations, and/or inadvertent trimming of elderberry branches.

Conclusion

Under the Proposed Trail Alignment, direct and indirect adverse impacts to VELB habitat could occur as a result of construction and ongoing maintenance and public use. Under the Proposed Trail Alignment, a total of 15 elderberry shrubs could be adversely impacted through direct removal of elderberry shrubs, ground-disturbing construction (cut/fill) within the root zone of the shrubs, or permanent removal of riparian habitat within 165 feet of elderberry shrubs. It is anticipated that implementation of the project would result in the removal of a total of 1.22 acres of suitable riparian habitat within 165 feet of elderberry shrubs. Direct and indirect impacts to VELB habitat (individual shrubs and/or riparian habitat) would be considered a **significant** impact.

Alignment Option 1A

Option 1A is the same as the Proposed Trail Alignment until the approach to the Dry Creek/Cirby Creek confluence (Exhibit 4.3-2a). Under Alignment Option 1A, a total of 35 elderberry shrubs are located along the entire trail alignment, of which five elderberry shrubs (ES36, ES37, ES24, ES25, ES26) occur directly within the construction footprint for the paved path and seven elderberry shrubs (ES34, ES35, ES38-ES42) occur within the cut/fill construction boundary for the paved path, approximately eight feet or less from the edge of pavement (Exhibit 4.3-2a). These elderberry shrubs could therefore be adversely directly affected by project construction activities, either by direct removal of the elderberry shrubs or by ground disturbance within the dripline of the shrub (e.g. cut/fill and installation of pavement) that could result in the loss of the elderberry shrubs.

Under Alignment Option 1A, a total of 23 elderberry shrubs are present between 20 feet and 165 feet of the limit of construction for the entire alignment and therefore could be indirectly impacted by project-related construction and ongoing maintenance and public use, described under the proposed trail alignment.

Removal of riparian and valley oak riparian woodland within 165 feet of potentially occupied elderberry shrubs, could result in indirect impacts to VELB because it causes habitat fragmentation and could potentially interrupt the movement and distribution pattern of local populations. Approximately 0.20 acre of riparian and 0.69 acre of valley oak riparian woodland, for a total of 0.89 acres of suitable VELB

habitat, would be removed within 165 feet of elderberry shrubs on the project site as part of the project design.

Under Alignment Option 1A, a total of 12 elderberry shrubs (as compared to 15 elderberry shrubs under the Proposed Trail Alignment) could be adversely impacted through direct removal of elderberry shrubs, ground-disturbing construction (cut/fill) within the root zone of the shrubs, or permanent removal of riparian habitat within 165 feet of elderberry shrubs. It is anticipated that implementation of the project would result in the removal of a total of 0.89 acre (as compared to 1.22 acres under the Proposed Trail Alignment) of suitable riparian habitat within 165 feet of elderberry shrubs. Direct and indirect impacts to VELB habitat (individual shrubs and/or riparian habitat) would be considered a **significant** impact.

Alignment Option 1C

Option 1C is the same as the Proposed Trail Alignment for most of the length of the trail, with the exception of a portion of the trail that would be located on the northeastern side of Dry Creek (see Exhibit 4.3-2a). Under Option 1C, a total of 41 elderberry shrubs are located within the entire project site and 165-foot buffer. Six elderberry shrubs (E33, ES36, ES37, ES24, ES25, ES26) occur directly within the construction footprint for the proposed Bridge #2 and paved path; seven elderberry shrubs (ES34, ES35, ES38-ES42) occur within the cut/fill construction boundary for the paved path, approximately eight feet or less from the edge of pavement (Exhibit 4.3-2a); and one elderberry shrub (ES31) occurs within 6 feet of cut/fill for temporary construction. These elderberry shrubs could therefore be adversely directly affected by project construction activities, either by direct removal of the elderberry shrubs or by ground disturbance within the dripline of the shrub (e.g. cut/fill and installation of pavement) that could result in the loss of the elderberry shrubs.

For the entire trail under Alignment Option 1C, 27 elderberry shrubs are present between 20 feet and 165 feet of the limit of construction and therefore could be indirectly impacted by project-related construction and ongoing maintenance and public use, described under the proposed trail alignment.

Removal of riparian and valley oak riparian woodland within 165 feet of potentially occupied elderberry shrubs, could result in indirect impacts to VELB because it causes habitat fragmentation and could potentially interrupt the movement and distribution pattern of local populations. Approximately 0.54 acre of riparian and 0.87 acre of valley oak riparian woodland, for a total of 1.41 acres of suitable VELB habitat, would be removed within 165 feet of elderberry shrubs on the project site as part of the project design.

Under Alignment Option 1C, a total of 14 elderberry shrubs (as compared to 15 elderberry shrubs under the Proposed Trail Alignment) could be adversely impacted through direct removal of elderberry shrubs, ground-disturbing construction (cut/fill) within the root zone of the shrubs, or permanent removal of riparian habitat within 165 feet of elderberry shrubs. It is anticipated that implementation of the project would result in the removal of a total of 0.87 acre (as compared to 1.22 acres under the Proposed Trail Alignment) of suitable riparian habitat. Direct and indirect impacts to VELB habitat (individual shrubs and/or riparian habitat) would be considered a **significant** impact.

Alignment Option 5A

Alignment Option 5A is the same as the Proposed Trail Alignment for most of the length of the trail, except a portion that crosses over to the southern side of Linda Creek (Exhibit 4.3-2c). There are no elderberry shrubs within a 165-foot buffer along this portion of the alignment; therefore potential direct and indirect impacts to elderberry shrubs under Alignment Option 5A would be identical to potential direct and indirect impacts under the Proposed Trail Alignment.

Removal of riparian and valley oak riparian woodland within 165 feet of potentially occupied elderberry shrubs, could result in indirect impacts to VELB because it causes habitat fragmentation and could potentially interrupt the movement and distribution pattern of local populations. Approximately 0.33 acre

of riparian and 0.89 acre of valley oak riparian woodland, for a total of 1.22 acres of suitable VELB habitat, would be removed for the entire trail alignment as part of the project design.

Adverse impacts to VELB habitat would be the same under Alignment Option 5A as compared to the Preferred Trail Alignment. Under Alignment Option 5A, total of 15 elderberry shrubs could be adversely impacted through direct removal of elderberry shrubs, ground-disturbing construction (cut/fill) within the root zone of the shrubs, or permanent removal of riparian habitat within 165 feet of elderberry shrubs. It is anticipated that implementation of the project would result in the removal of a total of 1.22 acres of suitable riparian habitat. Direct and indirect impacts to VELB habitat (individual shrubs and/or riparian habitat) would be considered a **significant** impact.

Mitigation Measures

Mitigation Measure 4.3-3a: Avoidance and minimization measures.

The following measures shall be implemented to avoid or minimize effects to VELB and/or its habitat during construction of the proposed project.

a. A worker awareness training program for construction personnel shall be conducted by a qualified biologist prior to beginning construction activities. The program shall inform all construction personnel about the life history and status of the beetle, requirements to avoid damaging the elderberry plants, and the possible penalties for not complying with these requirements. Written documentation of the training shall be submitted to the USFWS within 30 days of its completion.

b. If elderberry shrubs can be retained within the project footprint, the City shall avoid indirect impacts by implementing the following measures, to the extent feasible, or equivalent measures agreed to in consultation with USFWS. Minimization measures include:

    1. **Avoidance Area**. An avoidance area shall be established at least 20 feet from the drip-line of an elderberry shrub for any activities that may damage or kill the elderberry shrub (e.g., trenching, paving, etc.).

    2. **Fencing**. All areas to be avoided during construction activities shall be fenced and/or flagged as close to construction limits as feasible.

    3. **Signage**. Signage shall be posted every 50 feet along the buffer area with the following information, “This area is habitat of the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines, and imprisonment.” The signs shall be clearly readable from a distance of 20 feet, and must be maintained for the duration of construction.

    4. **Timing.** To the extent feasible, all activities that could occur within 165 feet of an elderberry shrub, shall be conducted outside of the VELB flight season (March - July).

    5. **Erosion Control and Revegetation.** Erosion control measures will be implemented to restore areas disturbed within 165 feet of elderberry shrubs and the affected area will be re-vegetated with appropriate native plants.

    6. **Chemical Usage.** Herbicides will not be used within the drip-line of the shrub. Insecticides will not be used within 100 feet of an elderberry shrub. All chemicals will be applied using a backpack sprayer or similar direct application method.

    7. **Mowing**. Mechanical weed removal within the drip-line of the shrub shall be limited to the season when adults are not active (August - February) and shall avoid damaging the elderberry.

8. **Pre-construction and post-construction surveys**. Pre-construction surveys shall document compliance with mitigation measures. The post-construction survey shall confirm that there was no additional damage to any of the elderberry shrubs than as described in this document.

9. **Construction monitoring**. A qualified biologist shall monitor the work area at project-appropriate intervals to assure that all avoidance and minimization measures are implemented. The amount and duration of monitoring will depend on the project specifics and shall be discussed with a USFWS biologist.

10. **Elderberry Shrub Protection and Management Plan.** The City will develop as part of the Section 7 consultation process with USFWS for the Dry Creek Greenway East Trail project an elderberry shrub protection and management plan that will include how the buffer areas are to be protected, restored, and maintained after construction is completed and the City will ensure that ground-disturbing activities on the project site do not alter the hydrology for shrubs to be protected or otherwise affect the likelihood of vigor or survival of elderberry shrubs. The Elderberry Shrub Protection and Management Plan shall be consistent with the City's Open Space Preserve Overarching Management Plan.

Mitigation Measure 4.3-3b: Removing/transplanting individual elderberry shrubs.

a. Elderberry shrubs that are in the path of construction activities and cannot be avoided shall be removed and if feasible, transplanted, according to Table 4.3-5. A Biological Opinion from USFWS will be obtained prior to removal or transplanting of elderberry shrubs. Removal of a shrub may either include the roots or just the removal of the above-ground portion of the plant. If feasible, the entire root ball shall be removed, and the shrub transplanted.

b. Elderberry shrubs requiring removal shall be transplanted as close as feasible to its original location within City-owned property or as approved by USFWS. Elderberry shrubs may be relocated adjacent to the project footprint if: 1) the planting location is suitable for elderberry growth and reproduction; and 2) the City is able to provide long-term protection to the shrub and ensure that the shrub becomes reestablished.

c. If these criteria cannot be met, the shrub may be transplanted to an appropriate USFWS-approved mitigation site.

d. Any elderberry shrub that is unlikely to survive transplanting because of poor condition or location, or a shrub that would be extremely difficult to move because of access problems, may not be appropriate for transplanting. The following transplanting guidelines shall be used to guide removal and transplanting of elderberry shrubs on the project site:

    1. A qualified biologist shall be on-site for the duration of transplanting activities to assure compliance with avoidance and minimization measures and other conservation measures.

    2. Exit-hole surveys shall be completed immediately before transplanting. The number of exit holes found, GPS location of the plant to be relocated, and the GPS location of where the plant is transplanted shall be reported to the USFWS and to the CNDDB.

    3. Elderberry shrubs shall be transplanted when the shrubs are dormant (November through the first two weeks in February) and after they have lost their leaves. Transplanting during the non-growing season will reduce shock to the shrub and increase transplantation success.

    4. Transplanting shall follow the most current version of the ANSI A300 (Part 6) guidelines for transplanting (http://www.tcia.org/).

Table 4.3-5 Mitigation for Loss of Individual Shrubs According to Preliminary Project Design

Shrub ID	Proposed Trail Alignment	Alignment Option 1A	Alignment Option 1C	Alignment Option 5A
ES24	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES25	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES26	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES31	Transplant if feasible	No Impact	Transplant if feasible	Transplant if feasible
ES32	Transplant if feasible	No Impact	No Impact	Transplant if feasible
ES33	Transplant if feasible	No Impact	Transplant if feasible	Transplant if feasible
ES34	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES35	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES36	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES37	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES38	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES39	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES40	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES41	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES42	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible

Mitigation Measure 4.3-3c: Compensatory mitigation for loss of riparian habitat

a. The following compensatory mitigation addresses impacts to VELB habitat through compensating for the permanent loss of riparian habitat within 165 feet of elderberry shrubs. Table 4.3-6 lists the total riparian habitat that is anticipated to be lost, according to the preliminary project design, and the corresponding credits that shall be purchased to replace habitat lost at a 3:1 ratio, as outlined in the VELB framework (USFWS 2017b). The exact amount of compensation shall be as agreed to by USFWS, per Section 7 consultation under the ESA.

Table 4.3-6 Potential Valley Elderberry Longhorn Beetle Habitat-Level Compensation

Project Alternative Options	Compensation Ratio	Loss of Riparian Habitat (acres)	Acres of Credit[1]	Total Credit Purchase[2]
Proposed Trail Alignment	3:1	1.22	3.66	89
Alignment Option 1A	3:1	0.89	2.67	65
Alignment Option 1C	3:1	1.41	4.23	103
Alignment Option 5A	3:1	1.22	3.66	89

[1] Acre(s) of credit = Compensation Ratio X Total Acres of Riparian Habitat Permanently Lost within 165 Feet of Elderberry Shrubs

[2] Formula for Credit Purchase: 1 credit = 0.041 acres

b. If the City chooses not to purchase credits at a USFWS-approved bank, they shall follow USFWS requirements for providing a permanent conservation area that meets USFWS criteria and approval, as described in the VELB Framework (USFWS 2017b).

Mitigation Measure 4.3-3d: Consultation with USFWS.
Caltrans, as the federal designated agency, will consult with USFWS under Section 7 of ESA for approval of transplanting and compensatory measures outlined in Mitigation Measures 4.3-3b and 4.3-3c prior to project construction.

Significance after Mitigation
Implementation of Mitigation Measure 4.3-3a would require that those elderberry shrubs that would not need to be removed would be protected by: installing minimum setbacks; controlling dust and erosion; restoring temporarily disturbed areas within 165 feet of elderberry shrubs; prohibiting use of insecticides, herbicides, fertilizers, or other chemicals within 100 feet of elderberry shrubs during construction; and requiring that after final design plans and construction specifications, new permanent impacts are assessed, minimized, or mitigated for in accordance with conservation and avoidance and minimization measures outlined in the VELB framework (USFWS 2017b).

Through implementation of Mitigation Measure 4.3-3b through 4.3-3c, and in consultation with and under approval of the USFWS, the loss of elderberry shrubs, and potential take of VELB would be mitigated by transplanting elderberry shrubs to a USFWS-approved location within the project site or to a USFWS-approved conservation bank and the purchasing of credits, according to Table 4.3-5 and Table 4.3-6.

Therefore, potential effects on VELB as a result of implementation of the proposed project would either be avoided or compensated for, and the disturbance or loss of elderberry shrubs or VELB would be reduced to a **less-than-significant** level.

Impact 4.3-4	Disturbance or loss of Swainson's hawk, white-tailed kite, and other nesting raptors.
Applicable Policies and Regulations	CESA MBTA, CEQA, CDFG Code Section 3503, 3503.5, 3511, and 3513
Significance with Policies and Regulations	Proposed Project: Potentially significant Alignment Option 1A: Potentially significant Alignment Option 1C: Potentially significant Alignment Option 5A: Potentially significant
Mitigation Measures	Mitigation Measure 4.3-4 (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Although no Swainson's hawk or white-tailed kite CNDDB records occur within the project site and no observation of nesting Swainson's hawks or white-tailed kites were found during surveys of the project site, trees within the project site provide suitable nesting habitat for these raptors, and it is possible that these hawks or other nesting raptors (i.e., red-tailed hawk, American kestrel, Cooper's hawk, red-shouldered hawk, northern harrier, great-horned owl, barn owl) could move into the project site prior to project implementation. The northern harrier is a ground nesting raptor, and the degraded non-native annual grassland and the presence of feral cats, pedestrian traffic, joggers and dogs likely preclude the presence of this species.

Within five-miles of the project site, the nearest historic CNDDB record of Swainson's hawk is approximately 4 miles northwest of the project site and dates back to 2001. The CNDDB reports the record as possible extirpated. The other record is 5.2 miles southeast in Folsom and dates back to 1962. A 1992 CNDDB record of white-tailed kite is approximately 1,500 feet southeast of the southern terminus of the proposed project within Lake Park in Woodbridge Ranch. A white-tailed kite nesting

occurrence within the Hewlett Packard complex from 1999 is approximately 4 miles to the northwest. Another white-tailed kite nesting occurrence is approximately 4 miles southeast of the site within Norma Hamlin Park. No records of Swainson's hawks were reported on eBird within the project site, but there were some winter (2009–2010) observations of white-tailed kite in the southeastern terminus of the proposed project.

Proposed Trail Alignment

Construction Impacts

No direct impacts to nesting Swainson's hawk habitat or loss of individuals are anticipated to occur as a result of the project because the project site is highly disturbed and degraded in terms of habitat value for Swainson's hawk. While the project site does provide some habitat characteristics as described in the species description (i.e., oak woodlands, riparian habitat for nesting, ruderal grassland for foraging), the potential for Swainson's hawk to use this habitat and actually be present is low. The area around the project site is disturbed and largely developed, and there are little of the large open areas and wooded riparian areas that this species prefers for hunting or nesting.

Similarly, although the white-tailed kite could occur in the project site, the foraging habitat value for this species is also low because of its highly disturbed and degraded nature; therefore, no direct impacts to nesting white-tailed kite habitat or loss of individuals are anticipated to occur because the project site is highly disturbed and degraded.

For most of the Proposed Trail Alignment, non-native annual grassland dominates the grassland habitat, and the height of the grasses is not conducive for hawk foraging. Although some areas of the alignment appear to receive maintenance, this is not the norm for the whole alignment.

Additionally, known nest locations for the Swainson's hawk are located at the fringe of development both in Folsom and Lincoln and have access to vast open agricultural fields. It would be unlikely that these hawks would fly back into the urban core to forage within the Proposed Trail Alignment.

The Proposed Trail Alignment would permanently remove up to 4.30 acres of valley oak riparian woodland and temporarily affect up to 4.90 acres of valley oak riparian woodland. Similarly, 4.69 acres of annual grassland would be permanently affected, and 8.94 acres would be temporarily affected.

Mature trees within the project site provide potential nesting habitat for common raptor species, protected by the Migratory Bird Treaty Act and California Fish and Game Code, that use the project area for roosting, nesting, and foraging year-round. Raptors that could nest within oak woodland habitat within the project site include great-horned owl, barn owl, American kestrel, red-tailed hawk, red-shouldered hawk, and Cooper's hawk. In the Sacramento Valley, most of these raptors have an approximate breeding and nesting season from February 15 to September 15. Tree nesting raptors may nest in the large trees and in riparian habitats within and adjacent to the project site. Although the non-native grassland may provide low quality nesting habitat for ground nesting raptors, it is unlikely that ground nesting raptors would occur because of the presence of feral cat colonies, dogs, and disturbance from pedestrians using the project area.

Use-related Impacts

Future recreational use of the multi-use path could expose nesting raptors to potential disturbances. However, hawks with potential to nests in the area are hawks that are or have been acclimated to the urban environment and thus are likely to become used to pedestrians, joggers, and cyclists. The long-term maintenance and repair of the multi-use path would require the use of various tools and equipment for vegetation maintenance which could include working in close proximity to a nest tree, or accidental removal or trimming of branches that could support a raptor nest. The City of Roseville Parks Maintenance Department provides training to crews that work in City preserves or open habitat, and maintenance and monitoring is performed as per the City of Roseville Open Space Preserve

Overarching Management Plan. All trail maintenance activities would be conducted consistent with the City's Open Space Preserve Overarching Management Plan and related USFWS Biological Opinion and the City's California Department of Fish and Wildlife Streambed Alteration Agreement for Routine Maintenance. The Overarching Plan and Routine Maintenance Agreement include requirements for worker training and pre-maintenance nesting surveys as well as monitoring and reporting when nests are found.

Conclusion

No direct impact to nesting Swainson's hawk or white-tailed kite is expected, because these hawks are unlikely to nest within the project site because of low quality foraging habitat and thus the impact to Swainson's hawk and white-tailed hawk nesting and foraging habitat would be less than significant. The oak woodland habitat provides suitable nesting habitat for other common raptor species protected under the MBTA, and CDFG Code. Construction activities occurring within oak woodland, and riparian habitat would result in removal of trees, leading to the potential direct removal or disturbance of active raptor nests. Although identification of specific trees that would be removed has not occurred, it is anticipated that some trees would be removed as part of project implementation. The loss or disturbance of active common raptor nests would be a **significant** impact.

Alignment Option 1A

No direct impact to nesting Swainson's hawk or white-tailed kite is expected because these hawks are unlikely to nest within Alignment Option 1A because of low quality foraging habitat and thus the impact to Swainson's hawk and white-tailed hawk nesting and foraging habitat is considered less than significant. Since Alignment Option 1A would be a small part of the Proposed Trail Alignment, if selected, similar impacts to nesting raptors could occur as with the Proposed Trail Alignment. However, Alignment Option 1A would permanently remove 0.20 acre less of valley oak riparian woodland, and temporarily affect 0.10 acre less of valley oak riparian woodland than the Proposed Trail Alignment. The loss or disturbance of active common raptor nests would be a **significant** impact.

Alignment Option 1C

No direct impact to nesting Swainson's hawk or white-tailed kite is expected because these hawks are unlikely to nest within Alignment Option 1C because of low quality foraging habitat and thus the impact to Swainson's hawk and white-tailed hawk nesting and foraging habitat is considered less than significant. Alignment Option 1C would be a small part of the Proposed Trail Alignment, if selected, similar impacts to nesting raptors would occur as with the Proposed Trail Alignment. However, Alignment Option 1C would permanently remove 0.05 acre less of valley oak riparian woodland, and temporarily affect 0.05 acre less of valley oak riparian woodland than the Proposed Trail Alignment. The loss or disturbance of active common raptor nests would be a **significant** impact.

Alignment Option 5A

No direct impact to nesting Swainson's hawk or white-tailed kite is expected because these hawks are unlikely to nest within Alignment Option 5A because of low quality foraging habitat and thus the impact to Swainson's hawk and white-tailed hawk nesting and foraging habitat is considered less than significant. Alignment Option 5A would have the same impacts to nesting raptors as the Proposed Trail Alignment. However, Alignment Option 5A would permanently remove 0.30 acre more of valley oak riparian woodland and temporarily affect 0.20 acre more of valley oak riparian woodland than the Proposed Trail Alignment. The loss or disturbance of active common raptor nests would be a **significant** impact.

Mitigation Measures

Mitigation Measure 4.3-4: Nesting raptors.

This mitigation would apply for the Proposed Trail Alignment, Alternative Alignments 1A, 1C, and 5A.

The following measures shall be implemented to avoid, minimize and fully mitigate impacts to Swainson's hawk, white-tailed kite, as well as other raptors.

a. For project activities, including tree removal, that begin between February 15 and September 15, a qualified biologist shall conduct preconstruction surveys for nesting raptors and to identify active nests on and within 0.25 mile of the project site with direct line of sight from public access areas with the use of binoculars and spotting scopes to the proposed work areas. The surveys shall be conducted before the beginning of any construction activities between February 15 and September 15.

b. The City shall attempt to initiate upland construction activities before the nest initiation phase (i.e., before February 15). If breeding raptors establish an active nest site, as evidenced by nest building, egg laying, incubation, or other nesting behavior, near the construction area, they shall not be harassed or deterred from continuing with their normal breeding activities.

c. Impacts to nesting raptors shall be avoided by establishing appropriate buffers around active nest sites identified during preconstruction raptor surveys. No project activity shall commence within the buffer areas until a qualified biologist has determined the young have fledged, the nest is no longer active, or reducing the buffer, in coordination with CDFW, would not likely result in nest abandonment. CDFW guidelines recommend implementation of 500 feet for raptors, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with CDFW, determine that such an adjustment would not likely adversely affect the nest. Monitoring of the nest by a qualified biologist during construction activities shall be required if the activity has potential to adversely affect the nest.

d. Trees shall not be removed during the breeding season for nesting raptors unless a survey by a qualified biologist verifies that there are not active nests within the trees or within 500 feet of the trees proposed to be removed. Loss of trees that provide potential nesting habitat shall be compensated by planting replacement trees according to Mitigation Measure 4.3-1 (wetlands/riparian trees) and Mitigation Measure 4.3-8 (protected oak trees).

Significance after Mitigation

With implementation of Mitigation Measure 4.3-4, the potential loss of nesting raptors species as a result of project construction would be avoided by identifying nests, removing vegetation and trees outside of the nesting season, conducting pre-construction surveys if construction activities are to occur during the nesting season, and mitigating for the loss of oaks and riparian trees. Therefore, this impact would be reduced to a **less-than-significant** level.

Impact 4.3-5	Disturbances to special-status song birds.
Applicable Policies and Regulations	Fish and Wildlife Conservation Act FESA MBTA CDFG Code Sections 3503 and 3513 CEQA City of Roseville General Plan Open Space and Conservation Element
Significance with Policies and Regulations	Proposed Project: Significant Alignment Option 1A: Significant Alignment Option 1C: Significant Alignment Option 5A: Significant
Mitigation Measures	Mitigation Measure 4.3-5 (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Special-status bird species with a likelihood of occurring on the project site include: great egret (CNDDB), great blue heron (CNDDB), oak titmouse (BCC-YR), olive-sided flycatcher (BCC-B), California yellow warbler (SCC), Merlin (WL), peregrine falcon (BCC-W), yellow-billed magpie (BCC-YR), Nuttall's woodpecker (BCC-YR), Lewis' woodpecker (BCC-W), yellow-breasted chat (SCC), loggerhead shrike (BCC-YR) and purple martin (SCC). The great egret and great blue heron belong to the Heron family and although have no proper legal status, they are being tracked by the CNDDB and thus are included in this impact discussion. The USFWS maintains a list of Birds of Conservation Concern that, without additional conservation management actions, are likely to become candidates for listing under the ESA. The BCC list includes seasons as to when these birds receive additional management actions and those include Year Around (YR), Breeding (B), and Wintering (W). CDFW also maintains a list of bird Species of Special Concern (SCC) and Watch List (WL).

Proposed Trail Alignment

Construction Impacts

Construction of the Proposed Trail Alignment could disturb nesting special-status birds (great egret, great blue heron, oak titmouse, California yellow-warbler, yellow-billed magpie, Nuttall's woodpecker, yellow-breasted chat, loggerhead shrike, and purple martin) if construction would occur during the nesting season (typically February 15 – September 15). Project construction would involve grading of ground vegetation, grading for drainage, shrub and tree removal, removal of riparian vegetation for installation of bridge footings, retaining walls, and rock slope protecting and removal of oak woodland for construction of the proposed trail alignment. In addition to potential damage or direct removal of active nests, construction activities (i.e., trail and bridge construction) could result in noise, dust, and other disturbances to nesting birds, resulting in potential nest abandonment and mortality to eggs and chicks. Although project construction would result in the permanent and temporary loss of grassland foraging habitat, riparian habitat, and oak woodland habitat, suitable and more contiguous habitat is available adjacent to the project elements that would not be disturbed by project activities.

Wintering species (Lewis' woodpecker) that may use the project site during migration are not expected to use the site during the proposed window of construction. If project activities were initiated in areas being used by these migrating species, these species would move offsite unharmed. Although loss of foraging and resting habitat for these species would occur, suitable and more contiguous habitat is available adjacent to the project elements that would not be disturbed by project activities. Therefore, the loss of winter habitat within the proposed trail alignment is not expected to affect the local wintering population or viability of these species, and would not be considered substantial.

Use-related Impacts

Future recreational use of the project area is expected to increase because the multi-use path would provide access to more people that otherwise would not venture into the undeveloped open habitat area. This in turn would expose nesting special-status birds to potential disturbances. However, special-status bird species with potential to occur or nest in the area are species that are or have been acclimated to the urban environment and thus are likely to become used to pedestrians, joggers and cyclists. The long-term maintenance and repair of the multi-use path would require the use of various tools and equipment for vegetation maintenance which could include working in close proximity to a nest tree or accidental removal, trimming of branches of that could support a special-status bird nest. The City of Roseville Parks Maintenance Department provides training to crews that work in City preserves or open habitat and maintenance and monitoring is performed as per the City of Roseville Open Space Preserve Overarching Management Plan. All trail maintenance activities would be conducted consistent with the City's Open Space Preserve Overarching Management Plan and related USFWS Biological Opinion and the City's California Department of Fish and Wildlife Streambed Alteration Agreement for Routine Maintenance. The Overarching Plan and Routine Maintenance Agreement include requirements for worker training and pre-maintenance nesting surveys as well as monitoring and reporting when nests are found.

Conclusion

Vegetation clearing and other construction activities for the proposed project could result in the loss of individuals or nests, or disruptions to nesting attempts, special-status bird species if they nest in the project area in the future. The potential disturbance or loss of special-status bird nests would be **significant**. Wintering species, such as Lewis' woodpecker, that may use the project site or during migration are not expected to use the site during the proposed window of construction, as explained above.

Alignment Option 1A

Alignment Option 1A would result in similar impacts to nesting special-status birds as the Proposed Trail Alignment as described above under construction impacts. For the reasons explained above, the potential disturbance or loss of special-status bird nests would be **significant**.

Alignment Option 1C

Alignment Option 1C would result in similar impacts to nesting special-status birds as the Proposed Trail Alignment. Construction of the Alignment Option 1C could disturb nesting special-status birds, as described above for the proposed trail alignment. For the reasons explained above, potential disturbance or loss of special-status bird nests would be **significant**.

Alignment Option 5A

Alignment Option 5A would result in similar impacts to nesting special-status birds as the Proposed Trail Alignment. However, Alignment Option 5A has a slight increase in permanent and temporary impacts to oak woodland habitat as described in Impact 4.3-4. Under Alignment Option 5A, similar impacts to nesting special-status birds would occur as with the Proposed Trail Alignment. Construction of the Alignment Option 5A could disturb nesting special-status birds, as described above for the Proposed Trail Alignment. Therefore, the potential disturbance or loss of special-status bird nests would be **significant**.

Mitigation Measures

Mitigation Measure 4.3-5: Special-status birds.

This mitigation would apply for the Proposed Trail Alignment, Alignment Option 1A, 1C, and 5A.

The following measures shall be implemented and are intended to avoid, minimize, and fully mitigate impacts to nesting special-status birds.

a. The City shall ensure that before any ground-disturbing project activities begin for a given proposed trail segment, a qualified biologist shall identify potential habitat for nesting special-status bird species in areas that could be affected during the breeding season by construction.

b. If vegetation removal or other disturbance related to construction of the trail segment is required during the nesting season, focused surveys for active nests of special-status birds shall be conducted before and within 5 days of initiating construction by a qualified biologist. The appropriate area to be surveyed and timing of the survey may vary depending on the activity and species that could be affected. If no active nests are found during focused surveys, no further action under this measure shall be required.

c. If an active special-status bird nest is located during the preconstruction surveys, the biologist shall notify the City and the City shall notify CDFW. Construction shall be prohibited within a minimum of 25 feet of the nest to avoid disturbance until the nest is no longer active.

d. If construction stops for more than 5 days during the nesting season, a follow up survey shall be conducted to make sure that no birds moved into the area and started nesting.

Significance after Mitigation

With implementation of Mitigation Measure 4.3-5, the potential loss of individuals or nests of special-status bird species as a result of project construction would be avoided. Therefore, this impact would be reduced to a **less-than-significant** level.

Impact 4.3-6	Disturbance or loss of Western pond turtle.
Applicable Policies and Regulations	CEQA City of Roseville General Plan Open Space and Conservation Element
Significance with Policies and Regulations	Proposed Project: Significant Alignment Option 1A: Significant Alignment Option 1C: Significant Alignment Option 5A: Significant
Mitigation Measures	Mitigation Measure 4.3-6 (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Western pond turtle is designated as a species of special concern by CDFW. This species is found in a wide range of aquatic habitats with emergent structure for basking and feeding. Western pond turtles also use adjacent upland sites for nesting, often travelling great distances over land to potential nesting sites.

Aquatic habitat is present within the streams of the project site and one western pond turtle was documented during project surveys (ECORP 2014). An additional credible sighting and photograph of an adult male western pond turtle was made in February 2010. While exact counts are not available, western pond turtles probably occur in low numbers throughout much of Linda, Dry, and Cirby Creeks. During surveys, eight non-native red-eared slider (*Trachemys scripta elegans*) turtles were also observed and documented.

Nesting and upland overwintering habitat for western pond turtle is present in many areas along the creek corridor. Particularly suitable areas are in the broad floodplain near Sierra Gardens and between Rocky Ridge Drive and Champion Oaks Drive in the Maidu neighborhood. Generally, the western bank and terrace is more tightly constrained by housing, fences, roads, and other infrastructure throughout the project site, and the amount of floodplain and associated upland nesting/overwintering/dispersal habitat is greater on the northern and eastern banks of the creeks.

Proposed Trail Alignment

Construction Impacts

Project construction could result in limited short-term impacts on western pond turtle. Potential adverse impacts on western pond turtle would include: stress, injury, or mortality to individuals or their nests resulting from: site access by project vehicles and equipment, heavy equipment operation, installation of bridge abutments and stream bank stabilization, and excavation activities; temporary loss of habitat and movement corridors during installation of the trail; sedimentation and turbidity resulting from earthwork near the wetlands and perennial streams; and inadvertent fuel and oil spills into wetlands and perennial streams.

Use-related Impacts

Following project construction, increased pedestrian and bicycle use may startle western pond turtles and cause them to move away from basking areas, thus potentially disrupting thermoregulation. Currently, there are limited basking areas available for turtles on the project site and those available have been used by non-native red-eared slider turtles. Restoration work that would take place as part of the construction of the Proposed Trail Alignment may increase basking habitat for western pond turtle. Additionally, the long-term maintenance and repair of the multi-use path would require the use of various tools and equipment for vegetation maintenance that could include working in close proximity to grassland and aquatic habitat where the turtle may be nesting or basking. The City of Roseville Parks Maintenance Department provides training to crews that work in City preserves or open habitat and maintenance and monitoring is performed as per the City of Roseville Open Space Preserve Overarching Management Plan. All trail maintenance activities would be conducted consistent with the City's Open Space Preserve Overarching Management Plan and related USFWS Biological Opinion and the City's California Department of Fish and Wildlife Streambed Alteration Agreement for Routine Maintenance. The Overarching Plan and Routine Maintenance Agreement include requirements for worker training and pre-maintenance nesting surveys as well as monitoring and reporting when nests are found.

Conclusion

Vegetation-clearing and other construction activities could result in the loss of individuals or nests, or disruptions to nesting attempts, of western pond turtle if they nest in the project area in the future. The potential disturbance or loss of western pond turtle and their nests would be **significant**.

Alignment Option 1A

Alignment Option 1A would result in similar impacts to western pond turtle as would occur with the Proposed Trail Alignment. Vegetation clearing and other construction activities for Alignment Option 1A could result in the loss of individuals or nests, or disruptions to nesting attempts, of western pond turtle if they nest in the project site in the future. The potential disturbance or loss of western pond turtle and their nests would be **significant**.

Alignment Option 1C

Alignment Option 1C would result in similar impacts to western pond turtle as would occur with the Proposed Trail Alignment. Vegetation clearing and other construction activities for Alignment Option 1C could result in the loss of individuals or nests, or disruptions to nesting attempts, of western pond turtle if they nest in the project site in the future. The potential disturbance or loss of western pond turtle and their nests would be **significant**.

Alignment Option 5A

Because Alignment Option 5A would result in similar impacts to western pond turtle as the Proposed Trail Alignment. Vegetation clearing and other construction activities for Alignment Option 5A could result in the loss of individuals or nests, or disruptions to nesting attempts, of western pond turtle if they nest in the project site in the future. The potential disturbance or loss of western pond turtle and their nests would be **significant**.

Mitigation Measures

Mitigation Measure 4.3-6: Western pond turtle.
This mitigation would apply for the Proposed Trail Alignment, Alignment Options 1A, 1C, and 5A.

a. Implement Mitigation Measure 4.3-1.

b. Before ground disturbance, all onsite construction personnel shall be instructed by a qualified biologist regarding the potential presence of western pond turtle, the importance of avoiding impacts on this species and its habitat, and recognition of western pond turtle and its habitat(s).

c. Within 24 hours before beginning construction activities within 200 feet of suitable aquatic habitat for western pond turtle, a qualified biologist shall inspect areas of anticipated disturbance for the presence of western pond turtle nests and individuals. If nests are found, a 100-foot no disturbance buffer shall be erected and maintained until the turtles have hatched and no obstructions between the nest and aquatic habitat shall be created. No vegetation clearing will be allowed within the buffer to shelter the turtles from the elements and potential predators.

d. If adult and juvenile turtles are found during preconstruction, dewatering, or fish rescue operations, the biologist shall relocate the western pond turtle to the nearest suitable habitat outside of the area of disturbance. The construction area shall be re-inspected whenever a lapse in construction activity of two weeks or more has occurred. The biologist shall be available thereafter; if a turtle is encountered during construction activities, the biologist shall relocate the western pond turtle to the nearest suitable aquatic habitat outside the area of disturbance. As suitable habitat is located throughout the area, it is not anticipated that turtles would be relocated far from construction areas and that they would recolonize following construction.

e. After completion of project-related construction activities, any temporary fill and construction debris shall be removed, and temporarily disturbed areas shall be restored to pre-project conditions. Restoration of grassland and riparian habitat shall be conducted as applicable under Mitigation Measure 4.3-1 (for riparian vegetation) and Mitigation Measure 4.3-4 (for grassland habitat) in proximity to the stream corridors.

Significance after Mitigation
Implementing Mitigation Measure 4.3-6 would reduce significant impacts on western pond turtle to a **less-than-significant** level because it would require the City to identify and avoid western pond turtle nest sites or temporarily relocate individuals outside of the construction area; because suitable habitat is located throughout the area, it is not anticipated that turtles would be relocated far from construction areas and that they would recolonize following construction.

Impact 4.3-7	Disturbance or loss of special-status bats – pallid bat and silver-haired bat.
Applicable Policies and Regulations	CEQA City of Roseville General Plan Open Space and Conservation Element
Significance with Policies and Regulations	Proposed Project: Significant Alignment Option 1A: Significant Alignment Option 1C: Significant Alignment Option 5A: Significant
Mitigation Measures	Mitigation Measure 4.3-7 (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Pallid bat is designated as a Species of Special Concern by CDFW and High Priority species by the Western Bat Working Group. Throughout California, pallid bats are usually found in arid climates below 6,000 feet elevation. Pallid bats use a variety of habitats including grasslands, shrublands, woodlands, and coniferous forests. Pallid bats are most common in open, dry habitats that contain rocky areas for roosting. Day roosts may vary but are commonly found in rock crevices, tree hollows, mines, caves, and a variety of human-made structures. Night roosts are usually more open sites and may include unsecured buildings, porches, mines, caves, and under bridges. Tree roosting has been documented in large conifer snags, inside basal hollows of redwoods and giant sequoias, and bole cavities in oaks (Sherwin 1998). They are year-long residents in most of their range and hibernate in winter near their summer roost (Zeiner et al. 1990). This species is highly sensitive to disturbance and highly intolerant of urban development. Though no documented occurrences of pallid bat exist for the project site, the oak woodland and riparian area on the project site and vicinity may provide suitable foraging habitat, as well as roosting habitat in large oak trees and snags and in more open areas.

The silver-haired bat is a Medium Priority species designated by the Western Bat Working Group, and it is being tracked by the CNDDB with no formal status. The silver-haired bat is common but erratic in abundance. During spring and fall migrations, the silver-haired bat may be found anywhere in California. Summer habitats include coastal and montane coniferous forest, valley foothill woodlands, pinyon-juniper woodlands, and valley foothill and montane riparian habitats. Roosts in hollow trees, snags, buildings, rock crevices, caves, and under bark. Females may form nursery colonies or occur as solitary individuals in dense foliage or hollow trees. This species needs access to drinking water.

Proposed Trail Alignment

Construction Impacts

Removal of valley oak riparian woodland as part of the Proposed Trail Alignment would involve the removal of old oak trees that may contain basal hollows that could be used as bat roosting sites. Some of these hollows may provide suitable conditions to serve as maternity sites for the aforementioned bat species. Construction activities (i.e., ground clearing, including tree and shrub removal, and grading) within 250-feet of these roosting sites could temporarily disturb pallid and silver-haired bats that may be roosting, such that breeding could be disrupted or nest abandonment could occur. Project activities within suitable habitat that removes or disturb trees or other structures used for roosting could remove or cause abandonment of these features. Additionally, the removal of trees occupied by bats during removal activities could injure or kill bats. Loss of active roost sites could affect distribution of individuals over time if other suitable roost sites are not available; however, potential roost sites are not limited to the project disturbance footprint; other woodland and riparian habitat with potential roost structures may be present throughout the project site and the surrounding area. Because construction would occur during the day when bats are typically not active, disturbances to foraging behavior and prey would be avoided.

Use-related Impacts

The long-term maintenance and repair of the multi-use path would require the use of various tools and equipment for vegetation maintenance which could include working in close proximity to a roost tree or accidental removal, trimming of branches of that could support a bat roost. The City of Roseville Parks Maintenance Department provides training to crews that work in City preserves or open habitat and maintenance and monitoring is performed as per the City of Roseville Open Space Preserve Overarching Management Plan. All trail maintenance activities would be conducted consistent with the City's Open Space Preserve Overarching Management Plan and related USFWS Biological Opinion and the City's California Department of Fish and Wildlife Streambed Alteration Agreement for Routine Maintenance. The Overarching Plan and Routine Maintenance Agreement include requirements for worker training and pre-maintenance nesting surveys as well as monitoring and reporting when nests are found.

Conclusion

Vegetation clearing and other construction activities for the proposed project could result in the loss of individuals or bat roosts, or disruptions to maternity roosts, of silver-haired bat and pallid bat. The potential disturbance or loss of silver-haired bat and pallid bat individuals or roost sites would be **significant**.

Alignment Option 1A

Since Alignment Option 1A would result in similar impacts to roosting special-status bats as the Proposed Trail Alignment. Vegetation clearing and other construction activities for Alignment Option 1A could result in the loss of individuals or bat roosts, or disruptions to maternity roosts (if present), of silver-haired bat and pallid bat. The potential disturbance or loss of silver-haired bat and pallid bat individuals, roost or maternity sites would be **significant**.

Alignment Option 1C

Alignment Option 1C would result in similar impacts to nesting special-status bats as the Proposed Trail Alignment. Vegetation clearing and other construction activities for Alignment Option 1C could result in the loss of individuals or bat roosts, or disruptions to maternity roosts (if present), of silver-haired bat and pallid bat. The potential disturbance or loss of silver-haired bat and pallid bat individuals, roost or maternity sites would be **significant**.

Alignment Option 5A

Alignment Option 5A would result in similar impacts to nesting special-status bats as the Proposed Trail Alignment. However, Alignment Option 5A has a slight increase in permanent and temporary impacts to oak woodland habitat as described in Impact 4.3-4. Vegetation clearing and other construction activities for Alignment Option 5A could result in the loss of individuals or bat roosts, or disruptions to maternity roosts (if present), of silver-haired bat and pallid bat. The potential disturbance or loss of silver-haired bat and pallid bat individuals, roost or maternity sites would be **significant**.

Mitigation Measures

Mitigation Measure 4.3-7: Special-status bats.

This mitigation would apply for the Proposed Trail Alignment, Alternative Alignments 1A, 1C, and 5A.

a. Bat surveys shall be conducted by a qualified wildlife biologist within 5 days before removal of trees that have suitable roosting habitat for bats. Specific survey methodologies shall be determined in coordination with CDFW, and may include visual surveys of bats (e.g., observation of bats during foraging period), inspection for suitable habitat, bat sign (e.g., guano), or use of ultrasonic detectors (e.g., Petterson, Anabat, Wildlife Acoustics). Removal of any significant roost sites located shall be avoided to the extent feasible with a non-disturbance buffer of 250-feet. If it is determined that an active roost site cannot be avoided and will be affected, bats shall be excluded from the roost site before the site is removed. The City shall first notify and consult with CDFW on appropriate bat exclusion methods and roost removal procedures. Exclusion methods may include use of one-way doors at roost entrances (bats may leave, but not reenter), or sealing roost entrances when the site can be confirmed to contain no bats. Once it is confirmed that all bats have left the roost, crews shall be allowed to continue work in the area. The City may have to provide temporary suitable bat roosting habitat (i.e. bat boxes), prior, during, and after exclusion to provide bat roosting habitat.

b. Exclusion efforts shall be restricted during periods of sensitive activity (e.g., during winter hibernation or while females in maternity colonies are nursing young [generally, April 15 through August 15]). If a hibernation or maternity roosting site is discovered, the project biologist and the City shall consult with CDFW to establish appropriate exclusionary buffers until all young are determined to be able to fly by the project biologist. Once it is determined that all young are able to fly, passive exclusion devices

shall be installed and all bats will be allowed to leave voluntarily. Once it is determined by a qualified biologist that all bats have left the roost, crews shall be allowed to work within the buffer zone.

Significance after Mitigation

Implementation of Mitigation Measures 4.3-7 would avoid the loss of individuals, occupied roosts, or other active breeding sites of pallid bat, and silver-haired bat. With implementation of these measures, the project would not substantially affect the distribution, breeding productivity, viability, or the regional population of these special-status bat species. Therefore, potential impacts to Pallid bat and silver-haired bat would be reduced to a **less-than-significant** level.

Impact 4.3-8	Disturbance or loss of City protected trees, Valley Oak Woodland, and other Sensitive Vegetation Alliances and Associations.
Applicable Policies and Regulations	CEQA California Fish and Game Code City of Roseville General Plan Open Space and Conservation Element City of Roseville Municipal Code Chapter 19.66-Tree Preservation Ordinance
Significance with Policies and Regulations	Proposed Project: Significant Alignment Option 1A: Significant Alignment Option 1C: Significant Alignment Option 5A: Significant
Mitigation Measures	Mitigation Measure 4.3-8 (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

The proposed project alignment crosses oak woodland and riparian areas with abundant native oaks. Valley Oak Woodland (inclusive of valley oak riparian woodland) is listed as Sensitive Vegetation Alliances and Associations (previously known as Sensitive Natural Communities) by CDFW. Native trees stabilize creek banks, provide wildlife habitat, and improve aquatic habitat by shading and contributing vegetative matter to support aquatic macroinvertebrate species adjacent to streams. Additionally, native trees and oak woodlands provide unique habitat for native insect and wildlife species and preserve other native plants that grow in association with the trees by influencing sunlight, soil moisture, ground temperature, exposure to rain and cold, and soil nutrients.

The City of Roseville Municipal Code Ordinance Section 19.66.070, Oak Tree Planting and Replacement Program regulates removal of oak trees within the City. The ordinance protects native oak trees or the area within the protected zone of a native oak (i.e. any tree of the genus *Quercus* such as valley oak (*Quercus lobata*), blue oak (*Q. douglasii*), and interior live oak (*Q. wislizenii*) measuring equal to or greater than six inches in diameter at breast height measured as a total of a single trunk or multiple trunks).

Proposed Trail Alignment

Construction Impacts

Project construction would involve grading and removal of non-native annual grassland, grading for drainage, shrub and oak tree removal, removal of riparian vegetation for installation of bridge footings, retaining walls, and rock slope protection, and removal of oak woodland for construction of the proposed trail alignment. In addition to potential damage or direct removal of riparian vegetation and oak trees, construction activities (i.e., trail and bridge construction), could result in dust, root damage, branch trimming of trees, and other disturbances to sensitive habitats, resulting in habitat degradation. Preliminary analysis based on initial design of the trail indicates that the Proposed Trail Alignment would permanently impact up to 4.30 acres of valley oak riparian woodland and temporarily affect up to 4.9

acres of valley oak riparian woodland. Valley Oak Woodland (inclusive of valley oak riparian woodland) is listed as an S3* sensitive alliance. Alliances with State ranks of S1-S3 are considered to be highly imperiled. Associations currently designated as being of S3 or rarer are indicated with an asterisk (*), which is the case for the valley oak riparian woodland. This is likely because of reduction of habitat statewide most likely due to habitat conversion because of urbanization. Although the acreage impacted is small in comparison to the estimated total statewide, the ecological service that these oaks provide to birds and local wildlife is important because these oaks provide shelter and food and, if the trees are adjacent to streams, they can also help to shade the streams and help maintain suitable water temperatures for salmonids.

Use-related Impacts

The long-term maintenance and repair of the multi-use path would require the use of various tool and equipment for vegetation maintenance which could include working within sensitive riparian and oak woodland habitat and annual grassland, resulting in vegetation removal or accidental removal, trimming of riparian or oak branches that could lead to habitat degradation. The City of Roseville Parks Maintenance Department provides training to crews that work in City preserves or open habitat and maintenance and monitoring is performed as per the City of Roseville Open Space Preserve Overarching Management Plan. All trail maintenance activities would be conducted consistent with the City's Open Space Preserve Overarching Management Plan and related USFWS Biological Opinion and the City's California Department of Fish and Wildlife Streambed Alteration Agreement for Routine Maintenance. The Overarching Plan and Routine Maintenance Agreement include requirements for worker training and pre-maintenance nesting surveys as well as monitoring and reporting when nests are found.

Conclusion

Vegetation clearing and other construction activities for the proposed project could result in the loss of sensitive vegetation alliances, such as valley oak riparian woodlands and riparian habitat. These sensitive vegetation alliances are in decline and are protected under CEQA and CDFG Code. The potential disturbance or loss of sensitive vegetation alliances, such as oak woodlands, and riparian habitat would be **significant**.

Alignment Option 1A

Under Alignment Option 1A would result in similar impacts to sensitive habitats as the Proposed Trail Alignment. Preliminary analysis indicates that Alignment Option 1A would permanently impact 0.20 acre less of valley oak riparian woodland, and temporarily affect 0.10 acre less of valley oak riparian woodland than the Proposed Trail Alignment. This would be a **significant** impact.

Alignment Option 1C

Alignment Option 1C would result in similar impacts to sensitive habitats as the Proposed Trail Alignment. Preliminary analysis indicates that Alignment Option 1C would permanently impact 0.05 acre less of valley oak riparian woodland, and temporarily affect 0.05 acre less of valley oak riparian woodland than the Proposed Trail Alignment. This would be a **significant** impact.

Alignment Option 5A

Alignment Option 5A would result in similar impacts to sensitive habitat as the Proposed Trail Alignment. Preliminary analysis indicates that Alignment Option 5A has a slight increase in permanent and temporary impacts to oak woodland habitat because Alignment Option 5A would permanently impact 0.30 more acres of valley oak riparian woodland, and temporarily affect 0.20 more acres of valley oak riparian woodland. This would be a **significant** impact.

Mitigation Measures

Mitigation Measure 4.3-8: Avoid impacts or mitigate for impacts to Valley Oak Woodland, and other Sensitive Vegetation Alliances and Associations (previously known as Sensitive Natural Communities).

This mitigation would apply for the Proposed Trail Alignment, Alignment Option 1A, 1C, and 5A.

a. To the maximum extent feasible, oak and riparian trees shall be avoided where possible and protection measures shall be implemented to protect oak woodlands, riparian areas and associated native trees from project-related impacts. The following measures shall be implemented for oak and riparian trees that would be impacted by project activities to avoid and minimize potential impacts to individual oak and riparian trees:

    1. Temporary protective fencing shall be installed at least one foot outside the dripline of the native oak tree before initiating construction to avoid damage to the tree canopy and root system. A circle with a radius measurement from the trunk of the tree to the tip of its longest limb will constitute the dripline protection area for each tree. Limbs must not be cut back to change the dripline. The area beneath the dripline is a critical portion of the root zone and defines the minimum protected area of each tree. Removing limbs that make up the dripline does not change the protected area.

    2. No vehicles, construction equipment, mobile home/office, supplies, materials or facilities shall be driven, parked, stockpiled or located within the dripline of the native oak trees.

    3. No grading shall be allowed within the dripline of the native oak tree.

    4. No trenching shall be allowed within the dripline of the native oak tree. If it is necessary to install underground utilities within the dripline of the native oak tree, the utility line shall be jacked and bored under the supervision of a certified arborist.

    5. Drainage patterns onsite shall not be modified so that water collects or stands within, or is diverted across, the dripline of any native oak tree.

    6. If ground disturbance must occur within the protected zone of a native oak tree, all work shall occur consistent with the City's Tree Preservation Ordinance requirements.

b. For those trees that cannot be avoided, the City shall comply with any riparian habitat conditions to comply with the Compensatory Wetland, Stream and Riparian Mitigation and Monitoring Plan that will be developed during the Section 404, Section 401, and Section 1602 permitting process as described in Mitigation Measure 4.3-1. Additionally, the City shall implement the following:

    1. An arborist report shall be conducted to identify the species and quantities of trees that will be removed to implement the project.

    2. If native oak trees are removed, they shall be replaced as outlined in the City's Tree Preservation Ordinance 19.66.070. A Tree Planting and Maintenance Plan showing species, size, spacing and location of plantings, and the location and species of established vegetation shall be prepared. A monitoring program shall also be established to ensure compliance with any prescribed mitigation measures established by the project and to monitor the oak woodland restoration area.

    3. Fully implement Mitigation Measure 4.3-1, which requires the City to secure and comply with a CDFW Streambed Alteration Agreement that would include a riparian restoration component.

Significance after Mitigation

Implementing Mitigation Measure 4.3-8 would reduce significant impacts on oak woodlands, riparian habitat and other Sensitive Vegetation Alliances because it would require the City to identify and avoid oaks, oak woodlands and riparian habitat or provide compensation for loss of oaks, riparian trees, oak woodland and riparian habitat through enhancement of existing habitats, creation and management of oak woodland and riparian habitat, conservation easements, or other appropriate measures. Therefore, potential impacts to oak woodlands, riparian habitat or other Sensitive Vegetation Alliances would be reduced to a **less-than-significant** level.

Impact 4.3-9	Disturbance or loss of special-status plants – Sanford's arrowhead.
Applicable Policies and Regulations	CEQA California Native Plant Protection Act City of Roseville General Plan Open Space and Conservation Element
Significance with Policies and Regulations	Proposed Project: Significant Alignment Option 1A: Significant Alignment Option 1C: Significant Alignment Option 5A: Significant
Mitigation Measures	Mitigation Measure 4.3-9 (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

In-Stream Construction Activities Impacts

The project is a 4.25-mile multi-use trail that would follow creek corridors along portions of Dry, Cirby, and Linda Creeks. The multi-use trail would generally consist of a 10-foot wide paved trail with two-foot wide shoulders. Construction of the proposed multi-use trail would require removal of vegetation and existing features, grading, placement of aggregate base material, and construction of five roadway undercrossings, construction or modification of up to eight bridges (refer to Table 3-2 in Chapter 3, "Project Description"), and approximately 27,000 square feet of retaining walls (refer to Table 3-3 in Chapter 3, "Project Description"). In addition, a maximum of eight temporary stream crossings or stream diversions would be required. These activities would create ground disturbance in the adjacent upland area, along the stream banks, and within the stream channel of Dry, Linda, and Cirby Creeks.

No special-status plants have been documented in the project site. Only one special-status plant species, Sanford's arrowhead, was identified as having a moderate potential to occur on the project site because of presence of suitable habitat particularly along the margins of the perennial streams and pond. No protocol-level surveys for special-status plant species have been conducted to confirm presence or absence of Sanford's arrowhead on the project site. Therefore, project implementation could affect Sanford's arrowhead, if present.

Placement of bridge abutments and streambank stabilization work for the proposed project could result in permanent impacts to 0.26 acre of Sanford's arrowhead potential habitat (i.e., wetlands, pond, and stream habitat) and temporary impacts to 0.58 acre of potential Sanford's arrowhead habitat. In addition to direct removal of potential habitat and individual plants, vegetation removal, grading for drainage, or other construction-related disturbances (i.e., dewatering, stream diversions), plants could suffer other direct physical damage, including breaking, crushing, desiccation, and burying. Damaged plants may experience altered growth and development, or reduced or eliminated seed-set and reproduction, and mortality of individuals or populations can eventually result.

Use-related Impacts

The long-term maintenance and repair of the multi-use path would require the use of various tool and equipment for vegetation maintenance which could include direct removal or spraying of herbicides in Dry, Linda, and Cirby Creeks. Additionally, potential users of the trail may inadvertently or purposely collect or remove Sanford's arrowhead. Over time, these activities could adversely affect Sanford's arrowhead. The City of Roseville Parks Maintenance Department provides training to crews that work in City preserves or open habitat and maintenance and monitoring is performed as per the City of Roseville Open Space Preserve Overarching Management Plan. The Overarching Plan and related USFWS Biological Opinion (81420-2008-F-1958-3) includes conditions that address use of herbicides near vernal pools and riparian areas. All trail maintenance activities would be conducted consistent with the City's Open Space Preserve Overarching Management Plan and related USFWS Biological Opinion and the City's California Department of Fish and Wildlife Streambed Alteration Agreement for Routine Maintenance. The Overarching Plan and Routine Maintenance Agreement include requirements for worker training and pre-maintenance nesting surveys as well as monitoring and reporting when nests are found. Additionally, the City of Roseville has developed a brochure entitled "Doing Your Part to Care for Our Open Space," which encourages residents to leave no trace and to not collect plants or cut down trees.

Conclusion

Vegetation clearing and other in-water construction activities for the proposed project could result in the loss of Sanford's arrowhead. The potential disturbance or loss of Sanford's arrowhead would be a **significant** impact.

Alignment Option 1A

Option 1A is the same as the Proposed Trail Alignment until the approach to the Dry Creek/Cirby Creek confluence and the first bridge. Where the Proposed Trail Alignment would cross Dry Creek via Bridge #2 and continue on the northern bank of Cirby Creek, Option 1A would cross Dry Creek via Bridge #3. By remaining on the south bank of Cirby Creek, Option 1A would not require the construction of Bridge #2 or Bridge #4. Option 1A would require an additional 765 linear feet of retaining walls or streambank stabilization when compared to the Proposed Trail Alignment. However, because this option does not require the construction of Bridge #2 or Bridge #4 the total permanent impacts to Sanford's arrowhead habitat is 0.01 acre less than the Proposed Trail Alignment (or 0.25 acre). Similarly, temporary impacts to Sanford's arrowhead habitat is 0.03 acres less than the Proposed Trail Alignment (or 0.55 acres). Vegetation clearing and other in-water construction activities for Alignment Option 1A could result in the loss of Sanford's arrowhead. The potential disturbance or loss of Sanford's arrowhead would be a **significant** impact.

Alignment Option 1C

Option 1C is the same as the Proposed Trail Alignment and would have the same bridges and undercrossings described above for the Proposed Trail Alignment with the exception that in Sheet 1 Segment, the multi–use trail would be located on the northeastern side of Dry Creek. Implementation of Option 1C would require an additional 1,080 linear feet of streambank stabilization. Under Option 1C permanent impacts to Sandford's arrowhead potential habitat would be 0.01 acre less than the Proposed Trail Alignment (or 0.25 acre), and Option 1C temporary impacts would be 0.05 acres less than the Proposed Trail Alignment. Vegetation clearing and other in water construction activities for the Alignment Option 1C could result in the loss of Sanford's arrowhead. The potential disturbance or loss of Sanford's arrowhead would be a **significant** impact.

Alignment Option 5A

Option 5A deviates from the Proposed Trail Alignment just west of Bridge #13. Option 5A would remain on the south bank of Cirby Creek until crossing to the north bank via Bridge #14. Option 5A would include both an undercrossing of Sunrise Avenue and connecting paths to both sides of Sunrise Avenue. Both the Proposed Trail Alignment and Option 5A would make extensive use of retaining walls through this section of the path, however Option 5A would require an additional 635 linear feet when

compared to the Proposed Trail Alignment. The permanent impacts to Sandford's arrowhead potential habitat under Option 5A would be 0.0005 acre more than the Proposed Trail Alignment, and the temporary impacts to Sandford's arrowhead potential habitat would be 0.001 acre less than the Proposed Trail Alignment. Vegetation clearing and other in water construction activities for the Alignment Option 5A could result in the loss of Sanford's arrowhead. The potential disturbance or loss of Sanford's arrowhead would be a **significant** impact.

Mitigation Measures

Mitigation Measure 4.3-9: Special-status plants – Sanford's arrowhead.

This mitigation would apply for the Proposed Trail Alignment, Alternative Alignments 1A, 1C, and 5A.

The City shall implement the following measures to reduce potential impacts on Sanford's arrowhead:

a. Prior to project construction and during the blooming period for Sanford's arrowhead (May – November), a qualified botanist shall conduct floristic-level surveys for Sanford's arrowhead in areas where potentially suitable habitat would be removed or disturbed by project activities. The normal blooming period for Sanford's arrowhead generally indicates the optimal survey period when the species is most identifiable.

b. If no Sanford's arrowhead plants are found, the botanist shall document the findings in a letter report to the City of Roseville and CDFW and no further mitigation shall be required.

c. If Sanford's arrowhead plants are found that cannot be avoided during construction, the City shall consult with CDFW to determine the appropriate mitigation measures for direct and indirect impacts that could occur as a result of project construction and shall implement the agreed-upon mitigation measures to achieve no net loss of occupied habitat or individuals. Mitigation measures may include preserving and enhancing existing populations, creation of offsite (but within the stream reach) populations on project mitigation sites through seed collection or transplantation, and/or restoring or creating suitable habitat in sufficient quantities to achieve no net loss of occupied habitat and/or individuals. Potential mitigation sites could include suitable locations along the stream but outside of the construction areas. A mitigation and monitoring plan shall be developed describing how unavoidable losses of special-status plants will be compensated.

d. If relocation efforts are part of the mitigation plan, the plan shall include details on the methods to be used, including collection, storage, propagation, receptor site preparation, installation, long-term protection and management, monitoring and reporting requirements, success criteria, and remedial action responsibilities should the initial effort fail to meet long-term monitoring requirements.

e. Success criteria for preserved and compensatory populations shall include:

    1. The extent of occupied area and plant density (number of plants per unit area) in compensatory populations shall be equal to or greater than the affected occupied habitat.

    2. Compensatory and preserved populations shall be self-producing. Populations shall be considered self-producing when:

        I. plants reestablish annually for a minimum of five years with no human intervention such as supplemental seeding;

        II. reestablished and preserved habitats contain an occupied area and flower density comparable to existing occupied habitat areas in similar habitat types in the project vicinity.

3. If off-site mitigation includes dedication of conservation easements, purchase of mitigation credits, or other off-site conservation measures, the details of these measures shall be included in the mitigation plan, including information on responsible parties for long-term management, conservation easement holders, long-term management requirements, success criteria such as those listed above and other details, as appropriate to target the preservation of long term viable populations.

Significance after Mitigation

Implementing Mitigation Measure 4.3-9 would reduce significant impacts on Sanford's arrowhead to a **less-than-significant** level because it would require the City to identify and avoid Sanford's arrowhead plants or provide compensation for loss of Sanford's arrowhead plants through enhancement of existing populations, creation and management of offsite populations, conservation easements, or other appropriate measures.

Impact 4.3-10	Impacts on movement of native resident or migratory fish or wildlife species or migratory wildlife corridors or impede the use of native wildlife nursery sites.
Applicable Policies and Regulations	CEQA City of Roseville General Plan Open Space and Conservation Element
Significance with Policies and Regulations	Proposed Project: Significant Alignment Option 1A: Significant Alignment Option 1C: Significant Alignment Option 5A: Significant
Mitigation Measures	Mitigation Measure 4.3-10 (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

Construction Impacts

The project site is an urbanized creek corridor bounded by residential and commercial development. The project site functions as a regional biological corridor, providing potential for local and common terrestrial species adapted to living in an urban environment, and migration and dispersal though developed portions of the City to larger open space areas to the west of the project site. The eastern portion is more developed, and there is no direct connectivity to open space areas to the east of the project site. Thus, the creek corridor acts as a funnel in the eastern area, exposing terrestrial species to urban road hazards. Because not all of the available habitat would be affected by construction activities and because the constructed trail would affect a small portion of the available habitat, temporary movement of common terrestrial species would not result in substantial effects on terrestrial wildlife movement because there would be adjacent habitat that wildlife could use for local movement. Additionally, areas that would be affected by construction in the project site are not known to contain native wildlife nursery sites, such as bird rookeries or bat roosts. Furthermore, implementation of the project would require the undercrossings of five roads (see Chapter 3, "Project Description"). Terrestrial wildlife would be able to continue to use these undercrossings to cross busy roads that include Sunrise Avenue, Rocky Ridge Road, and Old Auburn Road.

However, the creek corridor also provides migration, spawning, and rearing habitat for federally threatened Central Valley steelhead. Central Valley fall-run Chinook salmon is also known to occur in Dry Creek; however, spawning and summer rearing habitat likely only occurs in Antelope Creek, Miner's, and Secret Ravine because of excessively high temperatures in Cirby and Linda Creeks (ECORP 2016).

As discussed in Impact 4.3-2, construction of the Proposed Trail Alignment would impact aquatic and riparian habitat for Central Valley steelhead and Central Valley fall-run Chinook Salmon that help these

migratory fish species reach their breeding and nursery grounds. Permanent direct effects would result from the placement of piles/fill in Central Valley steelhead and Central Valley fall-run Chinook salmon aquatic habitat, and permanent indirect effects could include night lighting "spill" on waterways from bridges, and the loss of riparian vegetation and SRA cover. Temporary indirect effects could include sedimentation and turbidity, temporary removal of vegetation, as well as pollution/contamination of project waterways. Construction of the project would include the temporary use of a water tight coffer dam as discussed under Impact 4.3-1 and 4.3-2.

Use-related Impacts

The long-term maintenance and repair of the multi-use path and bridge structures would require the use of various tool and equipment that have the potential to introduce fill or other materials into Dry, Linda, and Cirby Creeks that could affect Central Valley steelhead and Central Valley fall-run Chinook salmon and their habitat and thus affect their migratory corridor and nursery sites. All trail maintenance activities would be conducted consistent with the City's Open Space Preserve Overarching Management Plan and related USFWS Biological Opinion and the City's California Department of Fish and Wildlife Streambed Alteration Agreement for Routine Maintenance. The Overarching Plan and Routine Maintenance Agreement include requirements for worker training and pre-maintenance nesting surveys as well as monitoring and reporting when nests are found. In addition, the creation of impervious surfaces associated with the Proposed Trail Alignment could result in indirect impacts to Dry, Linda, and Cirby Creeks and other downstream waters as a consequence of runoff that could affect Central Valley steelhead and Central Valley fall-run Chinook salmon. These indirect impacts would be minimized through compliance with protective City and state regulations as described in Section 4.8, "Hydrology and Water Quality," Impact 4.3-1, and Impact 4.3-2. Both the City of Roseville Grading Permit and the State Water Resources Control Board NPDES permit (which is required for all projects which disturb over one acre of soil), require the preparation of a SWPPP that would help prevent or minimize use-related impacts.

Conclusion

As described above, impacts on terrestrial wildlife movement corridors and/or terrestrial wildlife nursery sites would be less than significant, and no mitigation for terrestrial species would be required.

Implementation of the proposed project would create construction noise, vibrations, lighting issues, temporary diversion structures, temporary creek crossings, installation of RSP and rock and log vanes, limited amount of pile placement (limited to the Darling Way Bridge Widening location), and other associated disturbances that have the potential to harass and disrupt migratory behavior of Central Valley steelhead and/or Central Valley fall-run Chinook salmon. Implementation of the proposed project could impact migratory fish and their breeding and nursery sites; however, because the project would have to secure permits from federal and state agencies (i.e. Sections 401, 404, and 1602 permits) that would restrict work windows to those when these species are not expected to be within the stream corridor and would require the City to mitigate for the loss of aquatic and riparian habitat, it would not result in substantial effects migratory fish movement or to their breeding or nursery sites.

Construction activities such as clearing and grubbing along stream banks, earthwork, the placement of RSP below the OHWM, and the construction of temporary creek crossings have the potential to result in temporary sedimentation and turbidity effects, accidental spills of hazardous materials, potential noise-related disturbances, and permanent and temporary loss of SRA, which can affect Central Valley steelhead and/or Central Valley fall-run Chinook salmon spawning sites. This would be a **significant** impact.

Alignment Option 1A

Option 1A would have the similar impacts on migratory fish as the Proposed Trail Alignment because in-water construction could result in impacts to migrating fish if present; and Alignment Option 1A also affects aquatic, riparian, and SRA habitat which in turn could block upstream/downstream passage,

result in siltation that affects spawning grounds, and removal of SRA could lead to an increase in stream temperatures that are unsuitable for salmonids. This would be a **significant** impact.

Alignment Option 1C
Option 1C would have the similar impacts on migratory fish as the Proposed Trail Alignment because in-water construction could result in impacts to migrating fish if present; and Alignment Option 1C also affects aquatic, riparian, and SRA habitat which in turn could block upstream/downstream passage, result in siltation that affects spawning grounds, and removal of SRA could lead to an increase in stream temperatures that are unsuitable for salmonids. This would be a **significant** impact.

Alignment Option 5A
Option 5A would have the similar impacts on migratory fish as the Proposed Trail Alignment, because in-water construction could result in impacts to migrating fish if present; and Alignment Option 5A also affects aquatic, riparian, and SRA habitat which in turn could block upstream/downstream passage, result in siltation that affects spawning grounds, and removal of SRA could lead to an increase in stream temperatures that are unsuitable for salmonids. This would be a **significant** impact.

Mitigation Measures

Mitigation Measure 4.3-10: Movement of native resident or migratory fish or wildlife species or migratory wildlife corridors or impede the use of native wildlife nursery sites.
This mitigation would apply for the Proposed Trail Alignment, Alternative Alignments 1A, 1C, and 5A.

Implementation of Mitigation Measure 4.3-1 and Mitigation Measure 4.3-2 would ensure that impacted habitats are mitigated for or restored, and work windows would prevent impact to migratory fish species. The work windows would allow the fish to freely use the stream corridors during migration to and from the streams. Impacted habitats (i.e., aquatic, riparian and SRA) would be restored or mitigated for and although affected their long-term function as breeding or nursery site would not be impacted.

a. Implement Mitigation Measure 4.3-1 Wetlands, waters of the United States, waters of the state and riparian habitat.

b. Implement Mitigation Measure 4.3-2 Central Valley Steelhead and Central Valley Fall-run Chinook Salmon.

Significance after Mitigation
Implementing Mitigation Measure 4.3-10 would reduce significant impacts on migratory fish, their breeding and nursery habitat to **less-than-significant** level because the City would have to secure permits from Federal and State Agencies (i.e. Sections 401, 404, and 1602 permits) that would restrict work windows to those when these species are not expected to be within the stream corridor, would require the City to mitigate for the loss of aquatic and riparian, and although the aquatic and riparian habitat would be temporarily affected, it would not result in substantial effects migratory fish movement or to their breeding or nursery sites. Implementation of Mitigation Measure 4.3-1 and Mitigation Measure 4.3-2 would ensure that impacted habitats are mitigated for or restored, and work windows would prevent impact to migratory fish species. The work windows would allow the fish to freely use the stream corridors during migration to and from the streams. Impacted habitats (i.e., aquatic, riparian and SRA) would be restored or mitigated for and although affected their long-term function as breeding or nursery site would not be impacted.

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4.4 CULTURAL RESOURCES

4.4.1 Introduction

This section analyzes and evaluates the impacts of the proposed project on currently known and potential but unknown cultural resources. Cultural resources include districts, sites, buildings, structures, or objects generally older than 50 years and considered to be important to a culture, subculture, or community for scientific, traditional, religious, or other reasons.

Archaeological resources are locations where human activity has measurably altered the earth or left deposits of prehistoric or historic-era physical remains (e.g., stone tools, bottles, former roads, house foundations). Historical (or architectural) resources include standing buildings (e.g., houses, barns, outbuildings, cabins) and intact structures (e.g., dams, bridges).

The primary source of information for this section is the *Archeological Survey Report for the Dry Creek Greenway Multi-Use Trail Project*, prepared by ECORP Consulting, Inc. (2014).

One comment letter pertaining to cultural resources was received in response the Notice of Preparation (NOP). Gene Whitehouse, the Tribal Chairman of the United Auburn Indian Community (UAIC) of the Auburn Rancheria, expressed concern about development within ancestral territory and requested the opportunity to provide Tribal representatives to monitor projects if excavation and data recovery are required for prehistoric cultural sites or in cases where ground disturbance is proposed at or near sensitive cultural resources. This issue is discussed under “Native American Consultation and Other Interested Parties” and evaluated as part of Impact 4.4-1, below. As discussed below, technical reports prepared for the project related to cultural resources have been forwarded to the UAIC.

Recognizing the NOP release precedes the effective date of Assembly Bill (AB) 52, statutes of 2014, the procedural elements of AB 52 do not apply to the project (see Regulatory Setting, below). Nonetheless, this section includes consideration of the potential for the presence of tribal cultural resources as part of the environmental analysis.

4.4.2 Environmental Setting

REGIONAL PREHISTORY

Although the Sacramento Valley may have been inhabited by humans as early as 10,000 years ago, the evidence for early human use likely is buried by deep alluvial sediments that accumulated rapidly during the late Holocene epoch (less than 10,000 years ago). Although rare, archaeological remains of this early period have been identified in and around the Central Valley. Archaeologists working at Camanche Reservoir (east of Galt and Lodi) found a number of lithic cores and a flake that are associated with Pleistocene gravels. These archaeological remains have been grouped into what is called the Farmington Complex, which is characterized by core tools and large, reworked percussion flakes. The economy of this early period generally is thought to be based on exploitation of large game. Later periods are better understood because of more abundant representation in the archaeological record.

The taxonomic framework of the Sacramento Valley has been described in terms of archaeological patterns. A pattern is a general mode of life characterized archaeologically by technology, particular artifacts, economic systems, trade, burial practices, and other aspects of culture. Three general patterns of resource use for the period between 4500 before present (B.P.) and 200 B.P. have been identified: the Windmiller, Berkeley, and Augustine Patterns.

Windmiller Pattern (4500 B.P.–3000 B.P.)

The Windmiller Pattern shows evidence of a mixed economy of game procurement and use of wild plant foods. The archaeological record contains numerous projectile points with a wide range of faunal remains. Hunting was not limited to terrestrial animals, as is evidenced by fishing hooks and spears that have been found in association with the remains of sturgeon, salmon, and other fish. Plants also were used, as indicated by ground stone artifacts and clay balls that were used for boiling acorn mush. Settlement strategies during the Windmiller period reflect seasonal adaptations: habitation sites in the valley were occupied during the winter months, but populations moved into the foothills during the summer.

Berkeley Pattern (3500 B.P.–2500 B.P.)

The Windmiller Pattern ultimately changed to a more specialized adaptation labeled the Berkeley Pattern. A reduction in the number of manos and metates (grinding and mealing stones) and an increase in mortars and pestles indicate a greater dependence on acorns. Although gathered resources gained importance during this period, the continued presence of projectile points and atlatls (spear-throwers) in the archaeological record indicates that hunting was still an important activity.

Augustine Pattern (1500 B.P.–200 B.P.)

The Berkeley Pattern was superseded by the Augustine Pattern. The Augustine Pattern reflects a change in subsistence and land use patterns to those of the ethnographically known people (Nisenan) of the historic era. This pattern exhibits a great elaboration of ceremonial and social organization, including the development of social stratification. Exchange became well developed, and an even more intensive emphasis was placed on the use of the acorn, as evidenced by the presence in the archaeological record of shaped mortars and pestles and numerous hopper mortars. Other notable elements of the artifact assemblage associated with the Augustine Pattern are flanged tubular smoking pipes, harpoons, clam shell disc beads, and an especially elaborate baked clay industry, which included figurines and pottery vessels (Cosumnes Brownware). The presence of small projectile point types, referred to as the Gunther Barbed series, suggests the use of the bow and arrow. Other traits associated with the Augustine Pattern include the introduction of preinterment burning of offerings in a grave pit during mortuary ritual, increased village sedentism, population growth, and an incipient monetary economy in which beads were used as a standard of exchange.

ETHNOGRAPHY

Ethnographically, the proposed project site is in the southwestern portion of the territory occupied by the Penutian-speaking Nisenan. The territory extended from the area surrounding the current City of Oroville on the north to a few miles south of the American River in the south. The Sacramento River bounded the territory on the west, and in the east, it extended to a general area located within a few miles of Lake Tahoe. As a language, Nisenan (meaning “from among us” or “of our side”) has three main dialects – Northern Hill, Southern Hill, and Valley Nisenan, with three or four subdialects. The Valley Nisenan lived along the Sacramento River, primarily in large villages with populations of several hundred each. Between there and the foothills, the grassy plains were largely unsettled, used mainly as a foraging ground by both valley and hill groups. Individual and extended families “owned” hunting and gathering grounds, and trespassing was discouraged. Residence was generally patrilocal, but couples actually had a choice in the matter.

Politically, the Nisenan were divided into “tribelets,” made up of a primary village and a series of outlying hamlets, presided over by a more-or-less hereditary chief. Villages typically included family dwellings, acorn granaries, a sweathouse, and a dance house, owned by the chief. The chief had little authority to act on his or her own, but with the support of the shaman and the elders, the word of the chief became virtually the law.

Subsistence activities centered around the gathering of acorns (acorns from tan bark oak and black oak were preferred), seeds, and other plant resources. The hunting of animals such as deer and rabbits and fishing were also important parts of normal subsistence activities. Large predators, such as mountain lions, were hunted for their meat and skins, and bears were hunted ceremonially. Although acorns were the staple of the Nisenan diet, they also harvested roots like wild onion and "Indian potato," which were eaten raw, steamed, baked, or dried and processed into flour cakes to be stored for winter use. Wild garlic was used as soap/shampoo, and wild carrots were used medicinally. Seeds from grasses were parched, steam dried, or ground and made into a mush. Berries were collected, as were other native fruits and nuts. Game was prepared by roasting, baking, or drying. In addition, salt was obtained from a spring near modern-day Rocklin.

Hunting of deer often took the form of communal drives, involving several villages, with killing done by the best marksmen from each village. Snares, deadfalls, and decoys were used as well. Fish were caught by a variety of methods including use of hooks, harpoons, nets, weirs, traps, poisoning, and by hand. Trade was important with goods traveling from the coast and valleys up into the Sierra Nevada mountains and beyond to the east, and vice versa. Coastal items like shell beads, salmon, salt, and Foothill pine nuts were traded for resources from the mountains and farther inland, such as bows and arrows, deer skins, and sugar pine nuts. In addition, obsidian was imported from the north.

The Spanish arrived on the central California coast in 1769 and by 1776, the Miwok territory bordering the Nisenan on the south had been explored by José Canizares. In 1808, Gabriel Moraga crossed Nisenan territory, and in 1813, a major battle was fought between the Miwok and the Spaniards near the mouth of the Cosumnes River. Though the Nisenan appear to have escaped being removed to missions by the Spanish, they were not spared the ravages of European diseases. In 1833, an epidemic—probably malaria—raged through the Sacramento Valley, killing an estimated 75 percent of the native population. When John Sutter erected his fort at the future site of Sacramento in 1839, the few Nisenan survivors settled nearby. The discovery of gold in 1848 at Sutter's Mill, near the Nisenan village of Colluma (now Coloma) on the South Fork of the American River, drew thousands of miners into the area, and led to widespread killing and the virtual destruction of traditional Nisenan culture. By the Great Depression, no Nisenan remained who could remember the days before the arrival of the Euro-Americans.

REGIONAL HISTORY

Colonization of California began with the Spanish Portolá land expedition. The expedition, led by Captain Gaspar de Portolá of the Spanish army and Father Junipero Serra, a Franciscan missionary, explored the California coast from San Diego to the Monterey Bay Area in 1769. As a result of this expedition, Spanish missions to convert the native population, presidios (forts), and pueblos (towns) were established. The Franciscan missionary friars established 21 missions in Alta California (the area north of Baja California) beginning with Mission San Diego in 1769 and ending with the mission in Sonoma established in 1823. The purpose of the missions and presidios was to establish Spanish economic, military, political, and religious control over the Alta California territory. No missions were established in the Central Valley; the nearest missions were in the vicinity of San Francisco Bay. Presidios were established at San Francisco and Monterey.

After Mexico became independent from Spain in 1821, what is now California became the Mexican province of Alta California with its capital at Monterey. In 1827, American trapper Jedediah Smith traveled along the Sacramento River and into the San Joaquin Valley to meet other trappers of his company who were camped there, but no permanent settlements were established by the fur trappers.

The Mexican government closed the missions in the 1830s and former mission lands, as well as previously unoccupied areas, were granted to retired soldiers and other Mexican citizens for use as cattle ranches. Much of the land along the coast and in the interior valleys became part of Mexican land grants or "ranchos." During the Mexican period there were small towns at San Francisco (then known

as Yerba Buena) and Monterey. The rancho owners lived in one of the towns or in an adobe house on the rancho. The Mexican Period includes the years 1821 to 1848.

John Sutter, a European immigrant, built a fort at the confluence of the Sacramento and American Rivers in 1839 and petitioned the Mexican governor of Alta California for a land grant, which he received in 1841. Sutter built a flour mill and grew wheat near the fort. Gold was discovered in the flume of Sutter's lumber mill at Coloma on the South Fork of the American River in January 1848. The discovery of gold initiated the 1849 California Gold Rush, which brought thousands of miners and settlers to the Sierra foothills east and southeast of Sacramento.

The American period began when the Treaty of Guadalupe Hidalgo was signed between Mexico and the United States in 1848. As a result of the treaty, Alta California became part of the United States as the territory of California. Rapid population increase occasioned by the Gold Rush of 1849 allowed California to become a state in 1850. Most Mexican land grants were confirmed to the grantees by U.S. courts, but usually with more restricted boundaries, which were surveyed by the U.S. Surveyor General's office.

The proposed project site is located approximately two miles northeast of Samuel Norris' Rancho Del Paso and approximately 0.5-mile northwest of Joel P. Dedmond's Rancho San Juan. Land outside the land grants became federal public land, which was surveyed into sections, quarter-sections, and quarter-quarter sections. The federal public land could be purchased at a low fixed price per acre or could be obtained through homesteading (after 1862).

City of Roseville

Roseville had its beginnings in the aftermath of the California Gold Rush when discouraged gold seekers left the mineral regions to take up farming along rich creek bottom lands. These pioneers formed the nucleus of what was to become the "first families" of Roseville. One of the first sections of southwestern Placer County to be settled was the rich lands of the Dry Creek District.

Among the pioneer settlers of the Dry Creek District was Martin A. Schellhous who came to California with his wife and acquired a 240-acre ranch. Having brought a number of cattle with him from Michigan, Schellhous turned his attention to stock raising. Later diversifying and expanding his agricultural pursuits, he planted vineyards, orchards and fields of grain on his property.

Between 1870 and 1879, Roseville experienced slow but steady development. New construction already underway and reported in the Placer Herald of January 1, 1870 included a new hotel being erected by Daniel S. Neff, who had formerly operated the 17 Mile House. By 1890, though growth had not spiked, a movement toward a more industrial base had begun and business activity increased.

Fruit shipping became an important factor in the economy of Roseville at the beginning of the twentieth century. Figures compiled by the Roseville Board of Trade for 1901 revealed that during the year alone, more than 781,000 pounds of fresh deciduous fruits had been shipped from Roseville, along with 3,000 boxes of oranges, 22,380 pounds of pickled olives, and 8,000 pounds of olive oil. Hand in hand with the increased activity of shipping fruit was an upsurge in viticulture. Historic records indicate that a total of 1,195,436 boxes of grapes were shipped from the Roseville depot in 1901.

The new State Highway was routed through Roseville in 1912. Roads were paved commencing at the lower end of Riverside Avenue and connecting to the State Highway on the Lincoln Road. While Roseville was launching its new government and contributing its share to the war effort during World War I, the city continued to grow. In a two-and-a-half-year period (September 1911 – January 1914), more than 110 new buildings were erected. Population increased from 2,608 in 1910 to 4,477 in 1920. By 1924, Southern Pacific Railroad purchased 200 acres of land between Roseville and Antelope for relocation of Pacific Fruit Express shops and construction of 77 miles of new tracks to be used by both Southern Pacific and Pacific Fruit Express. By June 1927, the new facilities were in operation.

The considerable building and commercial development, which characterized Roseville throughout the 1920s, was curbed drastically by the Great Depression. However, municipal improvements continued to progress in spite of the Depression. Though Roseville had become a "city" in 1909, it was not until 1935 that voters, by a 443 to 194 count, permitted the community to become a "charter city" which gave residents the ability to change how their city is governed. Between 1941 and 1942, no major building activity was reported in the columns of The Press Tribune. By the latter date, however, approximately 1,000 new residents had moved into Roseville, most of whom worked in nearby defense installations or for the railroad.

The population boom, which hit southern California with sudden swiftness in the late 1940s and spread quickly to northern California in the following decades, focused on southwestern Placer County after 1960. George Buljan served as mayor during this period of rapid growth and great change. Buljan served on the City Council for 24 years. The city, among other things, named a middle school after him, which is located off Washington Boulevard, just east of the project site. The population boom of the 1960s continued throughout the 1970s.

RECORDS SEARCH

NCIC Records Search

A confidential records search for the project site and a surrounding half-mile radius (project area) was conducted by employees at the North Central Information Center (NCIC) on March 20, 2014 (NCIC Records Search Number PLA-14-32). The search included a review of the NRHP, the California Register of Historical Resources (CRHR), *California Inventory of Historic Resources* (1976), *California Points of Historical Interest* (May 1992 and updates), Directory of Properties in the Historic Property Data File, Archaeological Determinations of Eligibility (State Office of Historic Preservation computer lists dated 2012), records of previously recorded cultural resources, records of previous field studies, and other historic maps and documents.

Approximately 80 percent of the project site has been included in previous investigations. The previous studies were conducted between 1963 and 2007 and vary in size from less than one acre to 18 linear miles. The records search identified 12 previously recorded cultural resources located within 0.5 miles of the project site. Of 12 previously recorded cultural resources, six are prehistoric archaeological sites, five are historic-period buildings, structures, and refuse deposits, and one is a mixed deposit of prehistoric and historic material. Only one of the previously recorded resources, a historic-period concrete building foundation with associated refuse deposits (P-31-788), is located within the project site. No historic landmarks, historic markers, or properties listed in the California Register of Historical Resources were identified within the project area.

Native American Consultation and Other Interested Parties

The California Native American Heritage Commission (NAHC) was contacted on July 25, 2014, to request a search of their Sacred Lands database and a list of contact information for local Native American representatives in the project area. A response was received from the NAHC on July 31, 2014 stating that there are no known Sacred Lands within the project area and providing a list of eight Native American groups and individuals who may have additional information about the proposed project. On August 6, 2014, letters were sent letters to all persons or organizations on the NAHC list. Follow-up phone calls were conducted for every individual or group on the NAHC list on August 18 and 19, 2014, except for Grayson Coney, Cultural Director of the T'si-Akim Maidu. No phone number was available for Mr. Coney, so a follow-up email was sent on August 18, 2014.

On October 10, 2014, a response from the UAIC was received in which UAIC requested an opportunity to be present during field survey and a copy of all technical reports when completed. Because the field survey had already been completed by this time, this request could not be accommodated; however,

the City arranged for UAIC to monitor during Extended Phase 1 (XP1) fieldwork (described below). On July 19, 2016, a copy of all technical reports was sent to the UAIC.

A letter was sent to the Placer County Historical Society on July 29, 2014 to request information on any historical resources located in or near the Project. No response has been received.

Archaeological Survey

On July 23 and 24, 2014, archaeologists conducted a field survey of the entire project site. The survey consisted of walking systematic parallel transects spaced 15 meters apart. The ground surface was examined for indications of surface or subsurface cultural resources. The general morphological characteristics of the ground surface were inspected for indications of subsurface deposits that may be manifested on the surface, such as circular depressions or ditches. Whenever possible, the locations of subsurface exposures caused by factors such as rodent activity, water or soil erosion, or vegetation disturbances were examined for artifacts or for indications of buried deposits.

The one previously recorded resource, the historic-period concrete building foundation (P-31-788), was not able to be located during the survey; based on recent and extensive road construction it appears that the resource was removed or demolished at some point. One feature was encountered during the survey (Dry-001), a concrete-encased sewer line; however this feature was determined not to meet the minimum requirements, as outlined in Attachment 4 of the Caltrans FHWA Section 106 Programmatic Agreement, and therefore the feature was not recorded or evaluated.

Following the field survey and preparation of an archaeological survey report, an XP1 study was conducted to better understand the potential for buried subsurface archaeological deposits along Dry Creek. Field work for the XP1 was performed by qualified archaeologists in March 2016 within the project site. Testing was focused on portions of the project site where deep excavation would occur (within constructed project facilities such as bridge abutments, culverts, and gabion basket walls). Subsurface testing was initiated by placing spiral manual auger holes at 20 locations where deep excavations would occur to install project facilities. The auger holes were excavated to investigate the presence or absence of archaeological deposits. Each auger hole consisted of a circular hole approximately 10 cm (4 inches) in diameter and was excavated in arbitrary 10- to 20-cm levels to depths of at least 40 to 60 cm, where feasible. Soil was then processed through 1/8-inch hardware mesh screens. A total of 53 spiral manual auger holes were excavated.

No buried cultural materials were found in any of the auger holes, which indicates that there is a low potential for archaeological sites present beneath the areas where deep ground disturbance would occur. The uniformity of soil type throughout the XP1 study area also indicates that there is a low potential for buried deposits throughout the project site as no midden or cultural material was observed in any of the auger holes. Furthermore, sites recorded within the vicinity of the project site exhibit surface manifestations, and therefore, any sites within the project site would be expected to be visible on the surface. Because no indications of buried archaeological sites were observed within the XP1 study area, there is a low potential for subsurface deposits throughout the project site.

4.4.3 Regulatory Setting

Cultural resources are protected and/or regulated by a variety of federal, state, and local laws and policies. Key regulatory and conservation planning issues applicable to the proposed project are discussed below.

FEDERAL

Section 106 of the National Historic Preservation Act

Federal protection of cultural resources is legislated by (a) the National Historic Preservation Act of 1966 as amended by 16 U.S. Code 470, (b) the Archaeological Resource Protection Act of 1979, and (c) the Advisory Council on Historical Preservation. These laws and organizations maintain processes for determination of the effects on historical properties eligible for listing in the National Register of Historic Places (NRHP).

Section 106 of the National Historic Preservation Act and accompanying regulations (36 Code of Federal Regulations [CFR] Part 800) constitute the main federal regulatory framework guiding cultural resources investigations and requires consideration of effects on properties that are listed in, or may be eligible for listing in the NRHP. The NRHP is the nation's master inventory of known historic resources. It is administered by the National Park Service and includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, and cultural value.

The formal criteria (36 CFR 60.4) for determining NRHP eligibility are as follows:

1. The property is at least 50 years old (however, properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included in the NRHP);

2. It retains integrity of location, design, setting, materials, workmanship, feeling, and associations; and

3. It possesses at least one of the following characteristics:

    a. Association with events that have made a significant contribution to the broad patterns of history (events).

    b. Association with the lives of persons significant in the past (persons).

    c. Distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant, distinguishable entity whose components may lack individual distinction (architecture).

    d. Has yielded, or may be likely to yield, information important to prehistory or history (information potential).

STATE

California Register of Historical Resources

All properties listed in or formally determined eligible for listing in the NRHP are eligible for the CRHR. The CRHR is a listing of State of California resources that are significant within the context of California's history. The CRHR is a statewide program of similar scope and with similar criteria for inclusion as those used for the NRHP. In addition, properties designated under municipal or county ordinances are also eligible for listing in the CRHR.

A historic resource must be significant at the local, state, or national level under one or more of the criteria defined in the California Code of Regulations (CCR) Title 15, Chapter 11.5, Section 4850. The CRHR criteria are similar to the NRHP criteria and are tied to CEQA because any resource that meets the criteria below is considered a historical resource under CEQA. As noted above, all resources listed in or formally determined eligible for the NRHP are automatically listed in the CRHR.

The CRHR uses four evaluation criteria for listing eligibility of a resource to the CRHR:

1. Is associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

2. Is associated with the lives of persons important to local, California, or national history.

3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values.

4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

Similar to the NRHP, a resource must meet one of the above criteria and retain integrity. The CRHR uses the same seven aspects of integrity as the NRHP.

California Environmental Quality Act

CEQA requires public agencies to consider the effects of their actions on both "historical resources" and "unique archaeological resources." Pursuant to Public Resources Code (PRC) Section 21084.1, a "project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." Section 21083.2 requires agencies to determine whether proposed projects would have effects on unique archaeological resources.

Historical Resources

"Historical resource" is a term with a defined statutory meaning (PRC, Section 21084.1; determining significant impacts to historical and archaeological resources is described in the State CEQA Guidelines, Sections 15064.5[a] and [b]). Under State CEQA Guidelines Section 15064.5(a), historical resources include the following:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Public Resources Code, Section 5024.1).

2. A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, will be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource will be considered by the lead agency to be historically significant if the resource meets the criteria for listing in the California Register of Historical Resources (Public Resources Code, Section 5024.1), including the following:

    a. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

    b. Is associated with the lives of persons important in our past;

    c. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

d. Has yielded, or may be likely to yield, information important in prehistory or history.

4. The fact that a resource is not listed in or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in PRC Section 5020.1(j) or 5024.1.

Unique Archaeological Resources

CEQA also requires lead agencies to consider whether projects will impact unique archaeological resources. Public Resources Code Section 21083.2, subdivision (g), states that unique archaeological resource means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.

2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.

3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural, and Sacred Sites Act applies to both State and private lands. The Act requires that upon discovery of human remains, construction or excavation activity cease and the county coroner be notified. If the remains are of a Native American, the coroner must notify NAHC. The NAHC then notifies those persons most likely to be descended from the Native American's remains. This act stipulates the procedures the descendants may follow for treating or disposing of the remains and associated grave goods.

California Health and Safety Code

Section 7052 of the Health and Safety Code states that the disturbance of Native American cemeteries is a felony. Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If determined to be Native American, the coroner must contact the California NAHC. Section 7050.5 (b) of the California Health and Safety code specifies protocol when human remains are discovered. The code states:

> In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code.

Public Resource Code, Section 5097

PRC Section 5097 specifies the procedures to be followed in the event of the unexpected discovery of human remains on nonfederal land. The disposition of Native American burial falls within the jurisdiction of the NAHC. Section 5097.5 of the Code states the following:

> No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

ASSEMBLY BILL 52

Assembly Bill (AB) 52, signed by Governor Edmund G. Brown, Jr., in September of 2014, establishes a new class of resources under CEQA: "tribal cultural resources." It requires that lead agencies undertaking CEQA review must, upon written request of a California Native American tribe, begin consultation once the lead agency determines that the application for the project is complete, prior to the issuance of an NOP of an EIR or notice of intent to adopt a negative declaration or mitigated negative declaration. AB 52 also requires revision to CEQA Appendix G, the environmental checklist. This revision would create a new category for "tribal cultural resources."

The procedural requirements for tribal consultation in AB 52 applies to those projects for which a lead agency has issued an NOP of an EIR or notice of intent to adopt a negative declaration or mitigated negative declaration on or after July 1, 2015. Because the NOP for the proposed project was issued on November 18, 2013, the consultation requirements of AB 52 do not apply. Nonetheless, as described previously in this section (see Native American Consultation and Other Interested Parties, above), the City of Roseville reached out to tribes and attempted communication with the T'si-Akim Maidu, who had requested to participate in project construction monitoring. The analysis addresses known and potential unknown cultural resources, including potential tribal cultural resources, which include as qualifying criteria listing on the state register or a local register, or a determination by the lead agency that an unlisted resource would be eligible for listing. None of the cultural resources identified in the EIR analysis meet these criteria, so no known tribal cultural resources are present in the project site. However, this requirement will apply to future projects where CEQA review is necessary.

LOCAL

City of Roseville General Plan

The Open Space and Conservation Element contains the following goal related to archaeological, historic, and cultural resources.

GOAL 1: Strengthen Roseville's unique identify through the protection of its archaeological, historic and cultural resources.

- **Policy 1:** When items of historical, cultural or archaeological significance are discovered within the City, a qualified archaeologist or historian shall be called to evaluate the find and to recommend proper action.
- **Policy 2:** When feasible, incorporate significant archaeological sites into open space areas.
- **Policy 3:** Subject to approval by the appropriate federal, state, local agencies, and Native American Most Likely Descendant (MLD), artifacts that are discovered and subsequently determined to be "removable" should be offered for dedication to the Maidu Interpretive Center.

4.4.4 Impacts

METHODS OF ANALYSIS

The impact analysis for prehistoric and historic-period archaeological resources is based on the findings and recommendations of the report titled *Archeological Survey Report for the Dry Creek Greenway Multi-Use Trail Project*, prepared by ECORP Consulting, Inc. (2014), and the *Dry Creek Greenway Multi-Use Trail Project Extended Phase I Report*, prepared by ECORP Consulting, Inc. (2016). The analysis is also informed by the provisions and requirements of federal, state, and local laws and regulations that apply to cultural resources. See the discussion above under "Archaeological Survey" for a description of the field surveys conducted for the proposed project.

THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, the proposed project was determined to result in a significant impact to cultural resources if it would:

- cause a substantial adverse change in the significance of an historical resource as defined in Section 15064.5 of the CEQA Guidelines;
- cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5 of the CEQA Guidelines;
- disturb any human remains, including those interred outside of formal cemeteries; or
- cause a substantial adverse change in the significance of a tribal cultural resource as defined in PRC Section 21074.

ISSUES OR POTENTIAL IMPACTS NOT DISCUSSED FURTHER

No historic architectural resources were identified on the project site because no buildings of historic-age were identified on the project site. Therefore, project construction and use would have no impact on historical resources, and this issue is not discussed further in this EIR.

IMPACT ANALYSIS

Impact 4.4-1	Disturb archaeological resources, including tribal cultural resources.
Applicable Policies and Regulations	Section 106 of the National Historic Preservation Act CEQA pursuant to PRC 21083.2 California Register of Historical Resources California Native American Historical, Cultural, and Sacred Sites Act City of Roseville General Plan Open Space and Conservation Element
Significance with Policies and Regulations	Proposed Project: Potentially significant Alignment Option 1A: Potentially significant Alignment Option 1C: Potentially significant Alignment Option 5A: Potentially significant
Mitigation Measures	Mitigation Measure 4.4-1 (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

Construction Impacts

The project is a 4.25-mile multi-use trail that would follow creek corridors along portions of Dry, Cirby, and Linda Creeks. The multi-use trail would generally consist of a 10-foot wide paved trail with two-foot wide shoulders. The project would also include the construction of up to eight bridges to provide creek crossings along with areas of bank stabilization.

No new cultural resources were recorded during the field survey of the project site. One feature was encountered during the survey (Dry-001), a concrete-encased sewer line; however, this feature was determined not to meet Caltrans' minimum requirements; therefore, the feature is not considered to be an historical or unique archaeological resource. Disturbing it would not be significant for the purposes of CEQA. Previously recorded site P-31-788 was not relocated during the survey.

Following the field survey and preparation of an archaeological survey report, an XP1 was performed to better understand the potential for buried subsurface archaeological deposits along Dry Creek within the project site. Excavation was focused on portions of the project site where deep excavation will occur (within constructed project facilities such as bridge abutments, culverts, and gabion basket walls), and a total of 53 spiral manual auger holes were excavated. As a result of the study, no buried cultural material was found in the auger holes and the uniformity of soil type throughout the study area also indicates that there is a low potential for buried deposits throughout the project site. Furthermore, sites recorded within the vicinity of the study area exhibit surface manifestations, and therefore, any sites within the project site would be expected to be visible on the surface. Because no indications of buried archaeological sites were observed within the study area, there is a low potential for subsurface deposits throughout the project site.

Based on the findings of the background research, records searches, and the results of the XP1 study, the project site has low sensitivity for prehistoric and historic-era archaeological resources. No evidence of a potential tribal cultural resources was found. Nonetheless, project construction could encounter previously undiscovered or unrecorded archaeological sites and materials during project-related preconstruction or construction-related ground disturbing activities, such as removing existing vegetation from the project site (i.e., trail footprint and construction zone), excavation and contouring to establish the trail bed, or excavation for retaining wall footings and bridge abutments. These activities could damage or destroy previously undiscovered archaeological resources.

Use-related Impacts

The proposed project is a multi-use bike trail and use of the project would consist primarily of pedestrian and bicycle users, although occasional utility access or emergency vehicle use is also expected. Uses would generally be confined to the paved trail and would not include grading, excavation, or other earth-moving activities.

Conclusion

The XP1 study focused the 53 auger tests throughout the project site where deep excavation would occur and found no buried cultural material and, therefore, concluded there is a low potential for subsurface deposits throughout the project site. While the depth, type, and location of project construction activities would have no impact on the likelihood of such a discovery, because the XP1 found no cultural material to indicate locational probability, it is possible that project construction could result in the disturbance or discovery of previously undiscovered or unrecorded archaeological sites and materials. If such resources were to represent "unique archaeological resources" or "tribal cultural resources" as defined by CEQA, any substantial change to, or destruction of, these resources would be a potentially significant impact. For these reasons, the project could result in the damage or destruction of an as yet undiscovered archaeological resource; therefore, this would be a **potentially significant** impact.

Alignment Option 1A
Construction activities under Alignment Option 1A would be the same type and magnitude of physical activities and ground disturbance that would occur under the Proposed Trail Alignment. Alignment Option 1A would begin north of Darling Way and would travel on the west side of Dry Creek. At the confluence of Dry Creek and Cirby Creek, this option would cross to the south side of Dry Creek and travel along the south side of Cirby Creek as the trail heads upstream.

As discussed above under the Proposed Trail Alignment, excavation and other ground-disturbing activities could damage or destroy as yet undiscovered archaeological resources. If such resources were to represent or "unique archaeological resources" or "tribal cultural resources" as defined by CEQA, this would be a **potentially significant** impact.

Alignment Option 1C
Construction activities under Alignment Option 1C would be the same type and magnitude of physical activities and ground disturbance that would occur under the Proposed Trail Alignment. Alignment Option 1C would begin north of Darling Way and would travel on the east side of Dry Creek before crossing to the south side of Cirby Creek upstream of the confluence with Cirby Creek.

As discussed above under the Proposed Trail Alignment, excavation and other ground-disturbing activities could damage or destroy as yet undiscovered archaeological resources. If such resources were to represent or "unique archaeological resources" or "tribal cultural resources" as defined by CEQA, this would be a **potentially significant** impact.

Alignment Option 5A
Construction activities under Alignment Option 5A would be the same type and magnitude of physical activities and ground disturbance that would occur under the Proposed Trail Alignment. East of Eastwood Park, Alignment Option 5A would remain on the south side of Linda Creek until east of Sunrise Avenue before crossing to the north side of the creek.

As discussed above under the Proposed Trail Alignment, excavation and other ground-disturbing activities could damage or destroy as yet undiscovered archaeological resources. If such resources were to represent or "unique archaeological resources" or "tribal cultural resources" as defined by CEQA, this would be a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 4.4-1: Proper Handling of Archaeological Resources.
This mitigation would apply for the Proposed Trail Alignment, Alignment Options 1A, 1C, and 5A.

A minimum of seven days prior to beginning earthwork or other soil disturbance activities, the City shall notify UAIC of the proposed earthwork start-date. As part of this notification, a UAIC tribal representative shall be invited to inspect the project site, including any soil piles, trenches, or other disturbed areas, within the first five days of groundbreaking activity. During this inspection, a site meeting of construction personnel shall also be held to afford the tribal representative the opportunity to provide cultural resources awareness information. If any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains are encountered during this initial inspection or during any subsequent construction activities, work shall be suspended within 100 feet of the find, and the City's Project Manager shall immediately notify the City of Roseville Development Services Director. The City's Project Manager, in consultation with the City's Environmental Coordinator, shall coordinate any necessary investigation of the site with a qualified archaeologist approved by the City, and as part of the site investigation and resource assessment the archeologist shall consult with the UAIC and provide proper management recommendations should potential impacts to the resources be found by the City to be significant. A written report detailing the site assessment, coordination activities, and management recommendations shall be provided to the City by the qualified archaeologist. Possible management

recommendations for unique archaeological resources could include resource avoidance or, where avoidance is infeasible in light of project design or layout or is unnecessary to avoid significant effects, preservation in place or other measures. The contractor shall implement any measures deemed by City staff to be necessary and feasible to avoid or minimize significant effects to the cultural resources.

Significance after Mitigation

Implementation of Mitigation Measure 4.4-1 would reduce impacts associated with archaeological resources to a **less-than-significant** level because it would require the performance of professionally accepted and legally compliant procedures for the discovery of previously undocumented significant archaeological resources.

Impact 4.4-2	Accidental discovery of human remains.
Applicable Policies and Regulations	California Health and Safety Code Sections 7050.5 and 7052 California Public Resources Code Section 5097 California Native American Historical, Cultural and Sacred Sites Act City of Roseville General Plan Open Space and Conservation Element
Significance with Policies and Regulations	Proposed Project: Potentially significant Alignment Option 1A: Potentially significant Alignment Option 1C: Potentially significant Alignment Option 5A: Potentially significant
Mitigation Measures	Mitigation Measure 4.4-2 (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

Construction Impacts

The project is a 4.25-mile multi-use trail that would follow creek corridors along portions of Dry, Cirby, and Linda Creeks. The multi-use trail would consist of a 10-foot wide paved trail with two-foot wide shoulders. The project would also include the construction of up to eight bridges to provide creek crossings along with areas of bank stabilization.

Based on documentary research, no evidence suggests that any prehistoric or historic-era marked or un-marked human interments are present within or in the immediate vicinity of the project site. However, there is a possibility that unmarked, previously unknown Native American or other graves could be present within the project site and could be uncovered by project-related construction activities. The location of grave sites and Native American remains can occur outside of identified cemeteries or burial sites. Construction of the proposed multi-use trail would require removal of vegetation and existing features, grading, construction of five roadway undercrossings, and construction or modification of up to eight bridges. These construction activities would create ground disturbance that could uncover previously unknown human remains.

Use-related Impacts

The proposed project is a multi-use bike trail and use of the project would occur primarily by pedestrians and bicyclists, although occasional utility access or emergency vehicle use is also expected. Uses would be generally confined to the paved trail and would not include grading, excavation, or other earth-moving activities.

Conclusion

Although there are no known prehistoric or early historic interments on the project site, project-related construction activities could uncover or otherwise disturb previously undiscovered or unrecorded human remains. Disturbance of human remains would be a **potentially significant** impact.

Alignment Option 1A

Construction activities under Alignment Option 1A would be the same type and magnitude of physical activities and ground disturbance that would occur under the Proposed Trail Alignment. Alignment Option 1A would begin north of Darling Way and would travel on the west side of Dry Creek. At the confluence of Dry Creek and Cirby Creek, this option would cross to the south side of Dry Creek and travel along the south side of Cirby Creek as the trail heads upstream.

As discussed above under the Proposed Trail Alignment, although there are no known prehistoric or early historic interments on the project site, project-related construction activities could uncover or otherwise disturb previously undiscovered or unrecorded human remains. Disturbance of human remains would be a **potentially significant** impact.

Alignment Option 1C

Construction activities under Alignment Option 1C would be the same type and magnitude of physical activities and ground disturbance that would occur under the Proposed Trail Alignment. Alignment Option 1C would begin north of Darling Way and would travel on the east side of Dry Creek before crossing to the south side of Cirby Creek upstream of the confluence with Cirby Creek.

As discussed above under the Proposed Trail Alignment, although there are no known prehistoric or early historic interments on the project site, project-related construction activities could uncover or otherwise disturb previously undiscovered or unrecorded human remains. Disturbance of human remains would be a **potentially significant** impact.

Alignment Option 5A

Construction activities under Alignment Option 5A would be the same type and magnitude of physical activities and ground disturbance that would occur under the Proposed Trail Alignment. East of Eastwood Park, Option 5A would remain on the south side of Linda Creek until east of Sunrise Avenue before crossing to the north side of the creek.

As discussed above under the Proposed Trail Alignment, although there are no known prehistoric or early historic interments on the project site, project-related construction activities could uncover or otherwise disturb previously undiscovered or unrecorded human remains. Disturbance of human remains would be a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 4.4-2: Stop work if human remains are discovered.

This mitigation would apply for the Proposed Trail Alignment, Alignment Options 1A, 1C, and 5A.

If human remains are discovered during any construction activities, potentially damaging ground-disturbing activities in the area of the remains shall be halted immediately, and the project applicant shall notify the Placer County coroner and the NAHC immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the NAHC to be Native American, the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The City shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the MLD, if any, identified by the NAHC. Following the coroner's and NAHC's findings, the archaeologist, and the NAHC-designated MLD shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities

for acting upon notification of a discovery of Native American human remains are identified in California Public Resources Code Section 5097.94.

Significance after Mitigation

Implementation of Mitigation Measure 4.4-2 would reduce potentially significant impacts related to disturbance of human remains, because actions would be implemented to avoid, move, record, or otherwise treat the remains appropriately, in accordance with pertinent laws and regulations. By providing an opportunity to avoid or minimize the disturbance of human remains, and to appropriately treat any remains that are discovered, this impact would be reduced to a **less-than-significant** level.

4.5 GEOLOGY AND SOILS

4.5.1 Introduction

This section identifies and evaluates potential impacts that could result from geologic or soil conditions as a result of implementation of the Dry Creek Greenway East Trail. This section is based primarily on the *Dry Creek Greenway Trail Fluvial Audit* (City of Roseville and Psomas 2014) and the *Preliminary Geotechnical Evaluation, Dry Creek Greenway Multi-Use Trail Project, City of Roseville, CA* (Parikh 2015), as well as the *Engineering Design Considerations and Evaluation based on Geomorphology Study* (Psomas 2014).

No comments related to geology and soils were received during public review of the Notice of Preparation.

4.5.2 Environmental Setting

REGIONAL SETTING

The project site is located in the Great Valley geomorphic province, which consists of the central part of California between the Coast Range and the Sierra Nevada. The Great Valley is an alluvial plain that is approximately 50 miles wide and 400 miles long where sediment has been deposited almost continually for roughly 160 million years. The proposed project would be located in the northern part of the Great Valley, which is drained by the Sacramento River (California Geological Survey [CGS] 2002).

LOCAL SETTING

Geology

The geology of the area consists of transitional formations between alluvial deposits of the valley and volcanic material of the Sierra Nevada. The City of Roseville is characterized by flat and rolling terrain, as well as rounded knolls and ridges separated by intermittent streams. Pleasant Grove Creek and its tributaries are the primary surface water drainages in northern Roseville; Dry Creek and its tributaries are the primary surface water drainages in southern Roseville. The area slopes gently westward toward the Sacramento River.

Subsurface conditions are mapped by CGS as alluvium deposited in the Holocene (i.e., between 11,700 years ago and the present time) along Dry Creek and Pleistocene-age (i.e., from about 2,588,000 to 11,700 years ago) alluvial deposits classified in the Modesto Formation and Turlock Lake Formation along Cirby and Linda Creeks. Samples indicate that subsurface soils are generally loose, granular (i.e., sandy or silty) materials within 10 to 20 feet of the surface that increase in density with depth. Groundwater is anticipated to fluctuate, but to generally be at or above creek level (Parikh 2015).

Paleontological Setting

Significant nonrenewable vertebrate and invertebrate fossils and unique geologic units have been documented throughout California. The fossil-yielding potential of a particular area is highly dependent on the geologic age and origin of the underlying rocks (refer to geologic timescale in Table 4.5-1). Paleontological potential refers to the likelihood that a rock unit will yield a unique or significant paleontological resource. All sedimentary rocks, some volcanic rocks, and some low-grade metamorphic rocks have potential to yield paleontological resources. Depending on location, the

paleontological potential of subsurface materials generally increases with depth beneath the surface, as well as with proximity to known fossiliferous deposits.

Table 4.5-1 Divisions of Geologic Time

Era	Period	Time in Millions of Years Ago (approximately)	Epoch
Cenozoic	Quaternary	< 0.01	Holocene
		2.6	Pleistocene
	Tertiary	5.3	Pliocene
		23	Miocene
		34	Oligocene
		56	Eocene
		65	Paleocene
Mesozoic	Cretaceous	145	
	Jurassic	200	
	Triassic	251	
Paleozoic	Permian	299	
	Carboniferous	359	
	Devonian	416	
	Silurian	444	
	Ordovician	488	
	Cambrian	542	
Precambrian		2,500	

Source: U.S. Geological Survey 2010

Pleistocene or older (older than 11,000 years) continental sedimentary deposits are considered as having a high paleontological potential while Holocene-age deposits (less than 10,000 years old) are generally considered to have a low paleontological potential because they are geologically immature and are unlikely to have fossilized the remains of organisms. Metamorphic and igneous rocks have a low paleontological potential, either because they formed beneath the surface of the earth (such as granite), or because they have been altered under high heat and pressures, chaotically mixed or severely fractured. Generally, the processes that form igneous and metamorphic rocks are too destructive to preserve identifiable fossil remains.

The project site is located in the Great Valley geomorphic province, consisting of the central part of California between the Coast Range and the Sierra Nevada. The Great Valley is an alluvial plain that is approximately 50 miles wide and 400 miles long where sediment has been deposited almost continually for roughly 160 million years. The proposed project site is located in the northern part of the Great Valley, which is drained by the Sacramento River (CGS 2002). Geology in the area consists of transitional formations between alluvial deposits of the central valley and volcanic material of the Sierra Nevada.

Subsurface conditions are mapped by CGS as alluvium deposited in the Holocene (i.e., between 11,700 years ago and the present time) along Dry Creek and Pleistocene-age (i.e., from about 2,588,000 to 11,700 years ago) alluvial deposits classified in the Modesto Formation and Turlock Lake Formation along Cirby and Linda Creeks. Recognizing the age of alluvial soils, the potential exists to encounter paleontological resources. Samples indicate that subsurface soils are generally loose,

granular (i.e., sandy or silty) materials within 10 to 20 feet of the surface that increase in density with depth (Parikh 2015).

Faults and Seismicity

Seismically-induced ground rupture, the physical displacement of surface deposits in response to an earthquake's seismic waves, is considered most likely along faults that have a record of displacement sometime in the past 11,000 years (the Holocene Epoch). These faults are considered active. Faults on which an event is believed to have occurred during the Quaternary time (approximately the last 1.6 million years) are considered potentially active. All other faults are considered inactive.

The nearest known active fault is the Cleveland Hill Fault, located approximately 41 miles north of Roseville. The Dunnigan Hills and Midland faults, which both have unknown histories of activity and are located approximately 13 and 19 miles from the City of Roseville, respectively, present the highest potential to produce ground shaking at the project site. Ground shaking could also originate from seismic activity along the larger, but relatively distant Foothill or San Andreas fault systems, the nearest components of which are approximately 20 and 55 miles away from the City of Roseville, respectively (City of Roseville 2010).

There are also three inactive faults located near Roseville: the Volcano Hill fault, the Linda Creek fault, and one unnamed fault. The Volcano Hill fault is located northwest of Volcano Hill and extends northwesterly for approximately 1 mile starting just east of the city limits. The Linda Creek fault, the existence of which is disputed because of lack of recorded activity, is suspected to extend along a portion of Linda Creek through Roseville and a portion of Sacramento County. The unnamed fault extends in an east-west direction between Folsom Lake and the City of Rocklin. Portions of this unnamed fault are concealed, and it is possible that the fault is connected to the Bear Mountain Fault near Folsom Lake (City of Roseville 2010: 12-7).

Ground Shaking

Ground shaking is a general term referring to all aspects of motion of the earth's surface resulting from an earthquake, and is normally the major cause of damage in seismic events. The extent of ground shaking is controlled by the magnitude and intensity of the earthquake, distance from the epicenter, and local geologic conditions.

There is a 25 percent probability of an earthquake of greater than 5.0 magnitude occurring within the next 50 years on the project site due to nearby faults (U.S. Geological Survey 2009). An earthquake that registers 5.0 on the Richter magnitude scale (which is used to quantify the energy released by an earthquake) is of moderate intensity and would be widely felt but would not cause damage to buildings unless they are poorly constructed. The last nearby seismic event measuring at least 4.0 on the Richter scale occurred between Placerville and Roseville in 1908 on a north-south fault line between Folsom and Auburn (City of Roseville 2010:12-3). No significant seismic event has been recorded since that time within the vicinity of Roseville, and the South Placer area is classified as a low severity earthquake zone. No Alquist-Priolo Earthquake Fault Zones are located in the City of Roseville or in Placer County (CGS 2010).

Liquefaction and Lateral Spreading

Soil liquefaction is caused by pressure waves moving through the ground because of earthquakes. Loose, granular soils and non-plastic silts that are saturated by relatively shallow groundwater (generally less than 50 feet) are susceptible to liquefaction. Liquefaction causes soil to lose strength and "liquefy," triggering structural distress or failure because of the dynamic settlement of the ground or a loss of strength in the soils underneath structures. Liquefaction in a subsurface layer can in turn cause lateral spreading of the ground surface, which usually takes place along weak shear zones that have formed within the liquefiable soil layer.

Seismic Hazard Zones are regulatory zones mapped by CGS that encompass areas prone to liquefaction and earthquake-induced landslides. The CGS has not mapped the project site as a Seismic Hazard Zone; this indicates that the risk for liquefaction is low. However, based on review of the area geology and existing boring data, the preliminary geotechnical evaluation identified the potential for liquefaction in the project area because of the presence of sandy and granular soils, and the expectation of loose sand along the creeks (Parikh 2015:4).

Slope Failure

Slope failures, commonly referred to as landslides, include many phenomena that involve the downslope displacement and movement of material, triggered either by static (i.e., gravity) or dynamic (i.e., earthquake) forces. Soil slopes can experience soil slumps, rapid debris flows, and deep-seated rotational slides. Landslides can occur on slopes of 15 percent or less, but the probability is greater on steeper slopes. Slope stability can depend on a number of complex variables, including the geology, structure, and amount of groundwater, as well as external processes such as climate, topography, slope geometry, and human activity. Overall, the risk of landslides within and adjacent to the project site caused by seismic events or project activities is low.

Soil Characteristics

Soils in the Roseville area are generally associated with stream terraces and alluvial bottoms. These soils are typically deep and well drained, have low permeability, low shrink-swell potential, and low soil strength.

Table 4.5-2 provides a list of the soil map units identified by the Natural Resources Conservation Service (NRCS) as occurring within the project area. As indicated in Exhibit 4.5-1, most of the project site is characterized by xerofluvents (coarse textured stream deposits) that are occasionally or frequently flooded. These soils have moderate shrink-swell potential and low to moderate susceptibility to erosion. Staging areas and access ways are characterized by Cometa-Ramona sandy loams, Fiddyment loam, and cut and fill areas.

Table 4.5-2 Characteristics of Soils on the Project Site

Soil Map Unit Name	Shrink-Swell Potential[1]	Water Erosion Hazard[2]	Wind Erosion Hazard[3]	% of Total Project Site
Cometa-Fiddyment complex, 1 to 5% slopes	1.5	0.49	3	0.1
Cometa-Ramona sandy loams, 1 to 5% slopes	1.5	0.32	3	1.6
Fiddyment loam, 1 to 8% slopes	1.5	0.49	5	5.6
Urban land-Xerarents-Fiddyment complex, 0 to 8% slopes	-	-	-	0.1
Xerofluvents, frequently flooded	4.5	0.32	3	76.9
Xerofluvents, occasionally flooded	4.5	0.32	2	13.2
Xerorthents, cut and fill areas	-	-	-	2.6

Notes:

[1] Based on percentage of linear extensibility (i.e., the change in length of an unconfined clod as moisture content is decreased from a moist to a dry state). Linear extensibility of less than 3 indicates a low shrink-swell potential, 3 to 6 is associated with moderate potential,6 to 9 is associated with high potential, and over 9 is very high potential for shrink-swell conditions. Ratings over 3 are associated with damage buildings, roads, and other structures

[2] Based on the erosion factor "Kw," which indicates the erodibility of the whole soil (i.e., modified for the presence of rock fragments). The K factor is a measurement of relative soil susceptibility to sheet and rill erosion by water. Values range from 0.02 to 0.69; higher values are more susceptible to erosion.

[3] Based on the wind erodibility group designated by NRCS. The soils assigned to group 1 are the most susceptible to wind erosion, and those assigned to group 8 are the least susceptible.

Source: NRCS 2015

Exhibit 4.5-1

Soils

ASCENT ENVIRONMENTAL

Expansive Soils

Expansive soils contain substantial amounts of clay particles that have the ability to give up water (shrink) or take on water (swell). When these soils swell, the change in volume can exert pressures on loads that are placed on them, such as building and structure foundations or underground utilities, and can result in structural distress and/or damage. Often, grading, site preparations, and backfill operations associated with subsurface structures can eliminate the potential for expansion. Xerofluvents in areas that experience flooding, which comprise approximately 86.9 percent of the project site, are moderately expansive.

Erosion and Runoff

Erosion is a natural process whereby soil and highly-weathered rock materials are worn away and transported, most commonly by wind or water. Natural rates of erosion can vary depending on slope, soil type, and vegetative cover. Soils containing high amounts of silt are typically more easily eroded, while coarse-grained (sand and gravel) soils are generally less susceptible to erosion.

Soil erosion can become problematic when human intervention causes rapid soil loss and the development of erosional features (e.g., incised channels, rills, and gullies) that undermine roads, buildings, or utilities. Vegetation clearing and earth moving reduces soil structure and cohesion, resulting in accelerated erosion. The operation of construction-related heavy machinery and vehicles over access roads, staging areas, and work areas could compact soils and decrease their capacity to absorb runoff, resulting in rills, gullies, and excessive sediment transport.

As indicated in Table 4.5-3, the soils on the project site are generally moderately susceptible to erosion. NRCS also classifies soil according to suitability and limitations for use, including roads and trails. This mapping, which is based on regional data, indicates that approximately 87 percent of the project site has a low erosion hazard when used for roads and trails, another 11 percent has a moderate hazard, and the remaining area is not rated. Additionally, site-specific bank erosion severity has been mapped for the project site. As summarized in Table 4.5-3, below, most of the creek banks have moderately severe bank erosion.

Table 4.5-3 Bank Erosion Severity in Project Site

Bank Erosion Severity	Length (Feet)	% of Total
Minor	284.59	16
Moderate	880.32	50
Moderate-High	361.51	21
High	222.92	13
Total (feet)	**1,749.34**	

Source: City of Roseville and PSOMAS 2014

4.5.3 Regulatory Setting

FEDERAL

National Pollutant Discharge Elimination System Program

Under Section 402 of the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) regulates point sources of pollution of waters of the United States. The California State Water Resources Control Board administers the NPDES permit program in California. Projects that disturb 1 acre or more

of soil must obtain coverage under the state's NPDES General Permit for Discharges of Storm Water Associated with Construction Activity. A stormwater pollution prevention plan (SWPPP) must be developed and implemented that provides specific construction-related best management practices (BMPs) to prevent soil erosion and loss of topsoil. The required components and BMPs commonly included in a SWPPP are described in greater detail in Section 4.8, "Hydrology and Water Quality."

STATE

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. In accordance with this act, the State Geologist established regulatory zones, called "earthquake fault zones," around the surface traces of active faults and published maps showing these zones. The project site is not located in an Alquist-Priolo Earthquake Fault Zone.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act was developed to protect the public from the effects of strong ground shaking and other hazards caused by earthquakes. This act requires the State Geologist to delineate "zones of required investigation" (i.e., seismic hazard zones) where site investigations are required to determine the need for mitigation of potential liquefaction and/or earthquake-induced landslide. There are no Seismic Hazard Zone maps for Placer County.

LOCAL

City of Roseville General Plan

The General Plan Safety Element includes policies intended to address potential geology, soils, and seismic impacts. These policies are implemented through the Building Permit process (for structures) and the Design and Construction Standards. The specific goals and policies applicable to the proposed project are:

<u>Seismic and Geologic Hazards</u>
GOAL 1: Minimize injury and property damage because of seismic activity and geologic hazards.

- **Policy 3:** Minimize soil erosion and sedimentation by maintaining compatible land uses, suitable building designs, and appropriate construction techniques.
- **Policy 6:** Require contour grading, where feasible, and re-vegetation to mitigate the appearance of engineered slopes and to control erosion.

City of Roseville Design and Construction Standards

The City of Roseville's Design and Construction Standards (last amended in April of 2015) provide a reference to the City's requirements for the design and construction of civil improvement projects, which are to be dedicated to the public and accepted by the City for maintenance or operation, and to provide for coordinated development of those facilities to be used by and for the protection of the public.

City of Roseville Guidance for Stormwater Quality Best Management Practices

Control of construction site stormwater runoff is required by the NPDES stormwater permit that the SWRCB issued the City in 2004. The *Stormwater Quality BMP Guidance Manual for Construction* (City of Roseville 2011) is designed to facilitate compliance with the City's Stormwater Management Plan. See Section 4.8, "Hydrology and Water Quality," for additional discussion of SWPPP requirements and BMPs.

Roseville Multi-Hazard Mitigation Plan

The Roseville Multi-Hazard Mitigation Plan is intended to provide a long-term planning vision to reduce the impacts of future disasters from multiple hazards, including drought, earthquake, flood, landslide, severe weather, and fire hazard.

City of Roseville Emergency Operations Plan

The City of Roseville Emergency Operations Plan is designed to guide users through emergency preparedness, response, recovery, and mitigation in response to extraordinary emergency situations associated with various potential disasters, including earthquakes.

4.5.4 Impacts

METHODS OF ANALYSIS

Potential impacts related to geologic and soil resources resulting from project construction were determined through review of available soil and fault maps for the project area, including the City of Roseville General Plan, U.S. Department of Agriculture NRCS Soil Surveys, and geologic data produced by CGS. The information obtained from these sources was reviewed and summarized to establish existing conditions and to identify potential environmental effects based on the standards of significance presented in this section.

In addition, this analysis incorporates the findings of the *Dry Creek Greenway Trail Fluvial Audit* (City of Roseville and PSOMAS 2014) and the *Preliminary Geotechnical Evaluation, Dry Creek Greenway Multi-Use Trail Project, City of Roseville, CA* (Parikh 2015). These reports were prepared to inform project design. Many of the recommendations of these studies and those contained in the *Engineering Design Considerations and Evaluation based on Geomorphology Study* (PSOMAS 2014), such as bank stabilization elements, have been incorporated into the project, as described in Chapter 3, “Project Description,” of this Draft EIR.

This assessment recognizes that bridge crossings and other areas with slope stability concerns would be designed with input from geotechnical professionals, based on existing data and supplemental geotechnical investigations, as appropriate. Special design features may include retaining walls with tie backs for added support and slope paving to reduce the potential for erosion. These elements would be designed and constructed to meet the California Department of Transportation’s (Caltrans) standard performance specifications.

THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, the proposed project was determined to result in a significant impact related to geology and soils resources if it would:

- expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - rupture of a known earthquake fault, as delineated by the most recent Alquist-Priolo Earthquake Faulting 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;
  - landslides;
- result in substantial soil erosion or the loss of topsoil;

- 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;
- be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating a substantial risk to life or property;
- have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater; or
- directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

ISSUES OR POTENTIAL IMPACTS NOT DISCUSSED FURTHER

The proposed project would not include the construction or operation of restrooms, and the project would not include infrastructure to connect to the City of Roseville wastewater system, nor result in the need for septic tanks. Therefore, the potential for site soils to support septic tanks or alternative wastewater disposal systems is not evaluated in this section.

IMPACT ANALYSIS

Impact 4.5-1	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, or landslides.
Applicable Policies and Regulations	City of Roseville Design and Construction Standards; Roseville Multi-hazard Mitigation Plan; City of Roseville Emergency Operations Plan
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

As noted in the environmental setting section above, the project site is not in an area where strong seismic ground shaking is anticipated. In addition, the potential for surface rupture is low because no active faults pass through the site. Geographic conditions, soil conditions, and surface terrain combine to minimize risk of major damage from landslides, subsidence, or other geologic hazards that could result from seismic activity and related natural forces in the City (City of Roseville 2013). Based on available geological and seismic data, the potential for strong ground shaking in the project area is moderate (Parikh 2015:3).

However, the site is predominantly composed of Xerofluvent soils, which could be subject to localized creep, slumping, and small landslides on over-steepened slopes, along incised drainages, and during periods of water saturation. Retaining walls, including gravity walls (reinforced concrete) and anchored walls (soil nail and tie back walls), are proposed at several locations where the proposed trail is located near an exposed bank or an area susceptible to slumping. The type and extent of the proposed retaining walls are shown in Table 3-3 in Chapter 3, “Project Description.”

Complete plans and specifications for the proposed multi-use trail would be submitted to the Public Works Engineering Division for review and approval prior to construction. Pursuant to Section 13 of the City of Roseville Design and Construction Standards, “Bikeways,” these plans would be based on soil tests taken at least every 1,000 feet along the trail alignment, or as directed by the City Engineer. The

structural section of the path would be designed to support a gross vehicular weight of 30,000 pounds where it would be used for access by maintenance or emergency vehicles.

The preliminary geotechnical evaluation indicates that, with information from these site-specific borings, the potential effects of liquefaction could be accommodated with implementation of standard design practices. Any effects of liquefaction potential would be considered in the structural design (Parikh 2015). Project elements, such as retaining walls, may be added or modified in the plans based on further geotechnical investigations.

Construction Impacts

The potential for a seismic event to result in a geologic hazard during construction is low because there is a lack of active faulting close enough to the project area to create a significant hazard. However, construction of the project would require excavation in an area with steep banks and loose, granular soils that could be susceptible to localized areas of slope failure. As discussed above, construction specifications would be developed for the project based on detailed soil testing and site specific geotechnical engineering.

Use-related Impacts

The project would not include any occupied structures, and trail design would include features, such as retaining walls, to provide support where bank cuts would occur below existing structures. This would reduce the exposure of the trail and bridges, along with people recreating on the trail, to loss or injury during a seismic event.

Conclusion

With the adoption of construction practices consistent with the City's Design and Construction Standards, and the incorporation of design features to prevent localized creep, slumping, and small landslides, the potential effects of localized ground failure would be **less than significant**.

Alignment Option 1A

Implementation of this alignment would not substantially change the potential for the project to expose people or structures to substantial adverse effects associated with rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, or landslides because it is located in the same general area as the Proposed Trail Alignment and would require the same construction techniques, adhere to the same standards, and include the same type of bank stabilization elements. The impacts would be **less than significant** for the same reasons discussed above for the Proposed Trail Alignment.

Alignment Option 1C

Implementation of this alignment would not substantially change the potential for the project to expose people or structures to substantial adverse effects associated with rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, or landslides because it is located in the same general area as the Proposed Trail Alignment and would require the same construction techniques, adhere to the same standards, and include the same type of bank stabilization elements. The impacts would be **less than significant** for the same reasons discussed above for the Proposed Trail Alignment.

Alignment Option 5A

Implementation of this alignment would not substantially change the potential for the project to expose people or structures to substantial adverse effects associated with rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, or landslides because it is located in the same general area as the Proposed Trail Alignment and would require the same construction techniques, adhere to the same standards, and include the same type of bank stabilization elements. The impacts would be **less than significant** for the same reasons discussed above for the Proposed Trail Alignment.

Mitigation Measures

None required.

Impact 4.5-2	Result in substantial soil erosion or the loss of topsoil.
Applicable Policies and Regulations	RWQCB NPDES Permit; City of Roseville General Plan; City of Roseville Design and Construction Standards
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

The potential for soil erosion is based on soil type and exposure to erosive forces. Table 4.5-4 summarizes the soil map units within the proposed project construction area. As discussed below, during construction the potential for erosion is mostly dependent on the disturbance of soil and loss of vegetation, which can expose soils to the erosive forces of wind and water runoff. During use, key areas of concern would be acceleration of erosion because of travel on the trail, and the potential hazards associated with ongoing streambank erosion.

Table 4.5-4 Acreage of Permanent and Temporary Impacts by Soil Map Unit

Alignment Option	Soil Type							Total (acres)
	Cometa-Fiddyment complex, 1-5% slopes	Cometa-Ramona sandy loams, 1-5% slopes	Fiddyment loam, 1-8% slopes	Urban land-Xerarents-Fiddyment complex, 0-8% slopes	Xerofluvents, frequently flooded	Xerofluvents, occasionally flooded	Xerorthents, cut and fill areas	
Proposed Trail Alignment	**0.07**	**0.60**	**1.47**	**-**	**19.48**	**3.80**	**0.95**	**26.37**
Permanent Impact	-	0.05	0.64	-	9.06	0.92	0.19	10.86
Temporary Impact	0.07	0.55	0.83	-	10.42	2.88	0.76	15.51
Comparison of Other Options Against Proposed Trail Alignment								
Option 1A	**0**	**0**	**0**	**+0.03**	**-0.64**	**-0.08**	**0**	**-0.69**
Permanent Impact	0	0	0	+0.03	-0.28	-0.04	0	-0.29
Temporary Impact	0	0	0	0	-0.36	-0.04	0	-0.40
Option 1C	**0**	**0**	**0**	**0**	**-0.51**	**+0.53**	**0**	**+0.02**
Permanent Impact	0	0	0	0	+0.24	+0.35	0	+0.59
Temporary Impact	0	0	0	0	-0.75	+0.18	0	-0.57

Table 4.5-4 Acreage of Permanent and Temporary Impacts by Soil Map Unit

Alignment Option	Soil Type							Total (acres)
	Cometa-Fiddyment complex, 1-5% slopes	Cometa-Ramona sandy loams, 1-5% slopes	Fiddyment loam, 1-8% slopes	Urban land-Xerarents-Fiddyment complex, 0-8% slopes	Xerofluvents, frequently flooded	Xerofluvents, occasionally flooded	Xerorthents, cut and fill areas	
Option 5A	**0**	**0**	**0**	**0**	**+0.83**	**-0.41**	**-0.07**	**+0.35**
Permanent Impact	0	0	+0.03	0	+0.51	-0.26	-0.06	+0.22
Temporary Impact	0	0	-0.03	0	+0.32	-0.15	-0.01	+0.13

Source: NRCS 2015

Construction Impacts

Construction of the proposed project would involve removing existing vegetation from the project site (i.e., trail footprint and construction zone), excavation and contouring to establish the trail bed, excavation for retaining wall footings and bridge abutments, construction of temporary stream crossings, and temporary stockpiling of soil. These activities would temporarily expose soil to wind and water erosion. An estimated 15.51 acres would be temporarily disturbed by construction activities and 10.86 acres would be permanently impacted by trail development. Soils in the project area generally have a high susceptibility to wind erosion. The potential for water-driven erosion is generally moderate along the trail and higher in the staging and temporary access areas. Where vegetation would be removed from sloped areas or where soils are unconsolidated in newly graded areas, surface water and wind could result in accelerated erosion. The ground disturbance created by construction of a temporary creek crossing and the use of heavy equipment traffic could result in increased erosion.

Compliance with the City's Design and Construction Standards, which prescribe erosion/sediment control and grading requirements addressing erosion, and a SWPPP to comply with the NPDES General Permit administered by the State Water Resources Control Board would be required. The SWPPP would identify structural and nonstructural BMPs to control erosion.

Temporary soils stabilization BMPs may include: scheduling limitations during the rainy season; preservation of existing vegetation; application of hydraulic mulch to disturbed areas outside of the stream channel; use of geotextiles, plastic coves, and erosion control mats; instillation of silt fences; and use of fiber rolls along the slope contour above the high-water level to intercept runoff (Caltrans 2003). Stream flow and soil strength would also inform the design and restoration of temporary stream crossings, which would be approved by a registered engineer. Bridge footings would be cast-in-drilled-hole pilings constructed to Caltrans' standard specifications. Special construction practices (e.g., temporary steel casing) may be necessary because of the granularity of area soils.

As indicated in Table 4.5-2, most soils in the project area are xerofluvents. The xerofluvent and xerorthent soils do not have a developed soil structure or a nutrient rich upper horizon commonly referred to as "topsoil." However, a topsoil layer is found in the Cometa, Fiddyment, and Ramona soils, and grading of these areas could result in a loss of soil productivity, which can make successful revegetation of disturbed areas difficult, leading to chronic erosion and poor soil health in these areas. Topsoil would be excavated and stored during construction operations and respread over disturbed areas after construction activities are complete. Disturbed soil areas would be revegetated through planting of native grasses, shrubs, and trees.

Use-related Impacts

As summarized in Table 4.5-5, most of the soils in the area are classified by the NRCS as posing only a slight erosion hazard when used for roads and trails. Moreover, the pathway would be paved and

adjacent areas would be revegetated. Because the soils on the project site are suitable for trail use and the trail would be paved, there is low potential for use of the trail to result in substantial soil erosion.

Table 4.5-5 Proposed Alignment Erosion Hazard (Road/Trail)

	Erosion Hazard			Total (acres)
	Slight	Moderate	Not Rated	
Preferred Alignment	23.27	2.15	0.95	26.37
Permanent Impact	9.97	0.70	0.19	10.86
Temporary Impact	13.30	1.45	0.76	15.51

Source: NRCS 2015

As discussed in Chapter 3, "Project Description," of this Draft EIR, a geomorphic report was prepared to provide an assessment of the potential future risk to the proposed trail because of erosion associated with the expected future water flows and trajectories of Cirby and Linda Creeks. Most of the Proposed Alignment would be located adjacent to areas with moderate to high bank erosion severity (Table 4.5-6). The report identified six locations along the preferred alignment where there would be extreme or high risk to the trail due to soil conditions and the future water flows and trajectories of the creeks (City of Roseville and Psomas 2014). The recommendations of that report (including trail realignment, bank protection, and channel modifications) in these extreme and high-risk areas have been incorporated into the project design, except where existing constraints required alternative solutions. The areas of moderate risk are generally either near the creek or have existing soil erosion, but are not likely to present a substantial hazard to the use or integrity of the trail and, as such, did not require design modification. Through the design review process established in the City's Design and Construction Standards, the City Engineer would verify that the project has been designed to avoid contributing to soil instability.

Table 4.5-6 Proposed Alignment Bank Erosion Severity

	Bank Erosion Severity				Total (feet)
	Minor	Moderate	Moderate-High	High	
Preferred Alignment	43.08	185.47	159.38	131.12	519.05
Permanent Impact	39.38	-	69.48	34.29	143.15
Temporary Impact	3.70	185.47	89.90	96.83	37.59

Source: City of Roseville and PSOMAS 2014

After construction, disturbed areas of the site would be seeded and mulched to reestablish a vegetation cover in the upland portions of the project site that would resist erosion and increase bank stability by increasing tensile strength in the soil and increasing infiltration (Caltrans 2003).

Conclusion

Although construction would expose erosion-prone soils to the effects of wind and water, the project would implement the City's standards and BMPs identified in the SWPPP. Because the portion of the project site that would be traveled by bicyclists and pedestrians would be paved, open areas would be revegetated, and streambanks would be engineered to remediate existing erosion and prevent ongoing erosion. Therefore, the Dry Creek Greenway East Trail project would have a **less-than-significant** impact on soil erosion.

Alignment Option 1A
Option 1A would reduce the area of temporary and permanent impacts by 0.40 acre and 0.29 acre, respectively. There would be a corresponding 0.72-acre reduction in the area mapped as slight erosion hazard when used for roads and trail, and a 0.03 acre increase in area not rated. There would be no change in the bank erosion severity along the alignment. Because construction activities under Option 1A would be of the same type and magnitude as would occur under the Proposed Trail Alignment, implementation of this alignment would not substantially change the potential for the project to result in soil erosion or the loss of topsoil. The impact would be **less than significant** for the same reasons discussed above for the Proposed Trail Alignment.

Alignment Option 1C
Option 1C would decrease temporary impacts by approximately 0.57 acre, while increasing permanent impacts by 0.59 acre. This would result in a net increase of 0.02 acre mapped as slight erosion hazard when used for trails and roads. There would also be an increase in the length of bank affected; an additional 146.29 linear feet of moderately eroded bank would be affected (67.98 feet of temporary impacts and 78.31 acres of permanent impacts).

With implementation of Alignment Option 1C, the trail would be located in an additional area of high risk, as identified in the trail risk assessment (PSOMAS 2014). The section of trail along the east side of Dry Creek downstream of the Darling Way Bridge would be located in proximity to the eroding creek bank in an area where the stream power is high. Key constraints in this area include the distance between the top of the creek bank and the existing fence line of the adjacent private properties, an existing sewer trunk line, and a number of large trees. A reinforced concrete retaining wall would be constructed along the property line, and the trail would be located up against the property line to maximize setback from the creek. Trail width would be reduced to 8 feet, and a post and cable fence would be constructed on the western side of the trail.

Other construction activities under Option 1C would be the same type and magnitude of physical activities and ground disturbance that would occur under the Proposed Trail Alignment. Implementation of this option would not substantially change the potential for the project to result in soil erosion or the loss of topsoil. The impact would be **less than significant** for the same reasons discussed above for the Proposed Trail Alignment.

Alignment Option 5A
Option 5A would increase temporary and permanent impacts by 0.13 acre and 0.22 acre, respectively. There would be a corresponding increase of 0.43 acre mapped as slight erosion hazard for roads and trails and a decrease of 0.07 acre not rated. Areas with moderate erosion hazard would be slightly less affected during construction (a reduction of 0.03 acre), but would make up slightly more of the project footprint (an increase of 0.02 acre). There would be no change in the bank erosion severity along the alignment. Because construction activities under Alignment Option 5A would be the same type as would occur under the Proposed Trail Alignment, implementation of this option would not substantially change the potential for the project to result in soil erosion or the loss of topsoil. The impact would be **less than significant** for the same reasons discussed above for the Proposed Trail Alignment.

Mitigation Measures

None required.

Impact 4.5-3	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.
Applicable Policies and Regulations	City of Roseville Design and Construction Standards
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

The project site is not located in an area of underlying geologic instability. Localized surficial, slope failures could occur within the project site, however, primarily associated with incised and over steepened streambanks. As described above, the City's Design and Construction Standards require soil testing to inform bike path design. Where borings identify loose, sandy soils that have the potential to be subject to liquefaction, standard design practices for foundations and pilings would be incorporated to avoid potential effects on the proposed trail. For example, the standards include specifications regarding the thickness of aggregate base placed under the asphalt concrete based on the ability of soil samples to resist spreading because of an applied vertical load (the R-Value) where vehicles would use the path for maintenance or emergency access.

Raveling or caving is expected during drilling of bridge foundations because of the presence of granular material. Bridge footings would be cast-in-drilled-hole pilings constructed to Caltrans' standard specifications. Tie back walls would be used for excavation support where cuts are required next to existing bridge abutments or in steep terrain that has existing buildings in close proximity to the trail. Caltrans standard performance specifications for tieback systems would be used to attain the required design capacity.

Construction Impacts

Construction of the project would require excavation in an area with steep banks and loose, granular soils. As discussed above, construction specifications would be developed for the project based on detailed soil testing. Special construction practices (e.g., temporary steel casing) may be necessary during construction of bridge footings because of the granularity of area soils. In addition, to avoid failure of shoring walls, excessive settlement in the surrounding areas, and unsafe working conditions, controlled dewatering would be performed (when necessary) to prevent possible piping or blowout at the base of excavations. These construction practices would be consistent with the City's Design and Construction Standards.

Use-related Impacts

As discussed above, a geomorphic assessment of the potential future risk to the proposed trail developed solutions to address the potential for the trail to be located on unstable soils or soils that would become unstable as a result of the project. Through the design review process established in the City's Design and Construction Standards, the City Engineer would verify that the project has been designed to avoid contributing to a condition of soil instability.

Conclusion

With the adoption of construction practices and design features that are consistent with the City's Design and Construction Standards, the potential effects of localized, surficial ground failure would be **less than significant**.

Alignment Option 1A
Construction activities under Alignment Option 1A would be the same type and magnitude of physical activities and ground disturbance that would occur under the Proposed Trail Alignment and would generally occur in the same types of soil as the Proposed Trail Alignment in this area. The impacts would be **less than significant** for the same reasons discussed above for the Proposed Trail Alignment.

Alignment Option 1C
Construction activities under Alignment Option 1C would be generally the same type and magnitude of physical activities and ground disturbance that would occur under the Proposed Trail Alignment and would generally occur in the same types of soil as the Proposed Trail Alignment in this area. Because trail design would reduce the hazard to the trail associated with unstable soils, the impacts would be **less than significant** for the same reasons discussed above for the Proposed Trail Alignment.

Alignment Option 5A
Construction activities under Alignment Option 5A would be the same type and magnitude of physical activities and ground disturbance that would occur under the Proposed Trail Alignment and would generally occur in the same types of soil as the Proposed Trail Alignment in this area. The impacts would be **less than significant** for the same reasons discussed above for the Proposed Trail Alignment.

Mitigation Measures

None required.

Impact 4.5-4	Be located on expansive soil, creating a substantial risk to life or property.
Applicable Policies and Regulations	City of Roseville Design and Construction Standards
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment
The trail would be located in an area with moderately expansive soils. Repeated shrinking and swelling of soils could cause damage to the integrity of the trail surface (such as pavement cracking) and to bridge footings. However, grading activities and placement of base materials can effectively reduce or eliminate this potential, as discussed below.

Construction Impacts
Although soils in the project area are moderately expansive, they would not cause a potential for risks to life and property during construction, because the type of damage caused by expansive soils is incremental and generally associated with the built environment.

Use-related Impacts
Soil sampling would be conducted as part of the project, as required by the City's Design and Construction Standards. The potential effect of expansive soils on the trail and bridges would be addressed through this process, and specific design features, such as specialized bridge footings or abutments, would be incorporated into the design and specifications for the project, as appropriate, to avoid or minimize the extent of potential damage. A substantial risk to life or property would not occur.

Conclusion
The impact of locating the project on moderately expansive soils would be **less than significant**.

Alignment Option 1A
Construction activities under Alignment Option 1A would be the same type and magnitude of physical activities and ground disturbance that would occur under the Proposed Trail Alignment and would generally occur in the same types of soil as the Proposed Trail Alignment in this area, although there would be one fewer bridge required with implementation of this option. The impacts would be **less than significant** for the same reasons discussed above for the Proposed Trail Alignment.

Alignment Option 1C
Construction activities under Alignment Option 1C would be the same type and magnitude of physical activities and ground disturbance that would occur under the Proposed Trail Alignment and would generally occur in the same types of soil as the Proposed Trail Alignment in this area, although Option 1C would not require the widening of the Darling Way bridge. The impacts would be **less than significant** for the same reasons discussed above for the Proposed Trail Alignment.

Alignment Option 5A
Construction activities under Alignment Option 5A would be the same type and magnitude of physical activities and ground disturbance that would occur under the Proposed Trail Alignment and would generally occur in the same types of soil as the Proposed Trail Alignment in this area. Implementing Option 5A would change the location of one bridge (#14 rather than #13), but would not change the number of bridges proposed. The impacts would be **less than significant** for the same reasons discussed above for the Proposed Trail Alignment.

Mitigation Measures
None required.

Impact 4.5-5	Destroy a unique paleontological resource.
Applicable Policies and Regulations	California Public Resources Code Section 5097.5
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

Construction Impacts
The project site is primarily underlain by alluvial deposits classified in the Modesto Formation and Turlock Lake Formation along Cirby and Linda Creeks. Samples indicate that subsurface soils are generally loose, granular (i.e., sandy or silty) materials within 10 to 20 feet of the surface that increase in density with depth. A search of the University of California Museum of Paleontology's (UCMP) database was conducted on June 19, 2015. The database listed 63 paleontological resources in Placer County, however all resources are located approximately 30 miles northeast of the City of Roseville, in Tahoe National Forest. The database did not list any paleontological resources from the Turlock Lake or Modesto formation (UCMP 2015).

Although no paleontological resources have been recorded near the project site, the soils along Cirby and Linda Creeks are classified as Pleistocene-age (i.e., from about 2,588,000 to 11,700 years ago) alluvial deposits. Pleistocene sedimentary deposits are considered to have a high paleontological sensitivity, while alluvial deposits are generally considered to have low paleontological sensitivity. These alluvial deposits contain vertebrate and invertebrate remains of extant, modern taxa, which are generally not considered paleontologically significant.

Use-related Impacts

The project is a multi-use bike trail and use of the project would not include grading, excavation, or other earth-moving activities that could affect the integrity of a paleontological site.

Conclusion

Because the types of soil formations that underlay the project site have a low sensitivity for important paleontological resources, the development of the proposed project would have a **less-than-significant** impact on paleontological resources.

Alignment Option 1A

Construction activities under Alignment Option 1A would be the same type and magnitude of physical activities and ground disturbance that would occur under the Proposed Trail Alignment. Alignment Option 1A would begin north of Darling Way and would travel on the west side of Dry Creek. At the confluence of Dry Creek and Cirby Creek, this option would cross to the south side of Dry Creek and travel along the south side of Cirby Creek as the trail heads upstream.

As discussed above under the Proposed Trail Alignment, there are no known paleontological sites of any kind near the project site. Because the types of soil formations that underlay the project site are not sensitive for paleontological resources, the development of Alignment Option 1A would have a **less-than-significant** impact on paleontological resources.

Alignment Option 1C

Construction activities under Alignment Option 1C would be the same type and magnitude of physical activities and ground disturbance that would occur under the Proposed Trail Alignment. Alignment Option 1C would begin north of Darling Way and would travel on the east side of Dry Creek before crossing to the south side of Cirby Creek upstream of the confluence with Cirby Creek.

As discussed above under the Proposed Trail Alignment, there are no known paleontological sites of any kind near the project site. Because the types of soil formations that underlay the project site are not sensitive for important paleontological resources, the development of Alignment Option 1A would have a **less-than-significant** impact on paleontological resources.

Alignment Option 5A

Construction activities under Alignment Option 5A would be the same type and magnitude of physical activities and ground disturbance that would occur under the Proposed Trail Alignment. East of Eastwood Park, Alignment Option 5A would remain on the south side of Linda Creek until east of Sunrise Avenue before crossing to the north side of the creek.

As discussed above under the Proposed Trail Alignment, there are no known paleontological sites of any kind near the project site. Because the types of soil formations that underlay the project site are not sensitive for important paleontological resources, the development of Alignment Option 1A would have a **less-than-significant** impact on paleontological resources.

Mitigation Measure

None required.

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4.6 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

4.6.1 Introduction

This chapter presents a brief summary of the current state of climate change science and greenhouse gas (GHG) emissions sources in California; a summary of applicable regulations; and quantification of project-generated GHG emissions and discussion about their potential contribution to global climate change.

The comment letter received from the Placer County Air Pollution Control District (PCAPCD) in response to the Notice of Preparation mentions that determination of significance and mitigation of GHG emissions should be addressed, using the PCAPCD CEQA Handbook. This letter was dated December 19, 2013. In October 2016, PCAPCD released an updated Handbook which was subsequently approved by the PCAPCD Board in August 2017. The analysis contained in this section addresses this comment.

4.6.2 Environmental Setting

GHG EMISSIONS AND CLIMATE CHANGE

The Physical Scientific Basis

Certain gases in the earth's atmosphere, classified as GHG emissions, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. The earth has a much lower temperature than the sun; therefore, the earth emits lower frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on Earth.

Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). Human-caused emissions of these GHGs in excess of natural ambient concentrations are believed responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. It is "extremely likely" that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in GHG concentrations and other anthropogenic forcings together (Intergovernmental Panel on Climate Change [IPCC] 2014:3, 5).

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of any particular GHG molecule is dependent on multiple variables and cannot be pinpointed, it is understood that more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration. CO_2 sinks, or reservoirs, include vegetation and the ocean, which absorb CO_2 through

sequestration and dissolution, respectively, two of the most common processes of CO_2 sequestration. Of the total annual human-caused CO_2 emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remains stored in the atmosphere (IPCC 2013:467).

The quantity of GHGs that it takes to ultimately result in climate change is not precisely known; suffice it to say, the quantity is enormous, and no single project alone would measurably contribute to a noticeable incremental change in the global average temperature, or to global, local, or micro climates. From the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative.

Greenhouse Gas Emission Sources

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the transportation, industrial/manufacturing, utility, residential, commercial, and agricultural emissions sectors (California Air Resources Board [CARB] 2014a). In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation (CARB 2014a). Emissions of CO_2 are, largely, byproducts of fossil fuel combustion. CH_4, a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. N_2O is also largely attributable to agricultural practices and soil management. Additionally, high-global warming potential (GWP) gases have atmospheric insulative properties that are hundred to tens of thousands of times greater than that of CO_2. HFCs, PFCs, and SF_6 are some of the most common types of high-GWP gases and result from a variety of industrial processes. HFCs and PFCs are used as refrigerants and can be emitted through evaporation and leakage. SF_6 is a powerful electrical insulator used in power transmission and semiconductor manufacturing and is emitted through evaporation and leakage into the atmosphere.

EFFECTS OF CLIMATE CHANGE ON THE ENVIRONMENT

IPCC was established in 1988 by the World Meteorological Organization and the United Nations Environment Programme to provide the world with a scientific view on climate change and its potential effects. According to the IPCC global average temperature is expected to increase relative to the 1986-2005 period by 0.3–4.8 degrees Celsius (°C) (0.5-8.6 degrees Fahrenheit [°F]) by the end of the 21st century (2081-2100), depending on future GHG emission scenarios (IPCC 2014: SPM-8). This temperature range represents the lower and higher bounds of five mitigation scenarios analyzed by the IPCC – two stringent scenarios, two intermediate scenarios, and a worst-case scenario. Temperatures in California are projected to increase 2.7°F above 2000 averages by 2050 and, depending on global emission levels, 4.1–8.6°F by 2100 (Moser et al. 2012:2).

Physical conditions beyond average temperatures could be indirectly affected by the accumulation of GHG emissions. For example, changes in weather patterns resulting from increases in global average temperature are expected to result in a decreased volume of precipitation falling as snow in California and an overall reduction in snowpack in the Sierra Nevada. Based upon historical data and modeling, California Department of Water Resources (DWR) projects that the Sierra snowpack will experience a 25 to 40 percent reduction from its historic average by 2050 (DWR 2008:4). An increase in precipitation falling as rain rather than snow also could lead to increased potential for floods because water that would normally be held in the Sierra Nevada until spring could flow into the Central Valley concurrently with winter storm events (Moser et al. 2012:5). This scenario would place more pressure on California's levee/flood control system.

Another outcome of global climate change is sea level rise. Sea level rose approximately 7 inches during the last century. The National Research Council (NRC), in their 2012 report on *Sea-Level Rise for the Coasts of California, Oregon, and Washington* projects that the sea level along the California coastline will change between -1 inch (fall) to 24 inches (rise) between 2000 and 2050 and 4 to 66 inches (rise)

between 2000 and the end of this century. This projection is based on projected future ice loss at the poles, steric and ocean dynamics, seismic trends affecting land subsidence, and other numerical models and extrapolations, accounting for increasing levels of uncertainty in future years (NRC 2012:6).

As the existing climate throughout California changes over time, the ranges of various plant and wildlife species could shift or be reduced, depending on the favored temperature and moisture regimes of each species. In the worst cases, some species would become extinct or be extirpated from the state if suitable conditions are no longer available (Moser et al. 2012:11, 12).

Changes in precipitation patterns and increased temperatures are expected to alter the distribution and character of natural vegetation and associated moisture content of plants and soils. An increase in frequency of extreme heat events and drought are also expected. These changes are expected to lead to increased frequency and intensity of large wildfires (Moser et al. 2012:11).

4.6.3 Regulatory Setting

Greenhouse gas emissions and responses to global climate change are regulated by a variety of federal, state, and local laws and policies. Key regulatory and conservation planning issues applicable to the proposed project are discussed below.

FEDERAL

Supreme Court Ruling of Carbon Dioxide as a Pollutant

The U.S. Environmental Protection Agency (EPA) is the federal agency responsible for implementing the federal Clean Air Act (CAA) and its amendments. The Supreme Court of the United States ruled on April 2, 2007 that CO_2 is an air pollutant as defined under the CAA, and that EPA has the authority to regulate emissions of GHGs. The ruling in this case resulted in EPA taking steps to regulate GHG emissions and lent support for state and local agencies' efforts to reduce GHG emissions.

Regulations for Greenhouse Gas Emissions from Passenger Cars and Trucks and Corporate Average Fuel Economy Standards

In October 2012, EPA and the National Highway Traffic Safety Administration (NHSTA), on behalf of the Department of Transportation, issued final rules to further reduce GHG emissions and improve corporate average fuel economy (CAFE) standards for light-duty vehicles for model years 2017 and beyond (77 FR 62624). NHTSA's CAFE standards have been enacted under the Energy Policy and Conservation Act since 1978. This national program requires automobile manufacturers to build a single light-duty national fleet that meets all requirements under both federal programs and the standards of California and other states. This program would increase fuel economy to the equivalent of 54.5 miles per gallon (mpg) limiting vehicle emissions to 163 grams of CO_2 per mile for the fleet of cars and light-duty trucks by model year 2025 (77 FR 62630).

In January 2017, EPA Administrator Gina McCarthy signed her determination to maintain the current GHG emissions standards for model year 2022-2025 vehicles. However, on March 15, 2017, the new EPA Administrator, Scott Pruitt, and Department of Transportation Secretary Elaine Chao announced that EPA intends to reconsider the final determination. EPA intends to make a new Final Determination regarding the appropriateness of the standards no later than April 1, 2018 (EPA 2017).

STATE

Executive Order S-3-05

Executive Order (EO) S-3-05, signed by Governor Arnold Schwarzenegger in 2005, proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra Nevada snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the executive order established total GHG emission targets for the state. Specifically, statewide emissions are to be reduced to 2000 levels by 2010, 1990 levels by 2020, and to 80 percent below 1990 levels by 2050.

This executive order was the subject of a California Appellate Court decision, *Cleveland National Forest Foundation v. San Diego Association of Governments* (SANDAG) (November 24, 2014) 231 Cal.App.4th 1056, which was reviewed by the California Supreme Court in January 2017. The Supreme Court decided a singular question in the case, which was released on July 13, 2017. The California Supreme Court ruled that SANDAG did not abuse its discretion by declining "to adopt the 2050 goal as a measure of significance in light of the fact that the Executive Order does not specify any plan or implementation measures to achieve its goal."

In addition to concluding that an EIR need not use this executive order's goal for determining significance, the Court described several principles relevant to CEQA review of GHG impacts, including: (1) EIRs should "reasonably evaluate" the "long-range GHG emission impacts for the year 2050;" (2) the 2050 target is "grounded in sound science" in that it is "based on the scientifically supported level of emissions reduction needed to avoid significant disruption of the climate;" (3) in the case of the SANDAG plan, the increase in long-range GHG emissions by 2050, which would be substantially greater than 2010 levels, was appropriately determined to be significant and unavoidable; (4) the reasoning that a project's role in achieving a long-range emission reduction target is "likely small" is not valid for rejecting a target; and (5) "as more and better data become available," analysis of proposed plan impacts will likely improve, such that "CEQA analysis stays in step with evolving scientific knowledge and state regulatory schemes." The Court also ruled that "an EIR's designation of a particular adverse environmental effect as 'significant' does not excuse the EIR's failure to reasonably describe the nature and magnitude of the adverse effect." The Court also recognized that the 40 percent reduction in 1990 GHG levels by 2030 is "widely acknowledged" as a "necessary interim target to ensure that California meets its longer-range goal of reducing greenhouse gas emission 80 percent below 1990 levels by the year 2050." Senate Bill (SB) 32 has since defined the 2030 goal in statute (discussed below).

Executive Order B-30-15

On April 20, 2015 Governor Brown signed EO B-30-15 to establish a California GHG reduction target of 40 percent below 1990 levels by 2030. The Governor's EO aligns California's GHG reduction targets with those of leading international governments such as the 28-nation European Union, which adopted the same target in October 2014. California is on track to meet or exceed the target of reducing GHG emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (Assembly Bill 32, discussed above). California's new emission reduction target of 40 percent below 1990 levels by 2030 sets the next interim step in the State's continuing efforts to pursue the long-term target expressed under Executive Order S-3-05 to reach the ultimate goal of reducing emissions 80 percent below 1990 levels by 2050. This is in line with the scientifically established levels needed in the U.S. to limit global warming below 2°C, the warming threshold at which major climate disruptions are projected, such as super droughts and rising sea levels.

Assembly Bill 32, the California Global Warming Solutions Act of 2006

In September 2006, Governor Schwarzenegger signed the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32

requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 also requires that these reductions "…shall remain in effect unless otherwise amended or repealed. (b) It is the intent of the Legislature that the statewide greenhouse gas emissions limit continue in existence and be used to maintain and continue reductions in emissions of greenhouse gases beyond 2020. (c) The (Air Resources Board) shall make recommendations to the Governor and the Legislature on how to continue reductions of greenhouse gas emissions beyond 2020" (California Health and Safety Code, Division 25.5, Part 3, Section 38551).

Assembly Bill 32 Climate Change Scoping Plan and Update

In December 2008, CARB adopted its Climate Change Scoping Plan, which contains the main strategies California will implement to achieve reduction of approximately 118 million metric tons (MMT) of CO_2-equivalent (CO_2e) emissions, or approximately 21.7 percent from the state's projected 2020 emission level of 545 MMT CO_2e under a business-as-usual scenario (this is a reduction of 47 MMT CO_2e, or almost 10 percent, from 2008 emissions).

In 2014, CARB adopted the *First Update to the Climate Change Scoping Plan* to identify the next steps in reaching AB 32 goals and evaluate the progress that has been made between 2000 and 2012 (CARB 2014b:4 and 5). According to the update, California is on track to meet the near-term 2020 GHG limit and is well positioned to maintain and continue reductions beyond 2020 (CARB 2014b:ES-2). The update also reports the trends in GHG emissions from various emission sectors (e.g., transportation, building energy, agriculture). After releasing multiple versions of proposed updates in 2017 CARB adopted the next version titled *California's 2017 Climate Change Scoping Plan* (2017 Scoping Plan) in December of that same year (CARB 2017). The 2017 Scoping Plan indicates that California is on track to achieve the 2020 statewide GHG target mandated by AB 32 of 2006 (CARB 2017:9). It also lays out the framework for achieving the mandate of SB 32 of 2016 to reduce statewide GHG emissions to at least 40 percent below 1990 levels by the end of 2030 (CARB 2017).

The update also identifies how GHGs associated with proposed projects could be evaluated under CEQA. Specifically, it states that achieving "no net increase" in GHG emissions is an appropriate overall objective of projects evaluated under CEQA if conformity with an applicable local GHG reduction plan cannot be demonstrated. CARB recognizes that it may not be appropriate or feasible for every development project to mitigate its GHG emissions to zero and that an increase in GHG emissions attributable to a project may not necessarily imply a substantial contribution to the cumulatively significant environmental impact of climate change. In terms of current project-level thresholds, the Placer County Air Pollution Control District (PCAPCD) has developed an evidenced-based, bright-line numeric threshold consistent with the state's long-term 2030 GHG goal.

Senate Bill 32/Assembly Bill 197 (Statutes of 2016)

In August 2016, Governor Brown signed SB 32 and AB 197, which serve to extend California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by EO B-30-15 for 2030.

Senate Bill 375 (Statutes of 2008)

SB 375, signed by the Governor in September 2008, aligns regional transportation planning efforts, regional GHG emission reduction targets for cars and light duty trucks, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy, showing prescribed land use allocation in each MPO's Regional Transportation Plan. CARB, in consultation with the MPOs, is to provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in their respective regions for 2020 and 2035.

The applicable MPO in the project region is the Sacramento Area Council of Governments (SACOG), which includes Placer County except for of the Lake Tahoe Basin. SACOG adopted its first SCS in 2012, which was subsequently updated and adopted in 2016 (SACOG 2016). SACOG was tasked by CARB to achieve a 9 percent per capita reduction by 2020 and a 16 percent per capita reduction by 2035, which CARB confirmed the region would achieve by implementing its SCS (CARB 2013).

Advanced Clean Cars Program

In January 2012, CARB approved the Advanced Clean Cars program which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-emission vehicles, into a single package of regulatory standards for vehicle model years 2017 through 2025. The new regulations strengthen the GHG standard for 2017 models and beyond. This will be achieved through existing technologies, the use of stronger and lighter materials, and more efficient drivetrains and engines. The program's zero-emission vehicle regulation requires battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025. The program also includes a clean fuels outlet regulation designed to support the commercialization of zero-emission hydrogen fuel cell vehicles planned by vehicle manufacturers by 2015 by requiring increased numbers of hydrogen fueling stations throughout the state. The number of stations will grow as vehicle manufacturers sell more fuel cell vehicles. By 2025, when the rules will be fully implemented, the statewide fleet of new cars and light trucks will emit 34 percent fewer GHGs and 75 percent fewer smog-forming emissions than the statewide fleet in 2016 (CARB 2016).

Senate Bill 97

The Senate Bill 97 (Statutes of 2007) (SB 97) directed the California Natural Resources Agency to adopt amendments to the CEQA Guidelines to specifically address GHG emissions. The Amendments became effective on March 18, 2010. This EIR complies with these Amendments and the CEQA checklist questions added to Appendix G of the CEQA Guidelines in response to SB 97 are discussed under the Significance Criteria heading below.

LOCAL

Placer County Air Pollution Control District

In October 2016, PCAPCD adopted new significance thresholds for GHG emissions in October 2016. These thresholds are included PCAPCD's updated 2017 CEQA Air Quality Handbook (August, 2017). The District's CEQA Air Quality Handbook outlines expectations and methodologies for the analysis of GHG emissions generated by a proposed project, and guidance on determining the significance of impacts and appropriate mitigation. PCAPCD recommends that both construction and operations-related GHG emissions be quantified for a proposed project, and that the significance of GHG emissions be determined in a manner based on whether such emissions are cumulatively considerable.

City of Roseville General Plan 2035

The City of Roseville General Plan 2035 contains a number of goals and policies applicable to the proposed project that address air quality and climate change. Key provisions from the Air Quality and Climate Change Element are summarized below. Numerous other General Plan elements also address sustainability and the reduction of GHG emissions, including the Circulation Element, Land Use Element, and Public Facilities Element.

Air Quality and Climate Change Element Goals

GOAL 3: Encourage the coordination and integration of all forms of public transport while reducing motor vehicle emissions through a decrease in the average daily trips and vehicle miles traveled and by increasing the commute vehicle occupancy rate by 50 percent to 1.5 or more persons per vehicle.

GOAL 4: Increase the capacity of the transportation system, including the roadway system and alternate modes of transportation.

GOAL 5: Provide adequate pedestrian and bikeway facilities for present and future transportation needs.

GOAL 7: While recognizing that the automobile is the primary form of transportation, the City of Roseville should make a commitment to shift from the automobile to other modes of transportation.

Air Quality and Climate Change Element Transportation and Circulation-Related Policies

- **Policy 6.** Develop consistent and accurate procedures for mitigating transportation emissions from new and existing projects.
- **Policy 7.** Encourage alternative modes of transportation including pedestrian, bicycle, and transit usage.
- **Policy 10.** Conserve energy and reduce air emissions by encouraging energy efficient building designs and transportation systems.

Air Quality and Climate Change Element Implementation Measures

6. Mitigation Strategies – Motor Vehicles

- Develop mitigation strategies to reduce air emissions from motor vehicles. These strategies, which may consist of improvements and refinements to the transportation and circulation infrastructure, may include:
  - Maintaining acceptable levels of service as specified in the Circulation Element;
  - Minimizing the number of intersections along major arterials;
  - Requiring traffic counter loops and traffic management hardware at major garage entrances, driveways, new intersections, and other appropriate locations;
  - Synchronizing traffic signals on arterial streets to the extent possible to facilitate the flow of traffic and minimize stops or delays;
  - Considering high occupancy vehicle lanes in street and highway widening and new construction projects for arterials and wider rights-of-way; and
  - Filling gaps or missing links in infrastructure systems (i.e., bike/pedestrian trails, bridge crossings, railroad crossings, street extensions) prior to the construction and occupancy of residential developments utilizing that infrastructure.

- Develop strategies to minimize the number and length of vehicle trips, which may include:
  - Promoting commercial/industrial project proponent sponsorship of van pools or club buses;
  - Encouraging commercial/industrial project day care and employee services at the employment site;
  - Encouraging the provision of transit, especially for employment-intensive uses of 200 or more employees;
  - Providing subscription bus service to major trip generators or events;
  - Discouraging single-occupant vehicle trips through parking supply and pricing controls or other measures identified by the PCAPCD;
  - Providing incentives for the use of transportation alternatives;
  - Providing expansion and improvement of public transportation services and facilities;
  - Encouraging public transit use and the formation of car pools in new areas by requiring bus turnouts, bus shelters, and/or park-and-ride lots;
  - Locating public facilities in areas easily served by public transportation; and

- Requiring that large developments (e.g. Specific plans, large commercial or residential uses) dedicate land for use as park-and-ride lots if suitably located, or requiring large developments to provide park-and-ride spaces if located adjacent to regional transit facilities.

7. Mitigation Strategies – Motor Vehicle Alternatives

- Encourage transportation alternatives to motor vehicles by developing infrastructure amenable to such alternatives by doing the following:
  - Implement the Bicycle Master Plan and Long-Range Transit Plan as specified in the Circulation Element;
  - Consider right-of-way requirements for bike usage in the planning of new arterial and collector streets and in street improvement projects;
  - Require that new development be designed to promote pedestrian and bicycle access and circulation;
  - Provide safe and secure bicycle parking facilities at major activity centers, such as public facilities, employment sites, and shopping and office centers;
  - Provide convenient and safe pedestrian and bike movement through the large parking areas that surround large retail and office centers;
  - Provide safe pathways that link residential areas to schools, parks, services, and employment areas and transit facilities;
  - Promote project design that encourages pedestrian and cyclist use, including grade separated crossing at major arterials, clear and safe connections between projects and uses;
  - Install sidewalks in residential and commercial developments with protective curbing and adequate lighting and pedestrian amenities.

City of Roseville Communitywide Sustainability Action Plan

The Roseville Communitywide Sustainability Action Plan (SAP) sets forth a comprehensive strategy to reduce GHG emissions, as well as to promote economic growth based on clean technology and sustainable practices (City of Roseville 2010). While the 2035 General Plan includes goals and policies that guide the City's approach to addressing sustainability and climate change, the SAP serves as a more detailed strategy to implement the City's sustainability and climate change policies.

As noted earlier in this section, the SAP contains the City's GHG emissions baseline inventory. The SAP also sets a GHG emissions reduction target of reducing emissions from the baseline level of 7.5 MT CO_2e per service population to 6.0 MT CO_2e per service population by 2020.

The SAP contains five sustainable action strategies, with specific measures under each designed to achieve the City's goals and targets. The actions include bike and pedestrian enhancements in the Transportation Strategy. The actions are summarized below in Table 4.6-1.

The City plans to complete a qualified communitywide climate action plan by late 2018 (City of Roseville 2017).

Table 4.6-1 Roseville Sustainability Action Plan Strategies and GHG Emission Reductions

Sustainable Action Strategy	Summary of Measures	Total Estimated GHG Emission Reductions (MT CO_2e)	Percent of Total GHG Reductions Required to Meet Target
Transportation	Rideshare and Carpooling Transit Expansion Bike and Pedestrian Enhancements Alternative Fuel Infrastructure Intelligent Transportation Systems	49,130	66%
Land Use and Green Building	Urban Forestry Numerous supporting measures related to alternative transportation modes	1,580	2%
Energy	Retrofits of Existing Residential Buildings Retrofits of Existing Commercial Buildings New Residential Building Energy Efficiency New Commercial Building Energy Efficiency	19,460	26%
Solid Waste	Food Waste to Energy	1,090	1%
Water	Reduce Water Use 20% Per Capita	3,520	5%
Marketing and Education	Community-Based Social Marketing Promote sustainable lifestyles	NA	NA
Total		74,060	100%

Notes: Totals may not sum due to rounding

GHG = greenhouse gas; MT = metric tons, CO_2e = carbon dioxide equivalent. Totals may not be exact due to rounding.

Source: City of Roseville 2010; adapted and compiled by Ascent in 2017.

City of Roseville Municipal Climate Action Plan

The Roseville City Council adopted a Municipal Climate Action Plan (CAP) in 2009. The plan addressed GHG emission reductions from City facilities and operations, including buildings, vehicle fleets, treatment plants, and other infrastructure. The CAP established a baseline municipal emissions inventory of 28,858 MT CO_2e for the year 2006. The City Council approved a GHG reduction goal of 22.8 percent by 2035 through a variety of measures applicable to these sources (City of Roseville 2009). The Communitywide SAP described above is designed to complement the strategies contained in the Municipal CAP.

4.6.4 Impacts

METHODS OF ANALYSIS

Short-term construction-generated GHG emissions were calculated using the California Emissions Estimator Model (CalEEMod) Version 2016.3.1 computer program (South Coast Air Quality Management District 2016), as recommended by PCAPCD and other air districts in California. Modeling was based on project-specific information (e.g., size, amounts of demolition, area to be graded, area to be paved), where available; reasonable assumptions based on typical construction activities; and default values in CalEEMod that are based on the project's location.

Construction-related activities that would generate GHGs include worker commute trips, haul trucks carrying supplies and materials to and from the project site, and off-road construction equipment (e.g., dozers, loaders, excavators). Because the proposed project would be constructed in four segments,

annual construction emissions were modeled for each segment and phase separately, according to construction phasing and equipment anticipated for each segment.

The proposed project would include use of a multi-use trail by bicyclists and pedestrians and routine maintenance activities. Accordingly, no increases in motor vehicle trips and associated tailpipe emissions by users would be generated by the project, and maintenance-related emissions would be minimal. Similarly, no new buildings would be constructed or operated as part of the proposed project. Thus, calculations of operation-related GHG emissions are not needed. Operation-related GHG emissions, apart from the loss in carbon sequestration potential discussed below, are addressed qualitatively in the impact analysis.

The project also would involve the net removal of up to 0.7 acre of riparian forest and up to 4.3 acres of valley oak riparian woodland over the course of the project's four-year construction period. The net carbon sequestration losses from the net reduction in vegetation was estimated using CalEEMod's sequestration module. CalEEMod uses a separate set of land use types and units to estimate emissions from loss of stored carbon than to estimate emissions from lost sequestration potential. To estimate emissions from the loss of stored carbon, CalEEMod bases the calculation of a set of land use types (e.g., scrub, trees, cropland, grassland, wetland) and uses per-acre emissions factors. To estimate emissions from the loss of sequestration potential, CalEEMod bases the calculation on a set of tree types either lost or planted (e.g., mixed hardwood, juniper, cedar/larch, miscellaneous) and uses annual per-tree emission factors. Due to the variety of tree species that inhabit the project area, the "trees" land use category and the "miscellaneous" tree category in CalEEMod are assumed to best reflect both riparian forest and valley oak riparian woodland. CalEEMod assumes the "tree" land use type would store 111 MT CO_2/acre and "miscellaneous" tree types would sequester 0.0354 MT CO_2 per tree per year. Based on a general review of the project map, there are approximately 15 trees per acre within the project boundary. See Tables 11.11 and 11.2 of Appendix D of the CalEEMod Version 2016.3.1 for a list of the carbon loss and sequestration factors.

The loss of stored carbon in the removed vegetation is conservatively assumed to be completely returned to the atmosphere as CO_2, such as through burning, and these emissions are counted toward the project's construction emissions. This is a conservative approach to avoid the risk of understating an impact; it may come to pass that not all the carbon is returned to the atmosphere, if some of the wood is repurposed, rather than burned (such as for chipping and mulch). The resulting annual loss in carbon sequestration potential is counted toward the project's operational emissions. Due to the approximate nature of the carbon sequestration factors used above, the carbon losses estimated here are assumed to apply to all vegetation types within riparian forest and valley oak riparian woodland removed by the project. Also, the loss of stored carbon over the four-year construction period is assumed to be proportional to the construction activity in each year.

THRESHOLDS OF SIGNIFICANCE

Appendix G of the State CEQA Guidelines indicates that a proposed project would result in a potentially significant impact on climate change if it would:

- generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

In October 2016, PCAPCD adopted new CEQA thresholds of significance for evaluating whether the GHG emissions of different types of projects would be a cumulatively considerable contribution to climate change. These new thresholds are supported by PCAPCD's California Environmental Quality Act Thresholds of Significance Justification Report released in October 2016 and are included in the

PCAPCD's draft 2017 Handbook (PCAPCD 2016, 2017). PCAPCD's proposed GHG thresholds more accurately reflect the historical CEQA projects reviewed by PCAPCD over the last thirteen years (2003-2015) and the CEQA significance thresholds adopted by other air districts in the Sacramento Area (PCAPCD 2016:5). PCAPCD recommends an array of GHG thresholds for determining whether a project's GHG emissions would be cumulatively considerable. More specifically, PCAPCD's recommendations include:

- a "floor" mass emission threshold of 1,100 MT CO_2e/year, which, if not exceeded, means the project's GHGs would be less than cumulatively considerable (regardless of the project's GHG efficiency);
- a "bright-line cap" mass emission threshold of 10,000 MT CO2e/year levels, which, if exceeded, means the project's GHGs would be cumulatively considerable regardless of the project's GHG efficiency; and
- GHG efficiency-based thresholds for land use development projects, depending on whether the project is rural or urban and residential or non-residential (e.g., 4.5 MT CO_2e/year per capita and 26.5 MT CO_2e/year/1,000 square feet for residential and non-residential land uses in urban areas, respectively) (PCAPCD 2016:E-2).

With respect to construction-related emissions PCAPCD, considers a "bright-line cap" of 10,000 MT CO_2e for determining the level of significance for land use construction phases (PCAPCD 2016:22).

For this particular project, the City evaluates the net change in GHGs resulting from the project in light of the "floor" mass emission thresholds being proposed by PCAPCD. This is because per-capita and per-square footage efficiency metrics are not suitable for recreational sites that provide neither employment nor housing.

ISSUES OR POTENTIAL IMPACTS NOT DISCUSSED FURTHER

The analysis in this section focuses on both construction-related and operational GHG emissions. There are no issues or potential impacts that were considered and dismissed from further evaluation.

IMPACT ANALYSIS

Impact 4.6-1	Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.
Applicable Policies and Regulations	Assembly Bill 32 (2006), Senate Bill 32 (2016) City of Roseville General Plan 2025, Sustainability Action Plan
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

Construction Impacts

Construction-related activities that would generate GHGs include worker commute trips, haul trucks carrying supplies and materials to and from the project site, off-road construction equipment (e.g., dozers, loaders, excavators), and loss of carbon storage and sequestration potential.

Appendix E contains model input and output parameters, detailed assumptions, and annual construction emissions estimates, expressed in MT CO_2e/year. Construction emissions are summarized in Table 4.6-2. Based on the modeling, which assumes Segments A, B, and C would be constructed together within the same years (2021 and 2022), construction of the proposed project would result in maximum annual GHG emissions of approximately 406 MT CO_2e within the first year of construction, with lesser amounts in subsequent years. The maximum annual GHG emissions during construction would be below the 10,000 MT CO_2e/year mass emissions threshold of significance for construction activities. Thus, short-term construction-generated GHG emissions would not be cumulatively considerable.

Table 4.6-2 Summary of Maximum Annual GHG Emissions Associated with Project Construction Activities[1]

	2021 GHG Emissions (MT CO_2e/year)	2022 GHG Emissions (MT CO_2e/year)	2023 GHG Emissions (MT CO_2e/year)	2024 GHG Emissions (MT CO_2e/year)
Segment A: Darling Way – Eastwood Park	279	272	-	-
Segment B: Eastwood Park – Oak Ridge Drive	101	60	-	-
Segment C: Eich School – Rocky Ridge Dr	27	73	-	-
Segment D: Rocky Ridge Dr – Spahn Ranch Rd	-	-	228	145
Total Construction Activity Emissions (MT CO_2e/yr)	406	404	228	145
Total Emissions from Lost Carbon Storage from Permanent Vegetation Removal (MT CO_2/yr)	189	188	106	67
Total Maximum Annual Emissions (MT CO_2e/yr)	**594**	**592**	**334**	**212**
PCAPCD Construction Threshold of Significance (MT CO_2e/yr)	10,000	10,000	10,000	10,000

Notes: Totals may not sum due to rounding.

GHG = greenhouse gas emissions

MT CO_2e/year = metric tons of carbon dioxide-equivalent per year

PCAPCD = Placer County Air Pollution Control District

[1] Modeled values represent maximum annual GHG emissions that could occur in each year during all phases of construction for each segment of the proposed project. See Appendix E for detail on model inputs, assumptions, and project specific modeling parameters.

Source: CalEEMod 2016.3.1.; modeling conducted by Ascent Environmental in 2017

Use-related Impacts

The proposed project would include use of a multi-use trail by pedestrians and bicyclists and occasional routine maintenance. Accordingly, no substantial increases in motor vehicle trips and associated tailpipe emissions would be generated by the use and maintenance of the project. Similarly, no new buildings would be constructed and operated as part of the proposed project. The project would include a limited number of new outdoor lighting fixtures along some portions of the trail, such as along undercrossings and underneath or on bridges; however, energy consumption and GHG emissions associated with this lighting would be minimal. Occasional future trail maintenance activities could require the use of motor vehicles or motorized equipment related to landscaping or pavement repairs; however, the scope or frequency of such activities would be minor, short-term, and infrequent in nature and would result in minimal annual GHG emissions.

Loss of carbon sequestration potential from permanent removal of vegetation would result in approximately 2.6 MT CO_2 "emitted" per year, which is below PCAPCD's "floor" emissions threshold of 1,100 MT CO_2e/year.

Use of the multi-use trail project would be consistent with adopted policies and implementation measures in the City of Roseville General Plan and SAP (see Regulatory Setting above) designed to reduce GHG emissions from mobile sources, which is the largest existing and projected future source of GHG emissions within both the City and region. Key policies and measures include:

- expanding the capacity of the system for alternate modes (General Plan, Air Quality and Climate Change Goal 4);
- providing adequate pedestrian and bikeway facilities for present and future transportation needs (General Plan, Air Quality and Climate Change Goal 5);
- encouraging alternative modes of transportation including pedestrian, bicycle, and transit usage (General Plan, Air Quality and Climate Change Policy 7);
- implementing the Bicycle Master Plan and Long-Range Transit Plan as specified in the Circulation Element (General Plan, Air Quality and Climate Change Element Implementation Measures, 7. Mitigation Strategies – Motor Vehicle Alternatives);
- providing safe pathways that link residential areas to schools, parks, services, and employment areas and transit facilities (General Plan, Air Quality and Climate Change Element Implementation Measures, 7. Mitigation Strategies – Motor Vehicle Alternatives); and
- various bike and pedestrian measures contained in the City's SAP.

While it cannot be known with certainty how many motor vehicle trips or vehicle miles traveled (VMT) could be reduced by increased use of the proposed trail by bicyclists and pedestrians (in lieu of vehicle trips), over the long term it is expected that trail use would contribute to decreased motor vehicle travel, which would help achieve operational GHG emissions reductions identified in the adopted plans and measures designed to achieve communitywide GHG emissions reductions. These reductions would likely offset or exceed any potential increases in GHG emissions associated with energy consumed by new lighting or mobile-source emissions from trail maintenance activities, because energy-efficient lighting consumes minimal electricity and maintenance would be a minor, infrequent, and short-term activity in each instance. Additionally, the loss of carbon sequestration from permanently removed vegetation would be less than 3 MT CO_2e/year. As a result, increases in GHG emissions associated use of the proposed project would not exceed the "floor" mass emissions threshold of 1,100 MT CO_2e/year.

Conclusion

Both construction-related and operational GHG emissions associated with the proposed project would not generate GHG emissions, directly or indirectly, that would have a significant effect on the environment, and the proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. It is reasonably foreseeable that a net GHG benefit could accrue over the long term to the extent that bicycle or pedestrian travel occurs on the proposed trail in lieu of motor vehicle trips. Such a benefit would be consistent with the mobility enhancement goal of the proposed project. It is not feasible to precisely quantify the number of motor vehicle trips avoided, so a beneficial impact conclusion would not be a certainty. Consequently, for CEQA compliance purposes, this impact would be noted as **less than significant**.

Alignment Option 1A

Both construction and operational activities for Option 1A would be the same type and general magnitude of activities that would occur under the Proposed Trail Alignment. The total number of bridges constructed under Option 1A would be less than the number of bridges constructed under the Proposed Trail Alignment, which would result in fewer GHG emissions associated with bridge construction activities. Option 1A would require an additional 765 linear feet of retaining walls or streambank stabilization when compared to the Proposed Trail Alignment. However, construction

emissions would be less than under the Proposed Trail Alignment, because emissions from the lighter type of equipment needed to construct these elements would be less than emissions for the heavy construction equipment needed for bridge construction. Additionally, the area of permanent vegetation removed would be less under Option 1A than the Proposed Trail Alignment. Thus, construction and operational activities under Option 1A would be less than estimated emissions for the Proposed Trail Alignment and would not exceed PCAPCD's recommended "floor" mass emissions thresholds. Therefore, project construction or use under this option would not generate GHG emissions, directly or indirectly, that would have a significant effect on the environment; and, the proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. This impact would be **less than significant**.

Alignment Option 1C

Both construction and operational activities for Option 1C would be the same type and general magnitude of activities that would occur under the Proposed Trail Alignment. Option 1C would not require the widening of the Darling Way bridge, which would result in fewer emissions associated with bridge construction activities. Construction and operational activities under Option 1C would be less than estimated emissions for the Proposed Trail Alignment. The area of permanent vegetation removed would be slightly higher than the Proposed Trail Alignment, but still below PCAPCD's "floor" emissions threshold of 1,100 MT CO_2e/year. Thus, implementation of Option 1C would not exceed PCAPCD's recommended "floor" mass emissions thresholds. Therefore, project construction or use under this option would not generate GHG emissions, directly or indirectly, that would have a significant effect on the environment; and, the proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. This impact would be **less than significant**.

Alignment Option 5A

Both construction and operational activities for Option 5A would be the same type and general magnitude of activities that would occur under the Proposed Trail Alignment. Implementing Option 5A would change the location of one bridge (#14 rather than #13), but would not change the number of bridges proposed, which would result in the same emissions associated with bridge construction activities. Construction and operational activities under Option 5A would be the same as estimated emissions for the Proposed Trail Alignment. The area of permanent vegetation removed would be slightly higher than the Proposed Trail Alignment, but still below PCAPCD's "floor" emissions threshold of 1,100 MT CO_2e/year. Thus, implementation of Option 5A would not exceed PCAPCD's recommended "floor" mass emissions thresholds. Therefore, project construction or use under this option would not generate GHG emissions, directly or indirectly, that would have a significant effect on the environment; and, would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. This impact would be **less than significant**.

Mitigation Measures

None required.

4.7 HAZARDS AND HAZARDOUS MATERIALS

4.7.1 Introduction

This section describes existing and potential future hazards within the project area, including the potential for exposure to hazardous materials. This section is based primarily on the results of the Initial Site Assessment prepared for the project (ENGEO 2015) and a Limited Site Assessment Report (Crawford & Associates, Inc. 2016).

For purposes of this chapter, the term "hazardous materials" refers to both hazardous substances and hazardous wastes. A "hazardous material" is defined in the Code of Federal Regulations (CFR) as "a substance or material that … is capable of posing an unreasonable risk to health, safety, and property when transported in commerce" (49 CFR 171.8). California Health and Safety Code Section 25501 defines a hazardous material as: "…any material that, because of its quantity, concentration, or physical, or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment."

No comments related to hazards and hazardous materials were received during public review of the Notice of Preparation.

4.7.2 Environmental Setting

As described in Section 4.5, "Geology and Soils," the project site is generally underlain by loamy alluvial soils that are well drained. The surface creeks in the project area generally flow from east to west. Groundwater is 13 to 25 feet below the ground surface (ENGEO 2015:7).

The nearest sensitive receptors to the project site are single-family residences located on properties adjacent to the project boundary along the length of the proposed multi-use trail. There are three schools within 0.25-mile of the project site: Saint Rose School (633 Vine Avenue), George Cirby Elementary School/Head Start Preschool (814 Darling Way), and Warren T. Eich Middle School (1509 Sierra Gardens Drive). George Cirby Elementary School and Warren T. Eich Middle School are operated by the Roseville City School District. The Head Start Preschool is operated by the non-profit Placer Community Action Council. Saint Rose School is operated privately.

WILDLAND FIRE HAZARDS

The Roseville Fire Department's (RFD's) Fire Prevention Division conducts fire code enforcement, plan review services, hazardous materials enforcement, fire cause investigation, and hazard abatement activities. The Fire Prevention Division includes a program objective to reduce the fire hazard to structures caused by weeds and grass on all vacant lots within the city, and to respond to fire hazard complaints within 10 working days.

The potential for wildland fire is influenced by three factors: the presence of fuel (i.e., vegetation), the area's topography (i.e., slope and elevation), and air mass (i.e., temperature, relative humidity, wind speed and direction, cloud cover, precipitation amount and duration, and the stability of the atmosphere). The City of Roseville has identified much of the undeveloped land adjacent to the project site as areas of concern for wildland fire (Exhibit 4.7-1). Wildfire response access points have been established in these areas to help the fire department locate entrance points onto undeveloped lands in

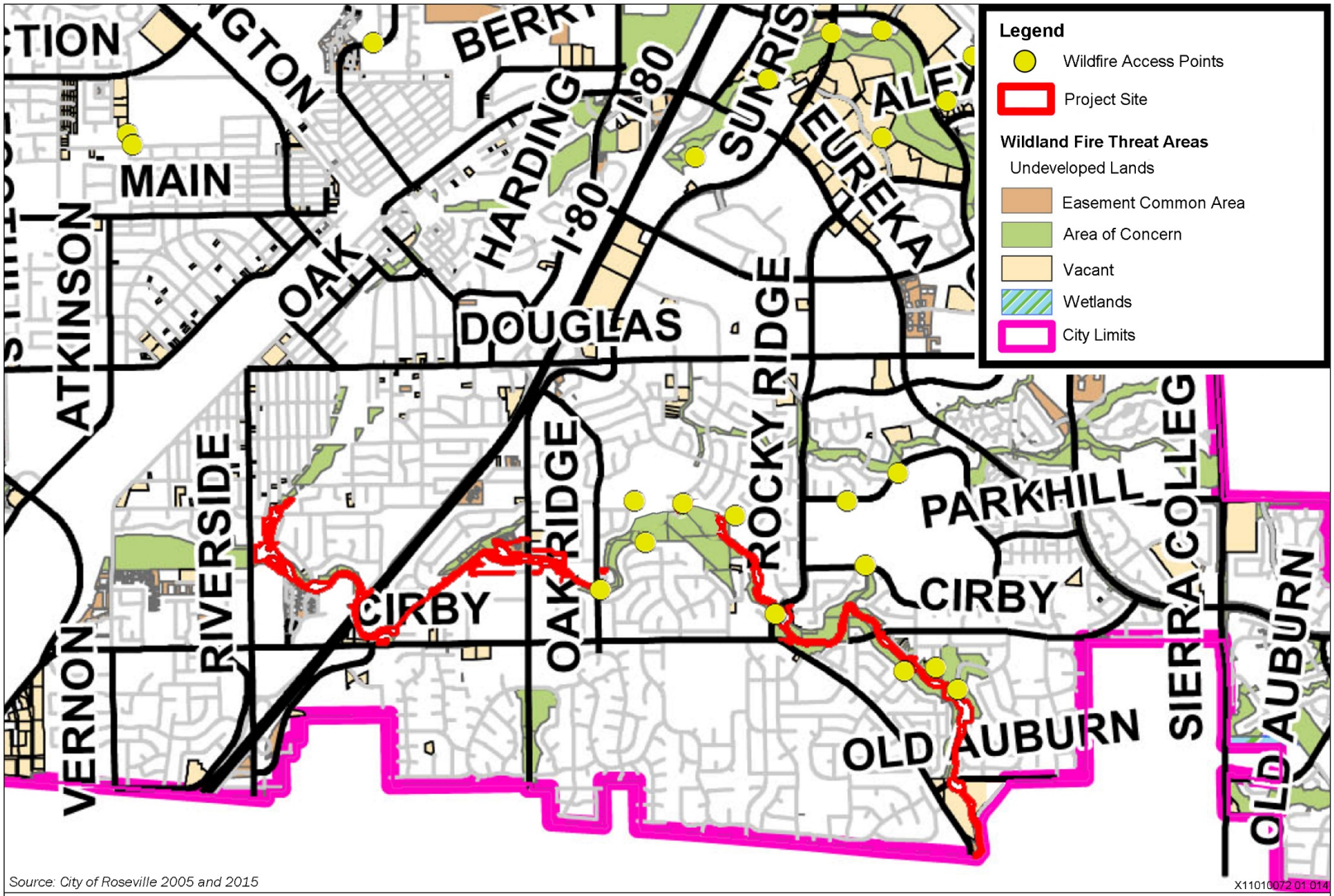

Exhibit 4.7-1

Wildland Fire Threat Areas

the event of a grass or wildland fire. Access points to the project site are located off Oak Ridge Drive, the western side of Eich Intermediate School, Sierra Gardens Drive, Meadow Lark Way, Rocky Ridge Drive, Champion Oaks Drive, Meadow Lane, and West Colonial Parkway (Exhibit 4.7-1). As a result of these planning efforts, wildland fires are typically easily accessible for firefighting apparatus and fires tend to be localized (City of Roseville 2005:14-10).

POTENTIAL SITES OF CONTAMINATION

The Initial Site Assessment (ENGEO 2015) did not identify any sites with recognized environmental conditions (i.e., sites with the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property because of any release to the environment, under conditions indicative of a release to the environment, or under conditions that pose a material threat of a future release to the environment) through review of public databases. In addition, no hazardous substances, petroleum products, aboveground storage tanks, or evidence of existing underground storage tanks (USTs) were observed during the site reconnaissance conducted as part of the Initial Site Assessment (ENGEO 2015).

Active buildings on properties designated for right-of-way acquisition include: 625 Riverside Avenue (auto sales), 641 Riverside Avenue (auto sales/smog/vehicle repair), 643 Riverside Avenue (auto sales), and 645 Riverside Avenue (commercial/industrial building). The building at 645 Riverside Avenue, which is currently vacant and has cinder block walls and large roll up doors, was constructed prior to 1971. There is evidence, including an old electrical panel, that another structure was historically located on this property. A small concrete pad and two pipes were noted adjacent to the south side of the building. In addition, a depression and concrete slab were visible at the southeast corner of the building. Underground storm or sewer manholes were noted along the eastern edges of 645 and 649 Riverside Avenue, along the bank of Dry Creek. According to RFD records, an unpermitted leach pit is located east of the building at 641 Riverside Avenue (ENGEO 2015).

A site assessment consisting of soil and groundwater sampling and a geophysical survey for USTs, product distribution piping, septic systems, and wells was conducted in 2016. This assessment found very low concentrations of motor fuel hydrocarbon-range compounds in soil samples and determined that effects on groundwater were unlikely. Metals were reported in all soil and groundwater samples at concentrations well below environmental screening limits and may represent background concentrations for the area. The geophysical survey did not identify any underground heating oil tanks, wells, and septic systems that were not detected in the site reconnaissance (Crawford & Associates Inc. 2016).

4.7.3 Regulatory Setting

The following federal, state, and local laws and policies related to hazards and hazardous materials apply to the proposed project.

FEDERAL

Federal laws require planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and if such materials are accidentally released, to prevent or mitigate injury to health or the environment. The U.S. Environmental Protection Agency (EPA) is the agency primarily responsible for enforcement and implementation of federal laws and regulations pertaining to hazardous materials. Applicable federal regulations are primarily contained in CFR Titles 29, 40, and 49. Hazardous materials, as defined in the CFR, are listed in 49 CFR 172.101.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act of 1976 (RCRA) (42 U.S. Code [USC] 6901 et seq.) is the law under which EPA regulates hazardous waste from the time the waste is generated until its final

disposal ("cradle to grave"). EPA has authorized the California Department of Toxic Substances Control (DTSC) to enforce hazardous waste laws and regulations in California. Under RCRA, DTSC has the authority to implement permitting, inspection, compliance, and corrective action programs to ensure that people who manage hazardous waste follow state and federal requirements. Generators must ensure that their wastes are disposed of properly, and legal requirements dictate the disposal requirements for many waste streams (e.g., banning many types of hazardous wastes from landfills).

Superfund Amendments and Reauthorization Act

The Superfund Amendments and Reauthorization Act of 1986 (Public Law 99-499; USC Title 42, Chapter 116), also known as the Emergency Planning and Community Right-to-Know Act (EPCRA) of 1986, imposes hazardous materials planning requirements to help protect local communities in the event of accidental release. EPCRA requires states and local emergency planning groups to develop community emergency response plans for protection from a list of extremely hazardous substances (40 CFR 355 Appendix A). In California, EPCRA is implemented through the California Accidental Release Prevention Program.

Occupational Safety and Health Standards

The federal Occupational Safety and Health Administration (OSHA) is the agency responsible for assuring worker safety in the handling and use of chemicals identified in the Occupational Safety and Health Act of 1970 (Public Law 91-596, 9 USC 651 et seq.). OSHA has adopted numerous regulations pertaining to worker safety, contained in CFR Title 29. These regulations set standards for safe workplaces and work practices, including standards relating to the handling of hazardous materials and those required for excavation and trenching.

STATE

The primary state agencies with jurisdiction over hazardous materials management are DTSC and the Regional Water Quality Control Board. Other state agencies involved in hazardous materials management are the California OSHA (Cal/OSHA), the California Governor's Office of Emergency Services, California Department of Fish and Wildlife, Air Resources Board, California Department of Transportation (Caltrans), and California Integrated Waste Management Board.

California Public Resources Code Section 21151.4

California Public Resources Code Section 21151.4 requires the lead agency to consult with any school district with jurisdiction over a school within 0.25-mile of a project about potential impacts on the school if the project might reasonably be anticipated to emit hazardous air emissions, or handle an extremely hazardous substance or a mixture containing an extremely hazardous substance.

California Government Code Section 65962.5

California Government Code Section 65962.5 requires DTSC to compile and maintain lists of potentially contaminated sites located throughout the State of California. This "Cortese List" includes hazardous waste and substance sites from DTSC's database, leaking UST sites from the SWRCB's database, solid waste disposal sites with waste constituents above hazardous waste levels outside of the waste management unit, Cease and Desist Orders and Cleanup and Abatement Orders concerning hazardous wastes, and hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

In January 1996, the California Environmental Protection Agency adopted regulations implementing a Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program). The six program elements of the Unified Program are: hazardous waste generators and

hazardous waste on-site treatment, USTs, aboveground storage tanks, hazardous material release response plans and inventories, risk management plans, and Uniform Fire Code hazardous materials management plans and inventories. The program is implemented at the local level by a local agency – the Certified Unified Program Agency (CUPA). The CUPA is responsible for consolidating the administration of the six program elements within its jurisdiction. The Roseville Fire Department is the CUPA for the City of Roseville.

Hazardous Materials Release Response Plans and Inventory Law

The Hazardous Materials Release Response Plans and Inventory Law aims to minimize the potential for accidents involving hazardous materials and to facilitate an appropriate response to possible hazardous materials emergencies. The law requires businesses that use hazardous materials to provide inventories of those materials to designated emergency response agencies, to illustrate on a diagram where the materials are stored onsite, to prepare an emergency response plan, and to train employees to use the materials safely.

The California Health and Safety Code, Underground Storage Tank Regulations

Chapter 6.7 of the Health and Safety Code outlines the requirements for USTs. The code identifies requirements for corrective actions, cleanup funds, liability, and the responsibilities of owners and operators of USTs.

Worker and Workplace Hazardous Materials and Worker Safety

Cal/OSHA is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA obligates many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers are informed of the hazards associated with the materials they handle. For example, manufacturers are to appropriately label containers, material safety data sheets are to be available in the workplace, and employers are to properly train workers.

Cal/OSHA assumes primary responsibility for developing and enforcing workplace safety regulations within the state. Cal/OSHA standards are typically more stringent than federal OSHA regulations and are presented in Title 8 of the CCR.

Transport of Hazardous Materials and Hazardous Materials Emergency Response Plan

The State of California has adopted U.S. Department of Transportation regulations for the movement of hazardous materials originating within the state and passing through the state. State regulations are contained in Title 26 of the CCR. State agencies with primary responsibility for enforcing state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol and Caltrans. Together, these agencies determine container types used and license hazardous waste haulers to transport hazardous waste on public roads.

The State of California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local governments and private agencies. Response to hazardous materials incidents is one part of the plan. The plan is managed by the Office of Emergency Services, which coordinates the responses of other agencies in the area.

California Fire Code

The California Fire Code (CFC) establishes standards for the storage of hazardous materials. The CFC also requires the fire chief to be notified immediately when an unauthorized discharge becomes reportable under state, federal, or local regulations. Section 503 of the CFC establishes requirements for fire apparatus access roads.

Caltrans Standards Specifications

The Federal Highway Administration is the National Environmental Policy Act (NEPA) lead agency for the project. Through a NEPA Assignment Memorandum of Understanding, Caltrans is serving the Federal Highway Administration's role as the NEPA lead agency. Therefore, the project would be required to comply with Caltrans' Standard Specifications. Section 14-11 includes regulations relating to hazardous waste and contamination. Specifically, Section 14-11.02 requires the immediate stop of work upon discover of unanticipated asbestos or a hazardous substance, Section 14-11.04 regulates dust control, and Section 14-11.5 regulates stock piling.

LOCAL

Roseville Multi-Hazard Mitigation Plan

The Roseville City Council adopted the Roseville Multi-Hazard Mitigation Plan (RMHMP) on July 20, 2005. The most recent update was submitted to California Governor's Office of Emergency Service in October 2016. This hazard mitigation plan update identifies resources, information, and strategies for reducing risk from natural hazards. The plan will help guide and coordinate mitigation activities throughout the City.

City of Roseville Fire Department Hazardous Materials Response Plan and Fire Prevention and Life Safety Standards

The RFD has primary responsibility for emergency response and is staffed with its own Hazardous Materials Response Team. RFD inspects and monitors facilities that are required to comply with federal and state regulations concerning inventory and reporting of hazardous materials.

The RFD has developed a Hazardous Materials Response Plan that describes organizational and operational responsibilities, including cleanup and decontamination procedures, in the event of a hazardous materials emergency. RFD has also published standards, which are adopted by the City Council and contained in the Roseville Municipal Code and Roseville Fire Code Ordinance that modify applicable state regulations.

The Emergency Vehicle Access standard provides guidelines pertaining to the creation and maintenance of fire department access roadways required by Section 503 of the 2013 CFC, as amended by local ordinance. Access plans must be submitted as part of the civil improvement package, and construction is prohibited until the plans have been approved.

City of Roseville Design and Construction Standards

The City of Roseville's Design and Construction Standards (last amended in April of 2015) provide a reference to the City's requirements for the design and construction of civil improvement projects, which are to be dedicated to the public and accepted by the City for maintenance or operation, and to provide for coordinated development of those facilities to be used by and for the protection of the public.

City of Roseville Guidance for Stormwater Quality Best Management Practices

Control of construction site stormwater runoff is required by the NPDES stormwater permit that the SWRCB issued the City in 2013. The *West Placer Storm Water Quality Design Manual* (Placer County et al. 2016) is designed to facilitate compliance with the City's Stormwater Management Plan. The manual includes a discussion specific to pre-construction evaluation of potential for existing soil or groundwater contamination and appropriate selection of design measures.

See Section 4.8, "Hydrology and Water Quality," for additional discussion of stormwater pollution prevention plan requirements and best management practices.

City of Roseville Emergency Operations Plan

The City of Roseville Emergency Operations Plan addresses planned response to extraordinary emergency situations associated with natural disasters, technological (human-caused) emergencies, and war emergency operations in, or affecting, the City of Roseville. The plan establishes an emergency management organization and the emergency operations center for field response. It is designed to guide users through emergency preparedness, response, recovery, and mitigation.

4.7.4 Impacts

METHODS OF ANALYSIS

This analysis is based on the results of the Initial Site Assessment (ENGEO 2015) and analysis of site conditions. Potential impacts resulting from project construction and use were determined by evaluating the relative potential for a hazardous condition to result from project implementation and the sensitivity of potential receptors to such conditions.

THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, the proposed project was determined to result in a significant impact because of hazards or hazardous materials if it would:

- create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or wastes within 0.25-mile of an existing or proposed school;
- 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 create a significant hazard to the public or the environment;
- for a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport of public use airport, result in a safety hazard for people residing or working in the project area;
- for a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area;
- impair implementation of, or physically interfere with, an adopted emergency evacuation plan or emergency response plan; or
- expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are located adjacent to urbanized areas or where residences are intermixed with wildlands.

ISSUES OR POTENTIAL IMPACTS NOT DISCUSSED FURTHER

There are no sites on the Cortese List, as established pursuant to Government Code Section 65962.5, within the boundaries of the project site. Therefore, the potential for a significant hazard to the public or the environment due to location of the project on such a hazardous materials site is not evaluated further.

There are no airports in close proximity to the project site. There are two private helistop facilities within Roseville at the Sutter and Kaiser hospitals (located approximately 2 miles and 1 mile north of the project site, respectively). Potential impacts related to airports or the helistop facilities are not discussed further.

IMPACT ANALYSIS

Impact 4.7-1	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
Applicable Policies and Regulations	RCRA, EPCRA, OSHA and Cal/OSHA standards, Hazardous Materials Response Plans and Inventory Law, CFC, RMHMP, RFD Hazardous Materials Response Plan and Standards, City of Roseville Stormwater Quality permitting requirements
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

Construction Impacts

The proposed project would involve construction activities such as site preparation, grading, and paving. These activities require the storage, use, and transport of potentially hazardous materials such as fuels, oils, paints, and adhesives. Construction workers, nearby persons or residents, and the surrounding environment could be exposed to hazards associated with accidental releases of the materials, whether through improper handling, unsound disposal methods, transportation accidents, or fires, explosions, or other emergencies.

Contractors would be required to comply with applicable federal, state, and local regulations for handling hazardous material. The requirements include reporting accidental release of hazardous materials. The City's established hazardous material emergency response plan and general emergency response plan would also reduce the potential for harm from accidental release by facilitating timely response to the release of potentially hazardous materials. The RFD is available to respond to hazardous materials complaints or emergencies, if any, during construction.

The City would implement the following plans and special provisions as part of the proposed project to avoid a significant hazard to the public or environment during construction:

- Comply with the RMHMP, which requires contractors to transport and store materials in appropriate and approved containers along designated truck routes, maintain required clearances, and handle materials using fire department.
- Implement a spill prevention and control plan to minimize the exposure of people and the environment to potentially hazardous materials. The spill prevention and control plan would ensure transport, storage, and handling of hazardous materials required for construction is consistent with relevant regulations and guidelines.
- Comply with the City of Roseville Design and Construction Standards and the *West Placer Storm Water Quality Design Manual* (Placer County et al. 2016).

Compliance with these plans would be achieved through the following project commitments:

- All heavy equipment would be stored in the designated staging areas and checked by the City inspector and maintained daily to prevent leaks of materials that if introduced to water could be deleterious to aquatic life.
- Raw cement/concrete (or washings thereof), asphalt, paint or other coating material, oil or other petroleum products, or any other substances associated with project-related activities that could be

hazardous to aquatic life would be prevented from contaminating the soil or entering creek channels.

- No materials would be placed in the creek channels, except as shown on the project plans. All debris and waste would be picked up daily and properly disposed of at an appropriate site. All construction debris and associated materials would be removed from the work site upon completion of the project.

Use-related Impacts

Hazardous materials would continue to be used and transported in varying amounts during long-term use of the proposed trail project. For example, weed control chemicals and asphalt for patching/crack sealing may be used by City employees or contractors during path maintenance. All maintenance materials required for project use (e.g., oils, grease, lubricants, antifreeze, and similar materials) would be stored off-site.

The project would continue to comply with applicable federal, state, and local regulations, including the City's Multi-Hazard Mitigation Plan. The City's established hazardous material emergency response plan and general emergency response plan would continue to apply to project use, and RFD would be available to respond to hazardous materials complaints or emergencies.

Conclusion

Because the proposed project would be required to implement and comply with existing hazardous material regulations, impacts related to the creation of significant hazards to the public or environment through the routine transport, use, and disposal of hazardous materials would be unlikely. Implementation and compliance with the uniformly applicable plans, standards, and special provisions described above would maintain any potential impacts during construction or trail use at a **less-than-significant** level.

Alignment Option 1A

Both construction and use-related activities under Option 1A would be the same type and general magnitude as would occur under the Proposed Trail Alignment. Because the proposed project would be required to implement and comply with existing hazardous material regulations, impacts related to the creation of significant hazards to the public or environment through the routine transport, use, and disposal of hazardous materials would be unlikely. The impact would be **less than significant** for the same reasons discussed above for the Proposed Trail Alignment.

Alignment Option 1C

Both construction and use-related activities under Option 1C would be the same type and general magnitude as would occur under the Proposed Trail Alignment. Implementation of this alignment option would not substantially change the potential for creation of significant hazards to the public or environment through the routine transport, use, and disposal of hazardous materials because the proposed project would be required to implement and comply with existing hazardous material regulations. The impact would be **less than significant** for the same reasons discussed above for the Proposed Trail Alignment.

Alignment Option 5A

Both construction and use-related activities under Option 5A would be the same type and general magnitude as would occur under the Proposed Trail Alignment. Implementation of this alignment option would not substantially change the potential for creation of significant hazards to the public or environment through the routine transport, use, and disposal of hazardous materials because the proposed project would be required to implement and comply with existing hazardous material regulations. The impact would be **less than significant** for the same reasons discussed above for the Proposed Trail Alignment.

Mitigation Measures

None required.

Impact 4.7-2	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release or hazardous materials into the environment.
Applicable Policies and Regulations	EPCRA, OSHA and Cal/OSHA standards, California UST regulations, Caltrans' Standard Specifications, the Unified Program, CFC, RMHMP, RFD Hazardous Materials Response Plan and Standards
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

Most of the proposed trail alignment is located within greenbelts along Dry, Cirby, and Linda Creeks that are undeveloped open space. The site reconnaissance and records review conducted in the Initial Site Assessment and Limited Site Assessment did not find documentation or physical evidence of soil or groundwater impairment associated with current or past uses of the project site or contaminated facilities that would reasonably be expected to impact the project site (ENGEO 2015; Crawford & Associates 2016). Based on this, there is a low risk of encountering soil or groundwater affected by materials release in these areas during construction of the proposed project. Although soil and groundwater sampling in the portion of the project site that extends through an industrial area along Riverside Avenue between Darling Way and Kenroy Lane did not identify any existing contamination, the potential to encounter unanticipated hazards is greater in this area (Crawford & Associates Inc. 2016). In addition, although none were detected in surveys, there is also a potential that underground heating oil tanks, wells, and septic systems remain on the property. If discovered, any remaining USTs, wells, and septic systems would need to be properly abandoned in accordance with City permit requirements.

Properties of potential concern include:

- 645 Riverside Avenue, which is in a commercial/industrial area and has had buildings constructed on the property since before 1947;
- 649 Riverside Avenue, which is in an industrial area and was developed with structures from at least 1947 to 1971; and
- 110 Darling Way, which is in an industrial area and was occupied prior to 1952, and is adjacent to a LUST case where soil vapor extraction and air sparge[1] remediation was performed.

There is also an ongoing investigation of PCE in shallow soil gas near the intersection of Darling Way and Riverside Avenue. PCE is not expected to have affected the project site, however; based on the direction of groundwater flow, the project site is upgradient of this contamination.

The disturbance of undocumented and unexpected hazardous wastes could also result in hazards to the environment and human health. Adverse impacts could result if construction activities inadvertently disperse contaminated material into the environment. Potential hazards to human health include ignition of flammable liquids or vapors, inhalation of toxic vapors in confined spaces such as trenches, and skin

[1] Air sparging is a subsurface contaminant remediation technique that involves the injection of pressurized air into contaminated groundwater, which changes the hydrocarbons from a dissolved to vapor state. The air is then sent to a vacuum extraction system to remove the contaminants.

contact with contaminated soil or water. In addition, inadvertent disturbance of asbestos in underground utilities could result in airborne asbestos fibers. Caltrans' Standard Specifications, Section 14-11 addresses discovery of hazardous materials and contamination during the course of construction work. It states that when the presence of asbestos or hazardous substances are not shown on the plans or indicated in the specifications and a construction contractor encounters materials that the Contractor reasonably believes to be asbestos or a hazardous substance as defined in Section 25914.1 of the Health and Safety Code, and the asbestos or hazardous substance has not been rendered harmless, the contractor may continue work in unaffected areas reasonably believed to be safe. The contractor would immediately cease work in the affected area and report the condition to the project engineer in writing. Following the standard specifications, the contractor would sample the affected area to determine if the material is hazardous and would develop a Sampling and Analysis Plan (SAP) to outline how to analyze, abate, manifest, transport, and dispose of all special and hazardous material as required by law. The SAP would be submitted to the City and would describe how the contractor intends to complete the work plan. The work plan would include the general order of work, a site-specific worker health and safety plan, and a SAP for testing of potentially hazardous materials. It would also include a list of disposal sites the contractor expects to use for the various type of waste and recyclables.

Conclusion

Incorporation of standard best management practices and avoidance measures into the project, as discussed above under Impact 4.7-1, and coordination with regulatory agencies would reduce the potential for negative effects that could result from construction on known contaminated sites. Compliance with standard construction specifications, including Caltrans' Standard Specifications, Section 14-11, would reduce the potential for negative effects that could result from undocumented contamination that has not been characterized or remediated. Therefore, this would be a **less-than-significant** impact.

Alignment Option 1A

Option 1A would result in construction proximate to the same properties of potential concern identified above for the Proposed Trail Alignment. The potential for trail construction to affect these properties would be the same as discussed for the Proposed Trail Alignment, except that Alignment Option 1A may require more activity in the southwest corner of the access and staging area on Riverside Avenue, which is the site of the former facilities at 649 Riverside Avenue. Option 1A would also reduce the area of temporary impacts by 0.40 acre, which would result in a proportional reduction in the potential to encounter undocumented contamination that has not been characterized or remediated. Based on these overall similarities and the existing regulations for known and unknown contamination, the impact associated with implementing Option 1A would be **less than significant** for the same reasons discussed above for the Proposed Trail Alignment.

Alignment Option 1C

Option 1C would shift trail construction at the westernmost end of the project site from the west side of Dry Creek to the east side. This would separate earthwork that could encounter hazardous materials from the industrial and commercial properties along Riverside Avenue more than the Proposed Trail Alignment. Option 1C would also reduce the area of temporary impacts by approximately 0.57 acre, which would result in a proportional reduction in the potential to encounter undocumented contamination that has not been characterized or remediated. However, Alignment Option 1C would still include construction of the proposed trailhead and parking area on the west side of Dry Creek adjacent to the industrial and commercial properties on Riverside Avenue. Based on these overall similarities and the existing regulations for known and unknown contamination, the impact associated with implementing Option 1C would be **less than significant** for the same reasons discussed above for the Proposed Trail Alignment.

Alignment Option 5A
Option 5A would not alter the potential for trail construction to affect properties of potential concern in the portion of the project site that extends through an industrial area along Riverside Avenue between Darling Way and Kenroy Lane, However, the alignment would increase the area of temporary impacts by 0.13 acre, which would result in a proportional increase in the potential to encounter undocumented contamination that has not been characterized or remediated. Based on these overall similarities and the existing regulations for known and unknown contamination, the impact associated with implementing Option 5A would be **less than significant** for the same reasons discussed above for the Proposed Trail Alignment.

Mitigation Measures
None required.

Impact 4.7-3	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or wastes within 0.25 mile if an existing or proposed school.
Applicable Policies and Regulations	RCRA, EPCRA, OSHA and Cal/OSHA Standards, Unified Program, California Highway Patrol and Caltrans hazardous materials transport regulations, RMHMP, RFD Hazardous Materials Response Plan and Standards
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment
Schools are considered a particularly sensitive receptor relative to hazardous material exposure because there is a concentration of children that is repeatedly exposed to environmental conditions at the school site for extended periods of time. As discussed above, there are three school sites within 0.25 mile of the project site, including a combination preschool and elementary school site, a middle school, and a private school. Also, as described in the environmental setting, no soil contamination was identified during the Initial Site Assessment. Furthermore, as described above under Impact 4.7-1, no significant emissions of hazardous materials would be anticipated during construction or use of the proposed project. And, because of the linear nature of the project, construction activities requiring the use of hazardous materials would occur for a limited duration in the general vicinity of each of the school sites.

During construction, demolition, and excavation activities, the project would potentially produce hazardous air emissions or involve the handling of hazardous wastes. As discussed above, the project would comply with federal and state regulations that are designed to reduce the potential for the release of large quantities of hazardous materials and wastes into the environment to an acceptable level. Existing protective measures and regulations would be sufficient to ensure that hazardous materials stored, used, transported, and disposed of as part of the proposed project would not pose a significant hazard to the public or the environment, including children at schools, under normal conditions.

Conclusion
Due to the limited quantities of potentially hazardous materials required for construction of the project and the applicability of federal, state, and local regulations that would reduce the potential for hazards associated with the transport, use, and storage of hazardous materials, the project would have a **less-than-significant** impact.

Alignment Option 1A
Implementing Alignment Option 1A would not change the proximity of construction activities to the identified school sites. Both construction and use-related activities for Option 1A would be the same type and general magnitude of activities as would occur under the Proposed Trail Alignment. The impact would be **less than significant** for the same reasons discussed above for the Proposed Trail Alignment.

Alignment Option 1C
Implementing Alignment Option 1C would not change the proximity of construction activities to the identified school sites. Both construction and use-related activities for Option 1C would be the same type and general magnitude of activities as would occur under the Proposed Trail Alignment. The impact would be **less than significant** for the same reasons discussed above for the Proposed Trail Alignment.

Alignment Option 5A
Implementing Alignment Option 5A would not change the proximity of construction activities to the identified school sites. Both construction and use-related activities for Option 5A would be the same type and general magnitude of activities as would occur under the Proposed Trail Alignment. The impact would be **less than significant** for the same reasons discussed above for the Proposed Trail Alignment.

Mitigation Measures

None required.

Impact 4.7-4	Impair implementation of, or physically interfere with, an adopted emergency evacuation plan or emergency response plan.
Applicable Policies and Regulations	City of Roseville Emergency Operations Plan, City of Roseville Design and Construction Standards, Hazard Mitigation Plan
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

Construction Impacts
Trail construction may involve the closure of traffic lanes where trails intersect with streets. The City of Roseville's Design and Construction Standards require that roadwork requiring traffic lane closure be accepted by the City of Roseville Public Works Department. Per the Design and Construction Standards, the project's contractor will implement traffic control measures in accordance with local, state and federal requirements. The construction documents would require the contractor to develop a traffic control plan to provide safe passage to vehicles and pedestrians through the work zone where traffic is allowed. These regulations further require that the police and fire departments, ambulance services, schools, and bus systems receive 48 hours of notice in advance of road closures.

Use-related Impacts
After completion, the proposed multi-use trail would improve access to the Dry Creek, Cirby Creek, and Linda Creek open space areas. Per the Design and Construction standards, the desired vertical clearance at undercrossings would be 12 feet to allow for passage of fire vehicle access. In constrained

areas or where fire vehicle access is not needed, the minimum vertical clearance at undercrossings would be 9 feet.

Conclusion

Construction of the trail could require temporary lane closures in limited locations where the trail would cross underneath a road, which may affect traffic and emergency access. Compliance with the Design and Construction Standards that require noticing of emergency services prior to road closures would permit emergency services adequate time to identify alternate routes and avoid impedance of access through locations of potential congestion. During use, enhanced access may benefit fire and police response to emergencies in these areas. This impact would be **less than significant**.

Alignment Option 1A

Construction and use-related activities associated with implementation of Option 1A would be of the same type and general magnitude as would occur with the Proposed Trail Alignment. This option would have a **less-than-significant** impact on emergency evacuation or response plans for the same reasons discussed above for the Proposed Trail Alignment.

Alignment Option 1C

Construction and use-related activities associated with implementation of Option 1C would be of the same type and general magnitude as would occur with the Proposed Trail Alignment. This option would have a **less-than-significant** impact on emergency evacuation or response plans for the same reasons discussed above for the Proposed Trail Alignment.

Alignment Option 5A

Construction and use-related activities associated with implementation of Option 5A would be of the same type and general magnitude as would occur with the Proposed Trail Alignment. This option would have a **less-than-significant** impact on emergency evacuation or response plans for the same reasons discussed above for the Proposed Trail Alignment.

Mitigation Measures

None required.

Impact 4.7-5	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are located adjacent to urbanized areas or where residences are intermixed with wildlands during project construction.
Applicable Policies and Regulations	CFC, RMHMP, City of Roseville's Design and Construction Standards
Significance with Policies and Regulations	Proposed Project: Potentially significant Alignment Option 1A: Potentially significant Alignment Option 1C: Potentially significant Alignment Option 5A: Potentially significant
Mitigation Measures	Mitigation Measure 4.7-5 (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

Potential losses from wildfire include human life, structures, and other improvements, and natural resources. There are no recorded incidents of loss of life from wildfires in Roseville, and the risk from wildfire has been deemed moderate by both the State and the RFD. Given the immediate response times to reported fires, the likelihood of injuries and casualties is generally low in the project area (City of Roseville 2005).

The Dry Creek Greenway East Trail would be constructed through open space areas where there is a risk of wildfire ignition. The risk is greatest in the dry summer months when drought conditions and dying trees and vegetation create fire-prone conditions. Trail construction has the potential to increase the risk of wildfires by introducing construction vehicles and equipment, such as power tools and torches, that may create sparks and ignite dry vegetation.

Conclusion

Construction activities would have a **potentially significant** impact related to exposure of people or structures to wildland fire because construction activities could ignite the dry grasses on, and adjacent to, the project site.

Alignment Option 1A

Construction activities associated with implementation of Option 1A would be of the same type and general magnitude as would occur with the Proposed Trail Alignment. This option would have a **potentially significant** impact related to exposure of people or structures to wildland fire during project construction for the same reasons discussed above for the Proposed Trail Alignment.

Alignment Option 1C

Construction activities associated with implementation of Option 1C would be of the same type and general magnitude as would occur with the Proposed Trail Alignment. This option would have a **potentially significant** impact related to exposure of people or structures to wildland fire during project construction for the same reasons discussed above for the Proposed Trail Alignment.

Alignment Option 5A

Construction activities associated with implementation of Option 5A would be of the same type and general magnitude as would occur with the Proposed Trail Alignment. This option would have a **potentially significant** impact related to exposure of people or structures to wildland fire during project construction for the same reasons discussed above for the Proposed Trail Alignment.

Mitigation Measures

Mitigation Measure 4.7-5: Clear flammable materials within the project site prior to construction.

This mitigation would apply for the Proposed Trail Alignment, Alignment Options 1A, 1C, and 5A.

If dry vegetation or other fire fuels exist on or near staging areas, welding areas, or any other area on which equipment will be operated, contractors shall clear the immediate area of fire fuel prior to construction. To the extent feasible, areas subject to construction activities will be maintained free of fire fuel and debris during the course of construction. To avoid impacts to natural resources, areas to be cleared and appropriate clearing methods shall be identified with the assistance of a qualified biologist.

Significance after Mitigation

Implementation of this mitigation measure would reduce significant construction-related impacts associated with the potential for loss, injury, or death due to wildfire to a **less-than-significant** level by removing fire fuels from construction sites and substantially decreasing the potential for construction activities to ignite a wildfire.

Impact 4.7-6	Use-related exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are located adjacent to urbanized areas or where residences are intermixed with wildlands.
Applicable Policies and Regulations	CFC, RMHMP, City of Roseville's Design and Construction Standards
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

Potential losses from wildfire include human life, structures, and other improvements, and natural resources. There are no recorded incidents of loss of life from wildfires in Roseville, and the risk from wildfire has been deemed moderate by both the State and the RFD. Given the immediate response times to reported fires, the likelihood of injuries and casualties is generally low in the project area (City of Roseville 2005).

The introduction of persons into open space, including maintenance workers and bike path users, has the potential to increase the risk of fire (City of Roseville 2008). However, much of the project site is already public land and can be accessed on segments of existing trails or unrestricted access points along and at the ends of public streets. The proposed trail would be designed to meet RFD's guidelines for trail construction to the extent feasible (see Impact 4.7-4, above); therefore, it would provide improved access to emergency responders compared to current conditions. The guidelines facilitate RFD's access to open space and enhance its ability to respond to wildfires. In addition, the City of Roseville has adopted several policies that are intended to reduce the risk of wildfires within open space and to reduce the potential for harm to people or structures resulting from wildfires. These include the City's Multi-Hazard Mitigation Plan, which identifies risk reduction measures for wildfires, including clearing potential fuels, implementing best management practices on public lands, and using goat grazing in City open space and preserve areas. RFD also actively promotes the creation of fire breaks between open space areas and adjoining developed properties. Active control of weeds adjacent to bike trails in all open space areas is conducted by the Parks & Recreation Department and Public Works Department, reducing the potential for accidental fires started by trail users or maintenance worker vehicles.

Conclusion

City of Roseville measures and policies, including RFD and the City's Multi-Hazard Mitigation Plan, would limit exposure to wildland fires from use of the trail, so trail use would not expose people or structures to significant hazards related to wildland fires (City of Roseville 2008). This impact would be **less than significant**.

Alignment Option 1A

Use-related activities associated with implementation of Option 1A would be of the same type and general magnitude as would occur with the Proposed Trail Alignment. This option would have a **less-than-significant** impact for the same reasons discussed above for the Proposed Trail Alignment.

Alignment Option 1C
Construction and use-related activities associated with implementation of Option 1C would be of the same type and general magnitude as would occur with the Proposed Trail Alignment. This option would have a **less-than-significant** impact for the same reasons discussed above for the Proposed Trail Alignment.

Alignment Option 5A
Construction and use-related activities associated with implementation of Option 5A would be of the same type and general magnitude as would occur with the Proposed Trail Alignment. This option would have a **less-than-significant** impact for the same reasons discussed above for the Proposed Trail Alignment.

Mitigation Measures

None required.

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4.8 HYDROLOGY AND WATER QUALITY

4.8.1 Introduction

This section provides the environmental and regulatory background necessary to analyze the impacts of the proposed Dry Creek Greenway East Trail project to hydrology and water quality. Sources of information used to evaluate impacts include: project specific hydrologic and engineering reports, regulatory documents, and existing planning and water quality documents for the surrounding area.

Comments received on the Notice of Preparation for the EIR addressed potential downstream effects from creek bank work, rainwater drainage runoff, maintaining floodway channel capacity, obtaining Flood Protection Board permits, and the potential for hydraulic impacts. These issues are addressed in the impact discussions in this section.

4.8.2 Environmental Setting

REGIONAL HYDROLOGY

The project area is located within the Dry Creek watershed, which covers approximately 101 square miles in Placer and Sacramento Counties and is part of the larger Sacramento River Basin. The Cities of Rocklin and Roseville and the Town of Loomis are wholly or partially contained within the watershed. The headwaters of Dry Creek are located in the upper portions of the Loomis Basin in the vicinity of Penryn and Newcastle at elevations of 900 to 1,200 feet above mean sea level (msl) (Placer County Flood Control and Water Conservation District [PCFCWCD] 2011). The mouth of Dry Creek at its confluence with Steelhead Creek, which connects to the Sacramento River, is at an elevation of approximately about 30 feet above msl (Placer County 2005). Antelope Creek and Clover Valley Creek form the northwestern boundary of the watershed, and Secret Creek and Miners Ravine comprise the northeast portion of the watershed. Antelope Creek, Secret Ravine, and Miners Ravine converge near Interstate 80 (I-80) to form Dry Creek. Cirby Creek, made up of the combination of Cirby and Linda Creeks and Strap Ravine, joins Dry Creek just upstream from Riverside Avenue in Roseville.

Land use within the watershed has changed from rural to urban. Urban development led to increased impervious areas, reduced riparian vegetation, channelization, structures that impede flows, and reduction of the natural floodplain (Placer County 2003). The total percentage of impervious surfaces within the watershed increased from 16.2 percent in 1992 to 19.9 percent in 2007 and is projected to reach 24.8 percent at build out (PCFCWCD 2011). The amount of impervious surfaces within a watershed is directly linked to stormwater runoff rates and volumes.

LOCAL HYDROLOGY

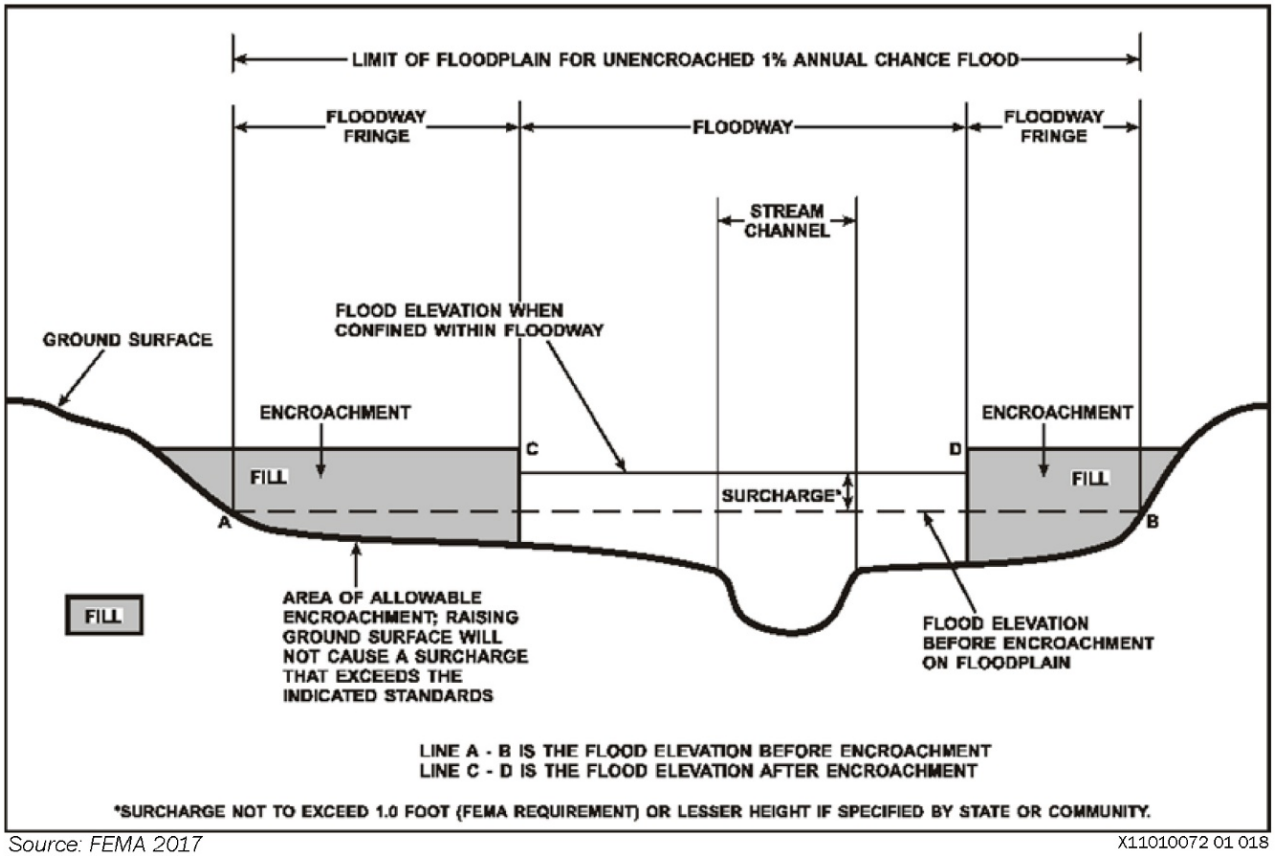
The project area is located in the Lower American hydrologic unit (HUC 18020111) within the Dry Creek watershed. The project area encompasses portions of Strap Ravine, Linda Creek, Cirby Creek, and Dry Creek. Linda Creek flows in a generally northwest direction towards Cirby Creek. Strap Ravine is a seasonal tributary to Linda Creek located north of the creek in the section between Rocky Ridge Drive and Champion Oaks Drive. The confluence of Linda Creek and Cirby Creek is located west of Sunrise and east of I-80, and Cirby Creek discharges into Dry Creek east of Riverside Avenue. All three main creek corridors are urban creeks and receive flows from adjacent development through culverts from the City storm drain system, sheet flow from adjacent riparian areas, and runoff from residential yards.

REGULATED FLOODPLAINS

The Dry Creek watershed is one of the four primary sources of flooding within Placer County (Placer County 2005). Dry Creek and its tributaries have an extensive record of historic flood, especially in the Roseville area. Damaging floods occurred in December 1955, April 1958, October 1962, December 1964, March 1983, February 1986, January 1995, January 1997, and January 2011. The floods of 1983, 1986, and 1995 were the largest and most damaging on record (Placer County 2005).

The one-percent annual chance ("100-year") floodplain is composed of two key components: the floodway and the floodway fringe (see Exhibit 4.8-1). The floodway fringe is the perimeter of the floodplain and is an area where development may be allowed provided that it does not raise the base flood elevation by more than one foot. The floodway is a fictitious boundary which marks the limit of a hypothetical channel that could hold the 100-year flood flows if the floodway fringe areas were developed. Within the floodway, development or disturbance can only be permitted if it does not result in any increase in the base flood elevation.

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) (06061C0479G, 06061C0478F, and 06061C0487F and Preliminary Digital FIRMs 06061C1031H, 06061C1032H, and 06061C1051H) and the City of Roseville (City) have mapped flood hazard zones in the City. Their flood zone dataset indicate that the project area is almost entirely located within the 100-year floodplain of Dry Creek, Cirby Creek, and Linda Creek. The 100-year floodplain refers to the area that is inundated by a flood that has a one percent chance in any given year of being equaled or exceeded. The 100-year flood is the national minimum standard to which communities regulate their floodplains. In general, the FIRM maps are developed for watersheds one square mile or larger (640 acres). The City developed its own flood hazard maps to inform planning decisions. These maps include 100-year flood zones for watersheds of 300 acres or larger (City of Roseville 2014). The FEMA FIRM and City of Roseville 100-year flood zones within the project area are shown on Exhibit 4.8-2.



Source: FEMA 2017 X11010072 01 018

Exhibit 4.8-1 Regulatory Components of the 100-year Floodplain

Legend

- Project Site
- City of Roseville 100-year Floodplain
- FEMA 100-year Floodplain

0 500 1,000 Feet

ESRI Basemap G11010072 01 021

Source: Data received from the City of Roseville in 2018

Exhibit 4.8-2

FEMA FIRM and City of Roseville 100-year Flood Hazard Zones

ASCENT ENVIRONMENTAL

In addition to 100-year floodplains, the City of Roseville has mapped 200-year floodplains in relevant urban areas, as required by the Central Valley Flood Protection Act of 2008. Within the 200-year floodplain, habitable structures must be elevated to avoid flood hazards and bridges must be designed to provide a minimum of two feet of clearance above the design flood water surface (see section 4.8.3, "Regulatory Setting" for additional discussion).

The City is involved in several flood control projects and mitigation programs designed to protect residents and lessen the potential for flooding both within the City and within neighboring communities. These projects include constructing flood control improvements, removing restrictive structures in the floodplain, collecting drainage mitigation fees to alleviate downstream damage, development of a flood alert system, and a stream cleaning program in flood prone areas (COR 2014).

Jurisdictional Waters of the United States

A delineation of Jurisdictional Waters of the United States was completed by Ascent Environmental in April and June of 2014. This delineation will be submitted to the U.S. Army Corps of Engineers (USACE) for verification during the permitting phase of the project. Waters of the United States include essentially all navigable waters (waters used for transport or commerce) and their tributaries, all interstate waters and their tributaries, wetlands with a clear connection to these waters, and all impoundments of these waters. The USACE distinguishes between wetland and non-wetland waters (commonly referred to as "other waters"). Wetlands are defined as areas that are inundated or saturated by surface or groundwater for a sufficient duration to support a prevalence of vegetation adapted for life in saturated soil conditions (Title 33 CFR Section 328.3[b]).

The wetland delineation for the project site identified two wetlands. Other waters of the United States included portions of Strap Ravine, Linda Creek, Cirby Creek, Dry Creek, two unnamed perennial streams, an intermittent drainage, and an ephemeral drainage (Ascent Environmental 2015). Table 4.8-1 provides the acreage and linear feet of potential jurisdictional waters within the project site.

Table 4.8-1 Potentially Jurisdictional Wetlands and Other Waters within the Project Site

Type	Acres	Linear Feet
Other Waters		
Ephemeral Drainage	0.002	51
Intermittent Drainage	0.05	144
Perennial Stream	3.91	5,025
Drainage	0.02	164
Total Other Waters	**3.982**	**5,384**
Wetlands		
Wetland	0.01	NA
Freshwater Pond	0.11	NA
Total Wetlands	**0.12**	**NA**
Total Wetlands and Other Waters	**4.1**	**5,384**

Source: Ascent Environmental 2015

Surface Water Quality

Urbanization of the Dry Creek Watershed has had a major effect on both short- and long-term water quality within the project area. Increasing development has resulted in an increase in impervious surfaces such as roofs, streets, sidewalks, and storm drains. These combine to decrease infiltration opportunities and (depending upon soil type) may increase the volume and rate of run-off. Increased

run-off velocity adds to the potential for channel erosion resulting in increased sediment into the watercourses. In addition, sediment deposited in streams from construction-related activities results in degradation of spawning, rearing, and food producing habitat for wildlife. Removal of riparian vegetation can result in effects such as increasing stream temperature and reducing the input of biologic materials into the streams.

Long-term impacts to water quality occur as a result of run-off from urbanization that enters the watercourses. Reduction in permeable surface areas limits the percolation and associated filtration processes beneficial to water quality. Urban run-off from surfaces such as streets, parking lots, driveways, and landscaped areas typically includes oil, grease, heavy metals, pesticides, herbicides, fertilizers, and sediments. Increases in urban run-off have been shown to impact, among other things, aquatic habitat.

Two locations along Dry Creek and Cirby Creek were monitored for surface water quality in 2008, 2009, and twice in 2010 as part of the Central Valley RWQCB's Safe-to-Swim program. Monitoring sites were sampled for *E. coli,* nutrients, and *Salmonella* (Central Valley Regional Water Quality Control Board [Central Valley RWQCB] 2009). During September of 2008 and 2010, the monitoring site at the confluence of Dry Creek and Cirby Creek exceeded the EPA *E. coli* limit for contact recreation (Central Valley RWQCB 2008 and 2010a). High levels of *E. coli* were also found at Dry Creek near Royer Park in June 2010 (Central Valley RWQCB 2010b) and at Linda Creek at Oak Ridge Drive in September 2010 (Central Valley RWQCB 2010a). In almost all cases, the temperature readings at sample points exceeded the ≤ 20°C water quality objective for surface water entering the Bay Delta. A warm, stagnant waterbody with readily available nutrients provides a favorable environment for the growth of bacteria, and it is possible that as flows decrease in Cirby Creek over the dry season, bacteria levels increase and contribute to the elevated levels of *E. coli* measured at the Dry Creek/Cirby Creek confluence (Central Valley RWQCB 2009). Additional monitoring data from the USEPA STOREST database indicates that during the summer months, dissolved oxygen levels in Dry Creek, Cirby Creek, and Linda Creek fall below the 7.0 mg/L threshold for cold water habitats (PSOMAS 2015a).

Groundwater

The project site is located within the North American (River) Groundwater Sub-Basin, within the larger Sacramento Valley Groundwater Basin (Placer County Water Agency [PCWA] 2007). The eastern sub-basin boundary is a north-south line extending from the Bear River south to Folsom Reservoir. This line represents the approximate edge of the alluvial basin where little or no groundwater flows into or out of the groundwater basin from the Sierra Nevada. The western portion of the sub-basin consists of nearly flat flood basin deposits from the Bear, Feather, Sacramento, and American Rivers, and several small east side tributaries (PCWA 2007). The water bearing geologic deposits within the North American Sub-Basin consists of an upper unconfined and moderately permeable aquifer system made up of the Riverbank and Turlock Lake/Laguna formations, and a lower semi-confined aquifer system composed primarily of the Mehrten Formation (PCWA 2007). These formations consist of lenses of sand, silt, and clay inter-bedded with coarse grained stream channel deposits that store water. They form a wedge that generally thickens from the east, where the Mehrten formation is at or near the ground surface, to the west, where it is buried more than 1,000 feet below the upper aquifer. Beneath the City of Roseville, the top of the Mehrten Formation can be found at approximately 300 feet below the ground surface (Petersen 2005).

Groundwater is not a large component of the Dry Creek Watershed supply and does not affect surface water resources. In fact, the portion of the watershed within the project area is in the groundwater recharge zone; an area where surface waters infiltrate into the soil to recharge underlying groundwater resources (Placer County 2003). Groundwater supplies are naturally recharged by rainwater that reaches the subsurface saturated zone of the soil. The rate and quantity of water reaching the saturation zone depends on factors that include the amount and duration of precipitation, soil type, moisture content of the soil, and vertical permeability of the unsaturated zone. Urbanization of the Roseville area has increased the amount of impervious surfaces and limited the areas where natural

recharge can take place. In general, the primary locations for groundwater recharge are along the City's major watercourses, including Dry, Cirby, and Linda Creeks. The highly permeable stream deposits along these creeks provide groundwater storage in the upper 0 to 100 feet, which can gradually move lower and recharge the semi-confined upper aquifer.

Soils

In the project area, the soils within and adjacent to the stream channels are known as Xerofluvents. These soils are composed of moderately well drained to poorly drained loamy alluvium, which are regularly shifted and repositioned by flowing water. The Natural Resources Conservation Service (NRCS) soil survey for the project site states that these soils have high to moderate infiltration rates and an Erosion Hazard Rating of "slight" (NRCS 2015). This rating means that erosion would be unlikely under normal conditions when 50 to 75 percent of the soil surface has been exposed by some kind of disturbance. These soils make up approximately 89 percent of the project site. Outside of the active alluvial area, the soils transition to well drained loams and sandy loams, the majority of which are underlain by consolidated sandstone or siltstone.

4.8.3 Regulatory Setting

Hydrologic resources are protected and/or regulated by a variety of federal, state, and local laws and policies. Key regulatory and conservation planning issues applicable to the proposed project are discussed below.

FEDERAL

Clean Water Act

The Clean Water Act (CWA) is the primary federal legislation governing water quality whose objective is "to restore and maintain the chemical, physical, and biological integrity of the nation's waters," which includes oceans, bays, rivers, lakes, ponds, and wetlands.

In 1972, the CWA was amended to require National Pollutant Discharge Elimination System (NPDES) permits for discharge of pollutant in "waters of the United States." The CWA was amended in 1987 to require that EPA establish regulations for permitting under the NPDES program of municipal and industrial stormwater discharges. The EPA published final regulations regarding stormwater discharges on November 16, 1990. The EPA regulations require that Municipal Separate Storm Water Sewer System (MS4) discharges to surface waters be regulated by an NPDES permit.

In addition, the CWA requires states to adopt water quality standards for water bodies and have those standards approved by the EPA. Water quality standards consist of designated beneficial uses (e.g., wildlife habitat, agricultural supply, fishing) for a particular water body along with water quality criteria necessary to support those uses. Water quality criteria are prescribed concentrations or levels of contaminants (e.g., lead, suspended sediment, and fecal coliform bacteria) or narrative statements that represent the quality of water that supports a particular use.

The State Water Resources Control Board (SWRCB) identifies waters of the state that do not meet water quality criteria and places them on the 303 (d) list of impaired waters. Once listed, a total maximum daily load (TMDL) must be developed for the impaired water body. The TMDL address all sources of the impairing pollutants from point, nonpoint, and natural sources that a water body may receive without exceeding applicable water quality standards (with a factor of safety included). Once established, the TMDL is allocated among current and future pollutant sources to the water body.

Sections of the CWA pertaining to regulating impacts on waters of the United States are described below.

Section 402
The 1972 amendments to the CWA established the NPDES permit program to control discharges of pollutants from point sources. In California, the SWRCB is authorized by the EPA to oversee the NPDES program through the regional board (see the related discussion in the section titled Porter-Cologne Water Quality Control Act below). The NPDES program provides for both general permits (those that cover a number of similar or related activities) and individual permits.

Section 404
CWA Section 404 regulates the discharge of dredged and fill materials into waters of the United States. Project proponents must obtain a permit from USACE for all discharges of dredged or fill materials into waters of the United States. Section 404 permits may be issued only for the "least environmental damaging practicable alternative." That is, the authorization of a proposed project discharge is prohibited if an existing practicable alternative would have less of an environmental impact and lacks other significant adverse consequences.

Before any actions that might affect surface waters are carried out, a delineation of jurisdictional waters of the United States must be completed following USACE protocols to determine if the project area encompasses wetlands or other waters of the United States that qualify for the CWA protection. These waters include any or all of the following:

- areas with ordinary high-water marks of a stream, including perennial streams with defined bed and bank and any stream channel that conveys runoff, even if it has been realigned; and/or
- seasonal and perennial wetlands, including coastal wetlands.

Wetlands are defined for regulatory purposes as areas "inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (33 CFR 328.3, 40 CFR 230.3).

Under CWA Section 401, applicants for a federal license or permit such as the Section 404 permit must obtain certification from the state that the activity will not adversely affect water quality. In California the authority to grant or waive the requirement is delegated by the SWRCB to the nine RWQCBs.

National Pollutant Discharge Elimination System
The 1972 amendment to the CWA (Section 402) established the NPDES permit program. The NPDES permit program outlined in the CWA contains effluent limitation guidelines, water quality requirements, and permit program requirements for discharges to waters of the U.S. The EPA has overall responsibility for the NPDES program, but administration of the program in California has been delegated to the SWRCB and the nine RWQCBs. The goal of the NPDES non-point source regulations is to improve the quality of stormwater discharged to receiving waters to the "maximum extent practicable" through the use of best management practices (BMPs). Phase 1 of the NPDES stormwater program addressed discharges from MS4s serving populations over 100,000 and industrial activities including discharges from construction activities disturbing five acres or more. Phase 2 (implemented in 1999) regulations address small urban MS4s serving a population of 100,000 or less to obtain a municipal stormwater permit.

National Flood Insurance Act of 1968

Congress passed the National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 in response to increasing costs of disaster relief. These acts reduce the need for large publicly funded flood control structures and disaster relief by providing flood insurance and restricting development on

floodplains, respectively. FEMA administers the National Flood Insurance Program, which was created by the National Flood Insurance Act of 1968, to provide subsidized flood insurance for those communities that comply with FEMA regulations. FEMA issues flood insurance rate maps (FIRMs) that delineate flood hazard zones in the community and show which areas are prone to flooding.

FEMA established the design standard for flood protection, with the minimum level of flood protection for new development determined to be the 1-in-100 annual exceedances probability (AEP) event (i.e., the 100-year flood event). Specifically, where levees provide flood protection, FEMA requires the levee crown to have 3 feet of freeboard above the one-in-100 AEP water surface elevation, except in the vicinity of a structure, such as a bridge, where the level of the crown must have 4 feet of freeboard for a distance of 100 feet upstream and downstream of the structure.

STATE

Central Valley Flood Protection Board

Originally known at the Reclamation Board, the Central Valley Flood Protection Board (CVFPB) was created by the California legislature in 1911 to establish and enforce appropriate standards for flood control. California Code of Regulations (CCR) Title 23- Waters, Division 1 - Central Valley Flood Protection Board, defines the CVFPB's duties and scope. The Board has jurisdictional authority to review and approve all projects on or near the Sacramento and San Joaquin Rivers or their tributaries. Dry Creek, Cirby Creek, and Linda Creek are all regulated streams within the jurisdiction of the CVFPB. Projects that are located within the vicinity of regulated levees, floodways, or within 30 feet of CVPFB jurisdictional streams are required to meet the design standards of CCR Title 23, Division 1, Article 8 and to obtain an encroachment permit from the CVFPB. Section 128 of the design standards specifically addresses the construction of bridges. Among other requirements, the bottom member (sofit) of a proposed bridge must be at least three (3) feet above the level of the design flood. The required clearance may be reduced to two (2) feet on minor streams at sites where significant amounts of stream debris are unlikely. CVFPB classifies streams as "major" or "minor" on a project specific basis taking into consideration the volume of debris that could be carried by the stream in a flood event.

Central Valley Flood Protection Act of 2008

The Central Valley Flood Protection Act of 2008 (also known as SB5, 2007) requires cities and counties to amend their general plans to strengthen the linkage between local land use planning decisions and floodplain management practices and provide new requirements and standards for flood protection.

Since 2007, there have been legislative amendments to SB 5 that relate to land use planning requirements. SB 1278 (2012), AB 1965 (2012), and AB 1259 (2013) are the most recent amendments.

As currently amended, SB 5 requires regulation of specific locations within the 200-year floodplain (called the Urban Level of Flood Protection, or ULOP). There are five locational criteria which must all be met in order for the ULOP to apply. While all areas of the City of Roseville meet two of the criteria (the City is an urban area of more than 10,000 people and the City is within the Sacramento-San Joaquin Valley) only certain areas of the City meet the remaining three criteria. These are: 1) located within a flood hazard zone that is mapped as either a special hazard area or an area of moderate hazard on FEMA's official (i.e., effective) Flood Insurance Rate Map for the National Flood Insurance Program; 2) located within an area with a potential flood depth above 3 feet, from sources other than localized conditions; and, 3) located within a watershed with a contributing area of more than 10 square miles. In areas not subject to the ULOP standards, the 100-year floodplain standards continue to apply. The combination of ULOP and 100-year floodplains is referred to as the City's Regulatory Floodplain.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act of 1969 (Porter-Cologne Act) is California's statutory authority for the protection of water quality. The act sets forth the obligations of the SWRCB and RWQCBs under the CWA to adopt and periodically update water quality control plans, or basin plans. Basin plans are plans in which beneficial uses, water quality objectives, and implementation programs are established for each of the nine regions in California. The Porter-Cologne Act also requires waste dischargers to notify the RWQCBs of such activities by filing Reports of Waste Discharge and authorizes the SWRCB and RWQCBs to issue and enforce waste discharge requirements, NPDES permits, Section 401 water quality certifications, or other approvals.

State Water Resources Control Board

In California, SWRCB has broad authority over water quality control issues for the state. The SWRCB is responsible for developing statewide water quality policy and exercises the powers delegated to the state by the federal government under the CWA. Other state agencies with jurisdiction over water quality regulation in California include the California Department of Health Services (for drinking water regulations), the California Department of Pesticide Regulation, the California Department of Fish and Wildlife (CDFW) (formerly Department of Fish and Game), and the Office of Environmental Health and Hazard Assessment. Regional authority for planning, permitting, and enforcement is delegated to the nine regional water boards. The regional boards are required to formulate and adopt water quality control plans for all areas in the region and establish water quality objectives in the plans. The Central Valley RWQCB is responsible for the water bodies in the project vicinity.

Water Quality Control Plan for the Sacramento River and San Joaquin River Basins

The Water Quality Control Plan for the Sacramento River and San Joaquin River Basins (Basin Plan) (2011) presents water quality standards and control measures for surface and ground waters for a significant portion of the Central Valley Region, including the Dry Creek watershed. The Basin Plan designated beneficial uses for water bodies and established water quality objectives, waste discharge prohibitions, and other implementation measures to protect those beneficial uses. The Basin Plan contains both narrative and numeric water quality objectives for the region. Ambient water quality standards are set as objectives for a body of water and effluent limits (or discharge standards) are conditions in state or federal wastewater discharge permits, such as the NPDES permits. Land uses and activities that could degrade water quality and BMPs that could be used to address various nonpoint sources of pollution are identified in the Basin Plan.

Beneficial Uses

Every water body within the jurisdiction of the Central Valley RWQCB is designated a set of beneficial uses. Small tributary streams are designated with the same beneficial uses of the waterbody that they drain into. The project area is located within Hydrologic Unit 519.21, "Folsom Dam to Sacramento River," and the project area streams are assigned the following beneficial uses (Central Valley RWQCB 2011):

- **Municipal and Domestic Supply –** waters used for community, military, or individual water supply systems including, but not limited to, drinking water supply.
- **Agricultural Supply (Irrigation) –** waters used for farming, horticulture, or ranching, including, but not limited to, irrigation and support of vegetation for range grazing.
- **Industrial Service Supply –** waters used for industrial activities that do not depend primarily on water quality including, but not limited to, mining, cooling water supply, hydraulic conveyance, gravel washing, and fire protection.
- **Hydropower Generation –** water used for hydroelectric power generation.
- **Water Contact Recreation**- water used for recreational activities involving body contact with water where ingestion of water is reasonably possible. These include, but are not limited to swimming, water-skiing, fishing, and others.

- **Noncontact Water Recreation –** used of waters used for recreational activities involving proximity to water, but not normally involving body contact with water. These uses include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, and others.
- **Warm Freshwater Habitat –** Uses of water that support warm water ecosystems including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish, or wildlife, including vertebrates.
- **Cold Freshwater Habitat –** uses of water that support cold water ecosystems including, but not limited to, preservation and enhancement of aquatic habitats, vegetation, fish, and wildlife, including invertebrates.
- **Migration of Aquatic Organisms –** uses of waters that support habitats necessary for migration, acclimatization between fresh and salt water, or temporary activities by aquatic organisms, such as anadromous fish. Warm water species include striped bass, sturgeon, and shad. Cold water species include salmon and steelhead.
- **Wildlife Habitat –** uses of waters that support wildlife habitats including, but not limited to, the preservation and enhancement of vegetation and prey species, such as waterfowl.

Water Quality Objectives

The Porter-Cologne Water Quality Control Act defines water quality objectives as "…the limits or levels of water quality constituents or characteristics which are established for reasonable protection of beneficial uses of water or the prevention of nuisance within a specific area." There are two forms of water quality objectives:

- **Narrative** objectives present a general description of water quality that must be attained through pollutant control measures and watershed management. They also serve as the basis for the development of detailed numerical objectives.
- **Numerical** objectives typically describe pollutant concentrations, physical and chemical conditions of the water, and toxicity of the water to aquatic organisms. Places where numerical limits are specified represent the maximum levels that will allow the beneficial use to continue unimpaired. In other cases, an objective may prohibit the discharge of specific substances, tolerate natural or "background" levels of certain substances or characteristics (but not increases over those values), or may express a limit, in terms of not impacting other beneficial uses. An adverse effect or impact on a beneficial use occurs where there is an actual or threatened loss or impairment of that beneficial use.

The Basin Plan established the water quality objectives listed in Table 4.8-2 in support of the beneficial uses within Hydrologic Unit 519.21 (including Dry Creek, Linda Creek, and Cirby Creek).

Table 4.8-2 Water Quality Objectives for Hydrologic Unit 519.21 – Folsom Dam to Sacramento River

Constituent/Parameter	Water Quality Objective
Arsenic, Copper, Cyanide, or Silver	0.01 mg/L
Barium or Zinc	0.1 mg/L
Iron	0.3 mg/L
Manganese	0.05 mg/L
Color	Water shall be free of discoloration that causes nuisance or adversely affects beneficial uses.
Dissolved Oxygen (DO)	The monthly median of the mean daily DO concentration shall not fall below 85 percent of saturation in the main water mass, and the 95 percentile concentration shall not fall below 75 percent of saturation. The DO concentrations shall not be reduced below the following minimum levels at any time: Waters designated WARM 5.0 mg/l

Table 4.8-2 Water Quality Objectives for Hydrologic Unit 519.21 – Folsom Dam to Sacramento River

Constituent/Parameter	Water Quality Objective
	Waters designated COLD 7.0 mg/l Waters designated SPWN 7.0 mg/l
Floating Material	Water shall not contain floating material in amounts that cause nuisance or adversely affect beneficial uses.
Oil & Grease	Waters shall not contain oils, greases, waxes, or other materials in concentrations that cause nuisance, result in a visible film or coating on the surface of the water or on objects in the water, or otherwise adversely affect beneficial uses.
pH	The pH shall not be depressed below 6.5 nor raised above 8.5.
Pesticides	No individual pesticide or combination of pesticides shall be present in concentrations that adversely affect beneficial uses.
Radioactivity	Radionuclides shall not be present in concentrations that are harmful to human, plant, animal or aquatic life nor that result in the accumulation of radionuclides in the food web to an extent that presents a hazard to human, plant, animal or aquatic life.
Salinity (Total Dissolved solids)	Shall not exceed 125 mg/L (90 percentile)
Sediment	The suspended sediment load and suspended sediment discharge rate of surface waters shall not be altered in such a manner as to cause nuisance or adversely affect beneficial uses.
Settleable Material	Waters shall not contain substances in concentrations that result in the deposition of material that causes nuisance or adversely affects beneficial uses.
Suspended Material	Waters shall not contain suspended material in concentrations that cause nuisance or adversely affect beneficial uses.
Tastes and Odors	Water shall not contain taste- or odor-producing substances in concentrations that impart undesirable tastes or odors to domestic or municipal water supplies or to fish flesh or other edible products of aquatic origin, or that cause nuisance, or otherwise adversely affect beneficial uses.
Temperature	The natural receiving water temperature of intrastate waters shall not be altered unless it can be demonstrated to the satisfaction of the Regional Water Board that such alteration in temperature does not adversely affect beneficial uses.
Toxicity	All waters shall be maintained free of toxic substances in concentrations that produce detrimental physiological responses in human, plant, animal, or aquatic life.
Turbidity	The turbidity shall be less than or equal 10 NTUs.

Source: Central Valley RWQCB 2011

National Pollutant Discharge Elimination System Permits

The SWRCB and Central Valley RWQCB have required specific NPDES permits for a variety of activities that have potential to discharge pollutants to waters of the state and adversely affect water quality. To receive an NPDES permit a Notice of Intent to discharge must be submitted to the Central Valley RWQCB and design and operational BMPs must be implemented to reduce the level of contaminated runoff. BMPs can include the development and implementation of regulatory measures (local authority of drainage facility design) various practices, including educational measures (workshops informing public of what impacts result when household chemicals are dumped into storm drains), regulatory measures (local authority of drainage facility design), public policy measures (label storm drain inlets as to impacts of dumping on receiving waters), and structural measures (filter strips, grass swales, and retention basins). All NPDES permits also have inspection, monitoring, and reporting requirements.

General Permit for Stormwater Discharges Associated with Construction Activity

The SWRCB adopted the statewide NPDES General Construction Permit in August 1999. The state requires that projects disturbing more than 1 acre of land during construction file a Notice of Intent with the RWQCB to be covered under this permit. Construction activities subject to the General Construction Permit include clearing, grading, stockpiling, and excavation. Dischargers are required to eliminate or reduce non-stormwater discharges to storm sewer systems and other waters. A storm water pollution prevention plan (SWPPP) must be developed and implemented for each site covered by the permit. The SWPPP must include BMPs designed to prevent construction pollutants from contacting stormwater and keep products of erosion from moving off-site into receiving waters throughout the construction and life of the project; the BMPs must address source control and, if necessary, pollutant control.

Dewatering Activities

While small amounts of construction-related dewatering activities are covered under the NPDES General Construction Permit, Central Valley RWQCB has also adopted a General Order for Dewatering and Other Low Threat Discharges to Surface Waters (General Dewatering Permit). This permit applies to various categories of dewatering activities and would likely apply to the proposed multi-use trail project if construction required dewatering in greater quantities than that allowed by the General Construction Permit and discharged effluent to surface waters. Permit conditions for discharge of these types of wastewaters to surface water are specified in the General Order for Waste Discharge Requirements for Limited Thread Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Thread Threat Discharges to Surface Waters (Central Valley RWQCB Order No. R5-2013-0073-01, NPDES No. CAG995002).

State Nondegradation Policy

In 1968, as required under the federal antidegradation policy described previously, the SWRCB adopted a nondegradation policy aimed at maintaining high quality for waters in California. The nondegradation policy states that the disposal of wastes into state waters shall be regulated to achieve the highest water quality consistent with maximum benefit to the people of the state and to promote the peace, health, safety, and welfare of the people of the state. The policy provides as follows:

a) Where the existing quality of water is better than required under existing water quality control plans, such quality would be maintained until it has been demonstrated that any change would be consistent with maximum benefit to the people of the state and would not unreasonably affect present and anticipated beneficial uses of such water.

b) Any activity which produces waste or increases the volume or concentration of waste and which discharges to existing high-quality waters would be required to meet waste discharge requirements.

LOCAL

Placer County Flood Control and Water Conservation District

The PCFCWCD was established by Senate Bill 1312, effective August 23, 1984. The PCFCWCD develops regional strategies for flood control management. In 1990, the PCFCWCD published the Stormwater Management Manual (SWMM) that contains specifications and policies for the design of storm drain facilities. The SWMM criteria are referenced in Section 10 of the City's Improvement Standards.

City of Roseville General Plan

The City of Roseville 2035 General Plan includes the following regulations and policies related to hydrology and water quality that are applicable to the proposed project:

Floodplain Development Regulations

Within the City of Roseville, no development is permitted within the regulatory floodway, but may be permitted within the floodway fringe in Infill areas. Exceptions may be provided for service facilities such as roads, infrastructure, and detention facilities provided that no feasible alternatives exist and the facility has been designed to minimize impacts and would not result in off-site increases in water surface elevation. Development within the City's Regulatory Floodplain shall be regulated as follows:

1. Infill Areas

   No development is permitted within the regulatory floodway. Development may be permitted by the City within the regulatory floodway fringe. Such development shall be limited to that falling within the assumed cumulative one-foot rise in the water surface elevation.

2. Remainder of the City (Specific Plans, and the North Industrial Area).

   No development is permitted within the City's Regulatory Floodplain (floodway and floodway fringe). Exceptions may be considered by the City for unusual conditions on a case-by-case basis if the encroachment is limited to only the floodway fringe and would not result in any off-site increase in the water surface elevation.

Essential Services Exceptions

On-site increases in the water surface elevation and/or fill within the regulatory floodplain, including the floodway, may be permitted by the City on an exception basis if associated with essential facilities and services such as roads, infrastructure, and detention facilities subject to the following criteria:

- No feasible[1] alternatives exist that would eliminate or reduce the need for fill and/or an increase in the water surface elevation and would result in a lesser impact to the environment.

The facility has been designed to result in the minimum amount of fill and impact necessary to achieve its intended purpose and results in no off-site increase in the water surface elevation.

Flood Protection Goals and Policies

GOAL 1: Minimize the potential for loss of life and property due to flooding.

GOAL 2: Pursue flood control solutions that are cost-effective and minimize environmental impacts.

- **Policy 1:** Continue to regulate, through land use, zoning, and other restrictions, all uses and development in areas subject to potential flooding and require new development to comply with the State Plan of Flood Control.
- **Policy 2:** Monitor and regularly update City flood studies, modeling, and associated land use, zoning, and other development regulations.
- **Policy 3:** Continue to pursue a regional approach to flood issues.
- **Policy 5:** Minimize the potential for flood damage to public and emergency facilities, utilities, roadways, and other infrastructure.
- **Policy 6:** Require new developments to provide mitigation to insure that the cumulative rate of peak runoff is maintained at pre-development levels.
- **Policy 7:** Continue to implement the Storm Maintenance Program to keep creeks and storm drain systems free of debris.
- **Policy 9:** Where feasible, maintain natural stream courses and adjacent habitat and combine flood-control, recreation, water quality, and open space functions.

[1] Feasible (in this context) is defined as capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors

Groundwater Recharge and Water Quality

GOAL 1: Continue to improve surface water quality and accommodate water flow increases.

GOAL 2: Enhance the quality and quantity of groundwater resources.

- **Policy 1:** Utilize cost-effective urban run-off controls, including Best Management Practices, to limit urban pollutants from entering watercourses.
- **Policy 2:** Implement erosion control and topsoil conservation measures to limit sediments within watercourses.
- **Policy 5:** Continue to monitor groundwater resources and investigate strategies for enhanced sustainable use. Areas where recharge potential is determined to be high shall be considered for designation as open space.
- **Policy 6:** Where feasible, locate stormwater retention ponds in areas where subsoil is suitable for groundwater recharge.

City of Roseville Stormwater Management Program

The City's Stormwater Management Program (SWMP) contains policies, activities, and strategies that comprise the City's minimum control measures and BMPs that address NPDES requirements for the Phase 2 Stormwater Permit. The six minimum control measures required under the NPDES permit are public outreach, public involvement, illicit discharge detection and elimination, construction site runoff, new development and redevelopment, and municipal operations (PCOR 2004). Some specific control measures described in the SWMP include storm drain labeling, development of a storm sewer system map, establishing a stormwater ordinance, site inspections to identify illicit connections and non-stormwater discharges to the storm sewer, and structural controls (such as detention ponds, vegetative areas, and runoff pretreatment) and non-structural controls (such as alternative construction methods, site design, and zoning) (City of Roseville 2004).

The City adopted the "Urban Stormwater Quality Management and Discharge Control Ordinance" in 2006 to establish a regulatory framework to implement construction and post-construction stormwater controls and regulate illicit discharges and connections to the City's stormwater conveyance system from both residential and business sources. The City has adopted the Stormwater BMP Guidance Manual for Construction and the West Placer Storm Water Quality Design Manual (Placer County 2016). The city has the authority during plan checks and site inspections to enforce SWMP. Additionally, prior to final approval, the owner of any stormwater control structure is required to submit an operations and maintenance manual and a proposed maintenance schedule.

Grading Ordinance

Section 16.20.040 of the Roseville Municipal Code regulates stockpiling and grading, and addressed conditions under which permits and grading plans are required. Section 16.20.070 identifies grading plan performance standards. Both Minor and Major grading plans are required by the City. A Major grading plan is required for any project that would result in the placement of fill in a channel or tributary that carries flow of 200 cubic feet/second or more during a 10-year storm event. Major grading plans must be reviewed and approved by the planning commission. All grading plans must comply with the following criteria:

A. Fill or cut slopes with a height exceeding five feet shall not exceed a slope of 4:1.

B. When grading around native oak trees:

    1. Cut or fill slopes exceeding two feet in height shall not be permitted within a distance of 1.5 times the radius of the tree's protected zone,

2. the grade shall not be raised or lowered around more than 50 percent of the protected zone, and

3. the grading shall not change the drainage pattern within a distance of 1.5 times the radius of the tree's protected zone.

If impacts to native oak trees cannot be avoided, the project must apply for a Tree Permit and comply with all protections included in the permit.

Section 16.20.020 requires that all grading be performed in accordance with either City of Roseville Improvement Standards or Chapter 16 of the Zoning Ordinance, whichever is more restrictive. A project applicant must have an Improvement and/or Grading Plan along with a site-specific SWPPP prior to the start of grading activities. Slopes or banks along creek channels must be designed with proper slope protection to prevent soil erosion and channel-bank undercutting.

Flood Damage Prevention Ordinance

Section 9.80 of the Roseville Municipal Code is the Flood Damage Prevention ordinance. As described in the applicable City of Roseville General Plan goals and policies listed above, land uses and development within the City's regulatory floodplain are restricted to protect residents and structures from risks associated with flooding. Railroads, streets, bridges, utility transmission lines, pipelines, and other similar uses of a primarily open space nature may be permitted in the floodplain with the approval of a flood encroachment permit. All uses permitted within the floodplain must comply with Section 19.80.040 of the municipal code which prohibits any development from increasing peak flows; adversely affecting the stream channel, increasing flood heights, or have an adverse effect on a proposed use. An adverse effect on base flood elevations is considered to be when the cumulative effect of the proposed development will increase the base flood elevations by one-tenth of one foot or more at any point outside of the property controlled by the developer (Section 9.80.040). Within the floodway (see Exhibit 4.8-1), all new development is prohibited unless a certified professional engineer certifies that the encroachment will not result in any increase in flood levels (Section 9.80.210). In addition, the following conditions apply:

- Any fill placed in the floodplain must be shown to serve some beneficial purpose, must be limited to the minimum amount necessary to meet its purpose, and any fill or excavation must be protected against erosion by rip-rap, vegetative cover, or bulkheading.
- Storage or processing of materials that are buoyant, flammable, toxic, explosive, or could be injurious to animal or plant life in time of flooding is prohibited. Storage of other materials may be allowed if it will not be damaged by floods and is readily removable from the area within the time available after flood warning. All materials stored in the floodplain must be anchored or be readily removable during flood season.

The City Council may grant a variance from these ordinances for a project, taking into consideration public safety, project engineering, and the public service provided by the project (Section 9.80.310). The City of Roseville regulatory floodplain is shown on Exhibit 4.8-3.

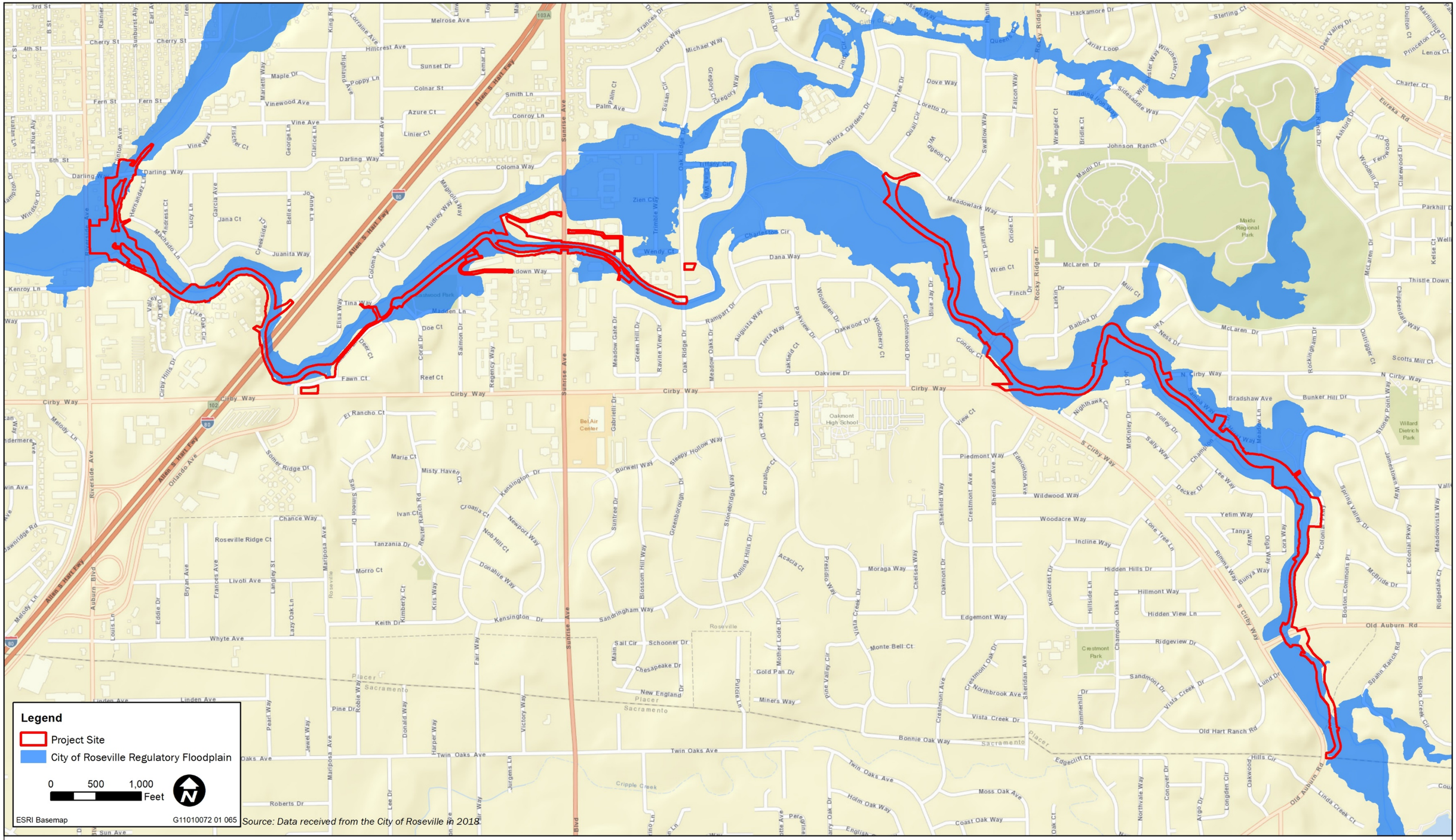


Exhibit 4.8-3

City of Roseville Regulatory Floodplain

4.8.4 Impacts and Mitigation Measures

METHODS OF ANALYSIS

Evaluation of potential hydrologic and water quality impacts was based on a review of information from the hydrologic studies completed for this project and previously completed documents that address water resources in the project vicinity. The information obtained from these sources was reviewed and summarized to establish existing conditions and to identify potential environmental effects, based on the standards of significance presented in this section. This analysis incorporates the findings of the *Dry Creek Greenway Trail Fluvial Audit* (CBEC 2014) (see Appendix F) and the *Preliminary Geotechnical Evaluation, Dry Creek Greenway Multi-Use Trail Project, City of Roseville, CA* (Parikh 2015). These reports were prepared to inform project design. Many of the recommendations of these studies and those contained in the *Engineering Design Considerations and Evaluation based on Geomorphology Study* (PSOMAS 2014), such as bank stabilization elements, have been incorporated into the project, as described in Chapter 3, "Project Description," of this Draft EIR. In determining the level of significance, the analysis assumes that the proposed project would comply with relevant federal, State, and local ordinances and regulations.

THRESHOLDS OF SIGNIFICANCE

To determine whether environmental impacts to hydrology and water quality are significant environmental effects, Appendix G of the State CEQA Guidelines asks whether a project would do any of the following:

- violate any water quality standards or waste discharge requirements;
- 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 (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);
- substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in substantial erosion, siltation or flooding on- or off-site;
- create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage, infiltration, and treatment systems or facilities resulting in increased sources of pollutants reaching surface waters or causing detrimental flooding to property or infrastructure;
- otherwise substantially degrade water quality;
- or Flood Insurance Rate Map or other flood hazard delineation map;
- place within a 100-year flood hazard area structures that would impede or redirect flood flows;
- expose people or structures to a significant risk of loss, injury, or death involving flooding; or
- result in substantial risk of inundation by seiche, tsunami, or mudflow.

ISSUES OR POTENTIAL IMPACTS NOT DISCUSSED FURTHER

The project is not located near large water bodies that could create the risk of inundation by seiche or tsunami. The project would not involve pumping of groundwater and the narrow linear nature of the path would allow surface runoff to infiltrate in the natural area adjacent to the path; therefore, the project would have no effect on groundwater recharge in the area. Additionally, the proposed project would not involve the development of housing within a 100-year flood hazard area. These issues are not discussed further in this document.

IMPACT ANALYSIS

Impact 4.8-1	Potential to violate any water quality standards or waste discharge requirements, or to otherwise degrade water quality.
Applicable Policies and Regulations	Clean Water Act Porter Cologne Water Quality Control Act Sate Non-degradation Policy City of Roseville Stormwater Management Plan City of Roseville Grading Ordinance City of Roseville Streambed Alteration Agreement for Routine Maintenance Activities
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

Construction Impacts

Construction of the proposed multi-use trail would require removal of vegetation and existing features, grading, placement of aggregate base material, and construction of five roadway undercrossings, construction or modification of up to eight bridges (refer to Table 3-2 in Chapter 3, “Project Description”), and approximately 27,000 square feet of retaining walls (refer to Table 3-3 in Chapter 3, “Project Description”). These activities would create ground disturbance in the adjacent upland area, along the stream banks, and within the stream channel of Dry, Linda, and Cirby Creeks. This could accelerate erosion and introduce nutrients or suspend sediments which could degrade the water quality of the creeks. Additionally, the heavy equipment and tools required for construction of the project have the potential to introduce oil, grease, and chemical pollutants through leakage or an accidental spill.

Ground disturbance and vegetation removal in upland areas and areas outside of the stream channel would be required for construction access corridors and staging areas and for construction of the multi-use trail. Generally, the soils of the project area to do not present a substantial risk of wind and water erosion (NRCS 2015) and the potential impacts to water quality related to ground disturbance in these areas would be minimal.

The project activities described above have the potential to negatively affect the water quality of the Dry, Linda, and Cirby Creeks; however, this potential would be minimized through compliance with protective city and state regulations. Both the City of Roseville Grading Permit and the SWRCB NPDES permit (which is required for all projects that disturb over one acre of soil), require the preparation of a SWPPP. A SWPPP has two major objectives: 1) to help identify the sources of sediment and other pollutants that affect the quality of storm water discharges; and 2) to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater and non-stormwater discharges. The SWPPP would be prepared by a qualified SWPPP practitioner and/or a qualified SWPPP developer that identifies water quality controls consistent with Central Valley RWQCB requirements and would ensure that runoff quality meets water quality objectives and maintains the beneficial uses of the project area streams. The SWPPP would describe the site controls, erosion and sediment controls, means of waste disposal, implementation of approved local plans, control of post-construction sediment and erosion control measures, and management controls unrelated to stormwater. The BMPs identified in the SWPPP would be implemented during all site development activities. The following would be required elements of the SWPPP:

- Temporary BMPs to prevent the transport of earthen materials and other construction waste materials from disturbed land areas, stockpiles, and staging areas during periods of precipitation or runoff, including: filter fence, fiber roll, erosion control blankets, mulch (such as wood chips); and temporary drainage swales and settling basins.
- Temporary BMPs to prevent the tracking of earthen materials and other waste materials from the project site to offsite locations, including stabilized points of entry/exit for construction vehicles/equipment and designated vehicle/equipment rinse stations, and sweeping.
- Temporary BMPs to prevent wind erosion of earthen materials and other waste materials from the project site, including routine application of water to disturbed land areas and covering of stockpiles with plastic or fabric sheeting.

A spill prevention and containment plan would be prepared and implemented. Project contractors would be responsible for storing on-site materials and temporary BMPs capable of capturing and containing pollutants from fueling operations, fuel storage areas, and other areas used for the storage of hydrocarbon-based materials. This would include maintaining materials on-site (such as oil absorbent booms and sheets) for the cleanup of accidental spills, drip pans beneath construction equipment, training of site workers in spill response measures, immediate cleanup of spilled materials in accordance with directives from the Central Valley RWQCB, and proper disposal of waste materials at an approved off-site location that is licensed to receive such wastes.

- Temporary BMPs to capture and contain pollutants generated by concrete construction including lined containment for rinsate (rinse water from truck washing) to collect runoff from washing of concrete delivery trucks and equipment.
- Protective fencing to prevent damage to trees and other vegetation to remain after construction, including tree protection fencing and individual tree protection such as wood slats strapped along the circumference of trees.
- Temporary BMPs for the containment of removal of drilling spoils generated from construction of bridge foundations and abutments.
- Daily inspection and maintenance of temporary BMPs. The prime contractor would be required to maintain a daily log of Temporary Construction BMP inspections and keep the log on site during project construction for review by Central Valley RWQCB.
- Tree removal activities, including the dropping of trees, would be confined to the construction limit boundaries.
- Construction boundary fencing to limit disturbance and prevent access to areas not under active construction.
- Post-construction BMPs and BMP maintenance schedule. Post construction BMPs must address water quality, channel protection, overbank flood protection and extreme flood protection.
- Revegetation of disturbed areas with approved native seed mixes as described in the City of Roseville Design Standards.

The SWPPP described above would be submitted to the City and the Central Valley RWQCB in conjunction with submission of the Improvement and Grading Plans and NPDES permit. City staff would review the SWPPP against the requirements of the City's municipal stormwater permit and the City's Urban Stormwater Quality Management and Discharge Control Ordinance. During construction, city staff would conduct regular inspections of the site to verify that effective stormwater BMPs are implemented and maintained.

Construction associated with the proposed project would require the use and handling of hazardous materials such as fuels, lubricants, coolants, hydraulic fluids, and cleaning solvents. The use and handling of these materials presents the potential to degrade water quality through accidental spills. Implementation of the Spill Response and Prevention Plan (a required component of the NPDES permit

SWPPP) would reduce the potential of directly and indirectly affecting water quality through construction-related hazardous material spills.

In-Stream Construction Activities

The proposed project would require temporary and permanent disturbance below the ordinary high-water mark of Dry, Cirby, and Linda Creeks for the installation of bridges, roadway undercrossings, and stabilization of stream banks. In-channel construction activities could result in a plume of sediments generated from the channel bottom and the channel side becoming suspended in the water. Suspended sediments could potentially generate turbidity levels during construction that exceed the water quality objectives (Turbidity of ≤ 10 NTU) established by Central Valley RWQCB (PSOMAS 2015a). Table 4.8-3 provides the extent of in-stream disturbance associated with the proposed project. Each type of disturbance is further discussed below.

Table 4.8-3 Disturbance Resulting from In-Stream Project Components

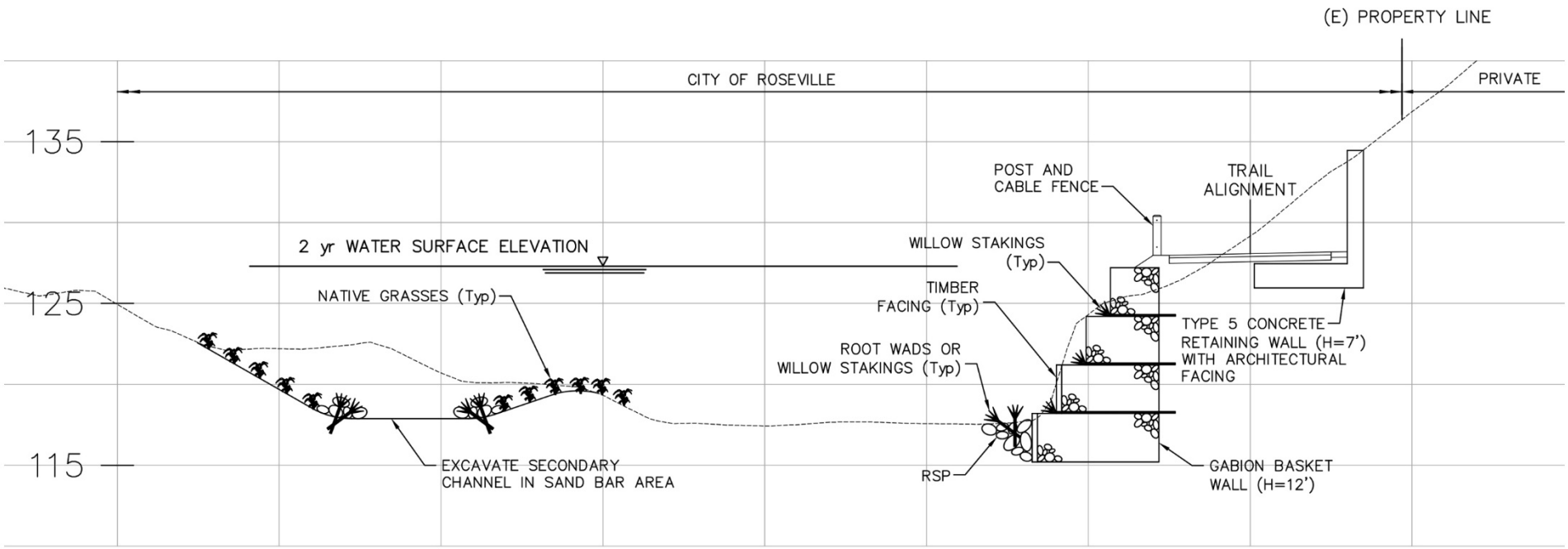
Disturbance Type	Bridges	Bank Stabilization	Undercrossings	Total
Permanent Disturbance				
Loss of streambed (square feet)	9	1,236	0	**1,245**
Temporary Disturbance				
Disturbance below the Ordinary High-Water Mark (acres)	0.26	0.26	0.22	**0.74**
Disturbance within Low Flow Channel (acres)	0.06	0.12	0.05	**0.23**

Source: PSOMAS 2015b, Instream elements detail drawings.

With one exception, all proposed bridges would fully span the low flow channel of the stream. Abutments would be supported by 24-inch diameter piles cast in holes drilled into the stream bank. The Darling Way bridge would require one pile to be installed within the low flow channel of the stream. The construction area for the in-stream pile would be isolated from the flow of the creek through the temporary use of a water tight coffer dam. The coffer dam would minimize the temporary increase in turbidity within the stream, prevent scour and maintain soil- and water-free footings to allow for pile construction. After construction of the footing, the coffer dam would be removed and the remaining portion of the bridge would be constructed. Additional BMPs such as barriers, silt fencing, and dust control would be implemented to avoid or minimize the movement of soils into the water; however, some temporary increase in turbidity would occur. This direct increase in turbidity levels would not be considered significant because turbidity would be monitored and construction work would be slowed or stopped if turbidity nears regulation thresholds. Turbidity levels would return to pre-project conditions after construction is completed.

The amount of in-stream disturbance resulting from construction of undercrossings would be minimized through the use of existing structures. Four of the undercrossings would be beneath existing bridges and would require excavation for the installation of retaining walls, excavation and removal of soil, and installation of concrete and rock slope protection. The fifth undercrossing (at Rocky Ridge Drive) would add a sixth box culvert to the series of culverts that comprise the stream crossing. This would require excavation for construction of retaining walls and wing walls, and installation of cutoff walls that isolate the work site from groundwater and minimize the need for dewatering.

Streambank stabilization using gabion baskets would be required in three locations and would result in the permanent loss of 1,236 square feet of steam bed. Installation of the gabions would involve excavation of areas within the stream bed and bank, stream diversions in two locations on Linda Creek and excavation of a sand bar in Cirby Creek to create a secondary low flow channel. Exhibit 4.8-4 provides an example of potential streambank stabilization work within Cirby Creek.



STA 34+00
SITE: CIRBY H–1

Source: Prepared by PSOMAS in 2018

X11010072 01 016

Exhibit 4.8-4

Cirby Creek Potential Streambank Stabilization Example

ASCENT ENVIRONMENTAL

Dewatering
Construction or modification of bridges would require the installation of deep bridge piles that extend approximately 25 feet below the soil surface. These piles would be cast-in-drilled-hole piles, in which the hole is excavated using a specialized drilling auger, reinforced, and then filled with concrete to form the pile. The wet soil and water would be pumped out of the hole and into a collection system. Water pumped from excavation activities in the stream channel or in areas of high groundwater would contain suspended sediments and other solids and could negatively affect water quality if discharged directly to the adjacent stream, wetlands or municipal storm drains.

The potential effects of dewatering discharge would be minimized through compliance with existing Central Valley RWQCB regulation. In addition to the SWPPP described above, dewatering activities associated with the proposed project would be covered under the Central Valley RWQCB General Dewatering Permit (Order No. R5-2013-0073-01, NPDES No. CAG995002). The General Dewatering Permit encourages disposal of wastewater on land where possible and requires applicants to evaluate land disposal as a first alternative. The General Dewatering Permit contains a comprehensive set of effluent limitations that must be met by all discharges to surface water through the implementation of site specific BMPs. These include:

- limitations on the amount of heavy metals, fertilizers, pesticides, hydrocarbons, Volatile Organic Compounds, and industrial contaminants;
- protections against negative physiological responses in human, plant, animal, or aquatic life;
- limitations on temperature, salinity, and pH;
- protections for color, taste, and odor;
- restrictions on oil and grease;
- protection of dissolved oxygen levels,
- limitations on suspended sediments and other suspended and settleable materials; and
- restrictions on turbidity so that the discharge shall not exceed:
  - more than 1 NTU where natural turbidity is between 1 and 5 NTUs;
  - more than 20 percent where natural turbidity is between 50 and 100 NTUs; and
  - more than 10 percent where natural turbidity is greater than 100 NTUs.

If information becomes available that shows there is a reasonable potential for a project dewatering discharge to exceed these limits or any other water quality objectives, the discharge must be immediately stopped. All dewatering associated with the proposed project would be required to comply with these conditions and protect the beneficial uses of Dry, Linda, and Cirby Creeks.

Stream Diversions
Temporary stream diversions (clear water diversions) would be installed for the construction of new bridges, the Darling Way bridge widening, the Rocky Ridge and Old Auburn Road undercrossings, and for the three stream bank stabilization components. Clear water diversions are used in waterways to enclose a construction area and reduce sediment pollution from construction work taking place in or adjacent to water. The diversions would consist of a temporary dam constructed just upstream of the existing bridge and temporary pipes of sufficient number and size to carry stream flow from the temporary dam, through the construction site, to a point downstream. In addition to a piped diversion, the Cirby Creek bank stabilization area would also include the excavation of a secondary low flow channel in a sand bar on the opposite side of the stream bed. This secondary channel would be vegetated with native grasses and would remain after completion of the project. After the completion of in-channel construction, the diversion dams would be removed and the stream bed restored.

The NPDES California general construction permit allows temporary stream diversions provided that the discharge complies with the BMPs described in the SWPPP, is filtered or treated, does not exceed numeric action levels for pH and turbidity, and will not cause or contribute to a violation of water quality standards (SWRCB 2009). The proposed stream diversions would isolate areas of ground disturbance from the flowing water of the stream and would reduce the potential for water quality degradation resulting from in-stream construction activity.

Implementation of the proposed project would require construction activities within the stream channel that would require dewatering and stream diversions. The estimated volume of dewatering waste produced and the design of infiltration basins, filtration systems, and other BMPs would be developed prior to the final design phase of the project. As required by the NPDES California general construction and General Dewatering permits, filtration devices and systems would be provided to remove pollutants and suspended sediments generated during dewatering activities. A dewatering plan approved by the Central Valley RWQCB would be prepared as a component of the SWPPP, and all dewatering waste discharged to surface water would meet the applicable water quality objectives (refer to beneficial uses and water quality objectives described above).

Because SWRCB, Central Valley RWQCB, and City of Roseville regulations are in place to minimize erosion and transport of sediment and other pollutants during construction, and appropriate project-specific measures would be defined to secure necessary permits and approvals, construction-related impacts would be minimized and would not result in substantial adverse effect on water quality.

Use-related Impacts

The long-term maintenance and repair of the multi-use trail would require the use of various tools and equipment that have the potential to introduce oil, grease, litter, and chemical pollutants into Dry, Linda, and Cirby Creeks. Additionally, potential users of the trail may inadvertently or intentionally introduce contaminants, such as litter, sanitary wastes, and pet wastes. Over time, these contaminants could accumulate and adversely affect the water quality of Dry, Linda, and Cirby Creeks.

The potential for long-term use and maintenance of the trail to affect water quality would be minimized through compliance with the existing CDFW Streambed Alteration Agreement for the City of Roseville Routine Maintenance of Streams and Drainage Facilities project (Agreement). This Agreement covers routine activities, such as trail maintenance, channel alignment maintenance, debris removal, facilities repair or replacement, vegetation control in channels, minor erosion control work, and bridge washing and painting. The Agreement includes limits on the extent and intensity of each activity and measures to protect water quality such as sediment control, pollutant and litter management, and prohibitions on the use of heavy equipment in streams (CDFW 2017).

The use and maintenance of the proposed multi-use trail would involve activities that could negatively affect water quality. However, the City of Roseville conducts maintenance of its trail system under an existing agreement with CDFW which prescribes water quality protections for operation and maintenance activities.

Conclusion

Because SWRCB, Central Valley RWQCB, CDFW, and City of Roseville existing protections are in place, construction and the long-term use and maintenance of the proposed multi-use trail would have a **less-than-significant** impact on water quality.

Alignment Option 1A

Option 1A is the same as the Proposed Trail Alignment until the approach to the Dry Creek/Cirby Creek confluence and the first bridge. Where the Proposed Trail Alignment would cross Dry Creek via Bridge #2 and continue on the northern bank of Cirby Creek, Option 1A would cross Dry Creek via Bridge #3. By remaining on the south bank of Cirby Creek, Option 1A would not require the construction of Bridge# 2 or Bridge #4. The streambank of Cirby Creek is moderately erosive in the Option 1A area,

and the proximity of private property would require the path to be located near the top of the bank. For this reason, Option 1A would require an additional 765 linear feet of retaining walls or streambank stabilization when compared to the Proposed Trail Alignment. As discussed in regards to the Proposed Trail Alignment above, construction of Option 1A would require compliance with SWRCB, Central Valley RWQCB, and City of Roseville regulations that would minimize the potential for construction-related water quality impacts. Additionally, the use and maintenance of the Option 1A alignment would comply with the protective conditions of the existing CDFW Routine Maintenance Agreement and would have a **less-than-significant** impact on water quality.

Alignment Option 1C

Option 1C is the same as the Proposed Trail Alignment with the exception that in the Sheet 1 Segment, the multi–use trail would be located on the northeastern side of Dry Creek. In the Sheet 1 Segment, the northeastern bank of Dry Creek is steep and erosive with little distance between the top of the bank and the adjacent private property (CBEC 2014 (see Appendix F)). Because of this, implementation of Option 1C would require an additional 1,080 linear feet of streambank stabilization. Option 1C would have the same bridges and undercrossings described above under the Proposed Trail Alignment, with the exception of the widening of the Darling Way Bridge (Bridge #1), and Option 1C would have the same construction and use-related impacts. As discussed under the Proposed Trail Alignment above, construction of Option 1C would require compliance with SWRCB, Central Valley RWQCB, and City of Roseville regulations which would minimize the potential for construction related water quality impacts. Additionally, the use and maintenance of the Option 1C alignment would comply with the protective conditions of the existing CDFW Routine Maintenance Agreement and would have a **less-than-significant** impact on water quality.

Alignment Option 5A

Option 5A deviates from the Proposed Trail Alignment just west of Bridge #13. Bridge #13 would not be constructed, and Option 5A would remain on the south bank of Cirby Creek until crossing to the north bank via Bridge #14. Option 5A would include both an undercrossing of Sunrise Avenue and connecting paths to both sides of Sunrise Avenue. Both the Proposed Trail Alignment and Option 5A would make extensive use of retaining walls through this section of the path; however, Option 5A would require an additional 635 linear feet when compared to the Proposed Trail Alignment. As discussed in regards to the Proposed Trail Alignment above, construction of Option 5A would require compliance with SWRCB, Central Valley RWQCB, and City of Roseville regulations which would minimize the potential for construction related water quality impacts. Additionally, the use and maintenance of the Option 5A alignment would comply with the protective conditions of the existing CDFW Routine Maintenance Agreement and would have a **less-than-significant** impact on water quality.

Mitigation Measures

None required.

Impact 4.8-2	Potential to substantially alter existing drainage patterns or to create runoff volume that would exceed the capacity of drainage systems or result in erosion, siltation, or flooding.
Applicable Policies and Regulations	Federal Clean Water Act – NPDES Permits City of Roseville Urban Stormwater Quality Management and Discharge Control Ordinance
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

The amount of stormwater runoff generated from an area is affected by development through conversion of vegetated or pervious surfaces to impervious surfaces and by the development of drainage systems that connect these impervious surfaces to streams or other water bodies. In this way, development can increase the rate of runoff and eliminate storage and infiltration that would naturally occur along drainage paths. As water runs off the land surface, it collects and carries materials and sediment, which can be potentially harmful to downstream receiving waters. Additionally, runoff from impervious surfaces can become concentrated, causing erosion and increased sediment transport.

The proposed project would result in the construction and use of a paved multi-use trail and would increase the amount of impervious surface; reducing the amount of infiltration and increasing runoff volume. The impervious surface of the proposed trail would be a narrow linear feature surrounded by a natural area having soils with high to moderate infiltration rates (NRCS 2015). Stormwater from the proposed trail would run off as sheet flow into the adjacent natural areas and infiltrate into the soil. The trail could incorporate drainage swales on one or both shoulders when the project engineer determines that they are necessary to protect the structural integrity of the trail. Additionally, the project would be required to install and maintain permanent post construction water quality BMPs such as revegetation and stabilization of disturbed areas and contouring to mimic natural drainage patterns (as required by the SWPPP described above).

The proposed project would not alter existing drainage patterns except for the installation of drainage swales where needed to ensure slope stability as required by City of Roseville Design Standards. This would be a minor alteration of existing drainage patterns and would not create an adverse hydrologic effect.

The proposed project would not significantly alter drainage patterns on the site. Additionally, runoff from the proposed project would be readily infiltrated into the adjacent natural areas, and BMPs to control stormwater runoff and prevent erosion would be required by the Central Valley RWQCB SWPPP.

Conclusion

The potential for the proposed project to create an adverse effect resulting from alteration of drainage patterns or an increase in surface runoff would be **less than significant**.

Alignment Option 1A

The potential impacts related to drainage patterns and runoff volume are the same for Option 1A as those discussed under the Proposed Trail Alignment above. For the same reasons, Option 1A would not result in a significant alteration of drainage patters or an increase in surface runoff. Therefore, the implementation of Option 1A would have a **less-than-significant** impact relative to these resources.

Alignment Option 1C

The potential impacts related to drainage patterns and runoff volume are the same for Option 1C as those discussed under the Proposed Trail Alignment above. For the same reasons, Option 1C would not result in a significant alteration of drainage patters or an increase in surface runoff. Therefore, the implementation of Option 1C would have a **less-than-significant** impact relative to these resources.

Alignment Option 5A

The potential impacts related to drainage patterns and runoff volume are the same for Option 5A as those discussed under the Proposed Trail Alignment above. For the same reasons, Option 5A would not result in a significant alteration of drainage patters or an increase in surface runoff. Therefore, the implementation of Option 5A would have a **less-than-significant** impact relative to these resources.

Mitigation Measures

None required.

Impact 4.8-3	Alter or redirect 100-year flood flows, or expose people or structures to risk of injury or damage by flood waters.
Applicable Policies and Regulations	National Flood Insurance Act of 1968 and all subsequent related legislation CVFPB 200-year Flood Protection Standards City of Roseville General Plan Safety Element City of Roseville Municipal Code, Section 19.80.040 City of Roseville Design and Construction Standards City of Roseville General Plan – Floodplain development
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

The proposed Dry Creek Greenway East Trail would be located within the City of Roseville Floodway and the 100-year Floodplain as defined by FEMA (see Exhibit 4.8-1). In areas where the trail would be located below the 10-year flood event water surface elevation (WSE), the trail would conform to Section 13 Bikeways, of the City's Design/Construction Standards. All segments of the trail located below the 10-year flood WSE or positioned more than 45 degrees to the directional flow of water would be made of Portland cement concrete or another approved material and would have toe protection to prevent the trail from being undermined during flood events. The decks of the eight bridge structures included in the proposed project would be above the 10-year WSE. With the exception of bridges 13 and 21, all bridges would be designed to allow 3 feet of clearance between the sofit and the 200-year WSE in compliance with CVFPB bridge design standards for major streams (CCR Title 23, Division 1, Article 8, Section 128). Bridges 13 and 21 would require a variance from CVFPB standards which would be considered by CVFPB during a public hearing. For the two bridges that have sofits above the 10-year WSE but below the 200-year WSE, bridge railings would be designed to sustain the 100-year flood event without damage and without human intervention. Finally, where feasible, the approach ramps to bridges would be armored and would facilitate water movement around the bridge rather than directly over it.

The Location Hydraulic Report (PSOMAS 2016) and the Supplemental Hydraulic Analysis (PSOMAS 2017) prepared for the project evaluated the potential for the proposed project to affect 100-year flood levels. The Supplemental Hydraulic Analysis confirmed the findings of the Location Hydraulic Report using more recent data. The majority of the Proposed Trail Alignment would be located at-grade and would have a negligible effect on the floodplain. Creek and roadway crossings would be located perpendicular to flood flows and have the potential to increase flood water elevations or re-direct flood waters. As required by City of Roseville design standards, hydraulic and structural calculations were prepared for all project bridges based on the assumption that the bridge trusses would completely block the flow of water (PSOMAS 2016). With the exception of Bridge #13, all stream crossings and roadway undercrossings are located in the floodway fringe (refer to Exhibit 4.8-2). Bridge #13 would be constructed with a new reinforced concrete flat slab bike/pedestrian bridge over Linda Creek. The 100-year floodway extends beyond the main Linda Creek channel at this location because of the confluence with Cirby Creek. Although the bridge approaches and abutments would be located outside of the Linda Creek main channel, they would encroach within the floodway. All bridges, including Bridge # 13, would have a negligible effect (<0.1 feet) on WSE for the 100-year storm event.

The trail itself would be designed to minimize impacts to the floodplain and to withstand flood events; however, during high water flows, portions of the trail and components such as bridge structures and trailheads may be unsafe for use by pedestrians and bicyclists. The City operates a flood warning system that uses television, internet, telephone, and radio to provide residents with information related to water levels. This system is intended to provide up to three hours of advance warning (City of Roseville 2012) to warn against trail use. In addition, the City of Roseville uses portable signs to prohibit trail access during high water events.

Although the proposed project would be located within the 100-year floodplain and would be located below the 10-year water surface elevation in some areas, the trail would conform to all City standards for construction of bikeways in floodplains. The trail and its structures would be armored and secured to withstand flooding events without damage, and signage and flood warning systems would prevent use of the trail during high water events. All bridges and encroachments within the regulated floodway have been designed so that they would not create an adverse increase in the 100-year water surface elevation.

Conclusion

The implementation of the Proposed Trail Alignment would have a **less-than-significant** impact on flood flows.

Alignment Option 1A

Option 1A would require the construction of Bridge #3 instead of Bridge #2 and Bridge #4 and would, therefore, have a smaller encroachment footprint within the 100-year floodplain when compared to the Proposed Trail Alignment. As described under the Proposed Trail Alignment, all portions of the trail located below the 10-year water surface elevation would conform to Section 13, “Bikeways” of the City’s Design/Construction Standards. The trail and its structures would be armored and secured to withstand flooding events without damage, and signage and flood warning systems would prevent use of the trail during high water events. No encroachments within the regulated floodway would result in an adverse increase in the 100-year WSE. Therefore, the implementation of Alignment Option 1A would have a **less-than-significant** impact on flood flows.

Alignment Option 1C

Option 1C would not require the widening of Darling Way Bridge (Bridge #1) and would therefore have a smaller encroachment footprint within the 100-year floodplain when compared to the Proposed Trail Alignment. As described under the Proposed Trail Alignment, all portions of the trail located below the 10-year water surface elevation would conform to Section 13, “Bikeways” of the City’s Design/Construction Standards. The trail and its structures would be armored and secured to withstand flooding events without damage, and signage and flood warning systems would prevent use of the trail during high water events. No encroachments within the regulated floodway would result in an adverse increase in the 100-year WSE. Therefore, the implementation of Alignment Option 1C would have a **less-than-significant** impact on flood flows.

Alignment Option 5A

Option 5A would deviate from the Proposed Trail Alignment just west of Bridge #13 and would therefore not create the 100-year floodway impacts described under the Proposed Trail Alignment because Bridge #13 would not be constructed. Option 5A would cross Linda Creek via Bridge #14 and would result in no encroachments within the regulated floodway and therefore would not result in an increase in the 100-year WSE. In addition, Bridge #14 would meet CVFPB bridge design standards and would not require a CFVPB variance. This would be considered a **less-than-significant** impact.

Mitigation Measures

None required.

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4.9 LAND USE AND PLANNING

4.9.1 Introduction

This section describes the existing land uses and applicable land use plans for the project area. The proposed project is evaluated for consistency with applicable land use plans as well as potential for conflicts with existing land use. The project area is not located within an adopted conservation plan or natural community conservation plan; the City of Roseville (City) is not participating in the Placer County Conservation Plan.

Comment letters received in response to the Notice of Preparation address the potential for diminishing property values, limiting future development, and the degree to which the proposed alignment supports the goal of a highly connected trail. While these are important issues for consideration of the project's merits, they are not environmental issues within the purview of CEQA. A discussion of the potential growth-inducing effects of the project are included in Section 5.2 in Chapter 5, "Other CEQA Considerations," of this Draft EIR. The goals and objectives of the proposed project are discussed in Chapter 3, "Project Description."

4.9.2 Environmental Setting

REGIONAL SETTING

Within the City of Roseville incorporated limits, there are fifteen subareas that have been planned for urban development. These include the Infill Area, the North Industrial area, and the City's 14 specific plan areas.

The project site is located in the Infill Area. The Infill Area constitutes what historically has been the central core of Roseville, as well as the areas that were the focus of growth in the City until the early 1980s. With the exception of scattered parcels of limited acreage, the Infill Area is close to being fully developed. The land uses in this area include a mix of residential neighborhoods, commercial and industrial uses, and amenities to serve the residents of the community. The Infill Area encompasses some of the oldest portions of the City, but excludes the Downtown Specific Plan area and Riverside Specific Plan area. Totaling 8,505 gross acres, the Infill Area is planned to accommodate approximately 43,000 residents at full buildout.

Site Location and Description

The proposed project would run through the creek corridors of developed neighborhoods and business districts in the City of Roseville. With the exception of a few scattered parcels, the properties surrounding the creek corridors are fully developed. The properties adjacent to the proposed trail corridor include a mix of residential, commercial, parks, open space and public/quasi-public uses. Flood control improvements, including floodwalls, berms, a bypass channel, bypass culverts, and a detention basin are located along the length of the proposed project from Interstate 80 (I-80), easterly to Old Auburn Road. A flood control bypass channel and detention basin are located along the south side of Linda Creek east of Rocky Ridge Drive and north of Cirby Way. Commercially-zoned properties are concentrated along Sunrise Avenue to the north and south of the project site along Linda Creek. Commercial areas are also found near the western part of the proposed trail along Riverside Avenue between Darling and Cirby Ways.

LAND USE DESIGNATIONS AND ZONING DISTRICTS

Land use designations in the Roseville General Plan associated with the proposed trail consist of Open Space, Community Commercial, and Low-Density Residential. Areas surrounding the project site consist of Low Density Residential, Medium Density Residential, High Density Residential, Community Commercial, Business Professional, Public/Quasi-Public, and Parks and Recreation. These General Plan land use designations are shown in Exhibit 4.9-1.

The proposed trail project would be located primarily within City-owned property zoned Open Space with Floodway or Floodway Fringe Overlays. Small segments of the trail would also be located on property zoned for residential, commercial, and parks and recreation use with the Floodway or Floodway Fringe Overlays, with some affected properties being privately owned. Exhibit 4.9-2 depicts zoning districts associated with the project site.

4.9.3 Regulatory Setting

Key regulatory and conservation planning issues applicable to the proposed project are discussed below.

FEDERAL

There are no applicable land use federal regulations and policies that pertain to the proposed project.

STATE

Government Code Section 65300 et seq. establishes the obligation of cities and counties to adopt and implement general plans. The general plan is a comprehensive, long-term, and general document that describes plans for the physical development of a city or county and of any land outside its boundaries that, in the city's or county's judgment, bears relation to its planning. The general plan addresses a broad range of topics, including, at a minimum, land use, circulation, housing, conservation, open space, noise, and safety. In addressing these topics, the general plan identifies the goals, objectives, policies, principles, standards, and plan proposals that support the city's or county's vision for the area. The general plan is a long-range document that typically addresses the physical character of an area over a 20-year period. Finally, although the general plan serves as a blueprint for future development and identifies the overall vision for the planning area, it remains general enough to allow for flexibility in the approach taken to achieve the plan's goals. The City of Roseville's General Plan includes policies relevant to the proposed project, which are summarized as follows.

LOCAL

City of Roseville General Plan

The City of Roseville General Plan 2035 contains a number of goals and policies applicable to the proposed project that land use. Key provisions from the Open Space and Conservation Element and the Parks and Recreation Element are summarized below.

<u>Open Space and Conservation Element</u>

GOAL 1: Establish a comprehensive system of public and private open space, including interconnected open space corridors that should include oak woodlands, riparian areas, grasslands, wetlands, and other open space resources.

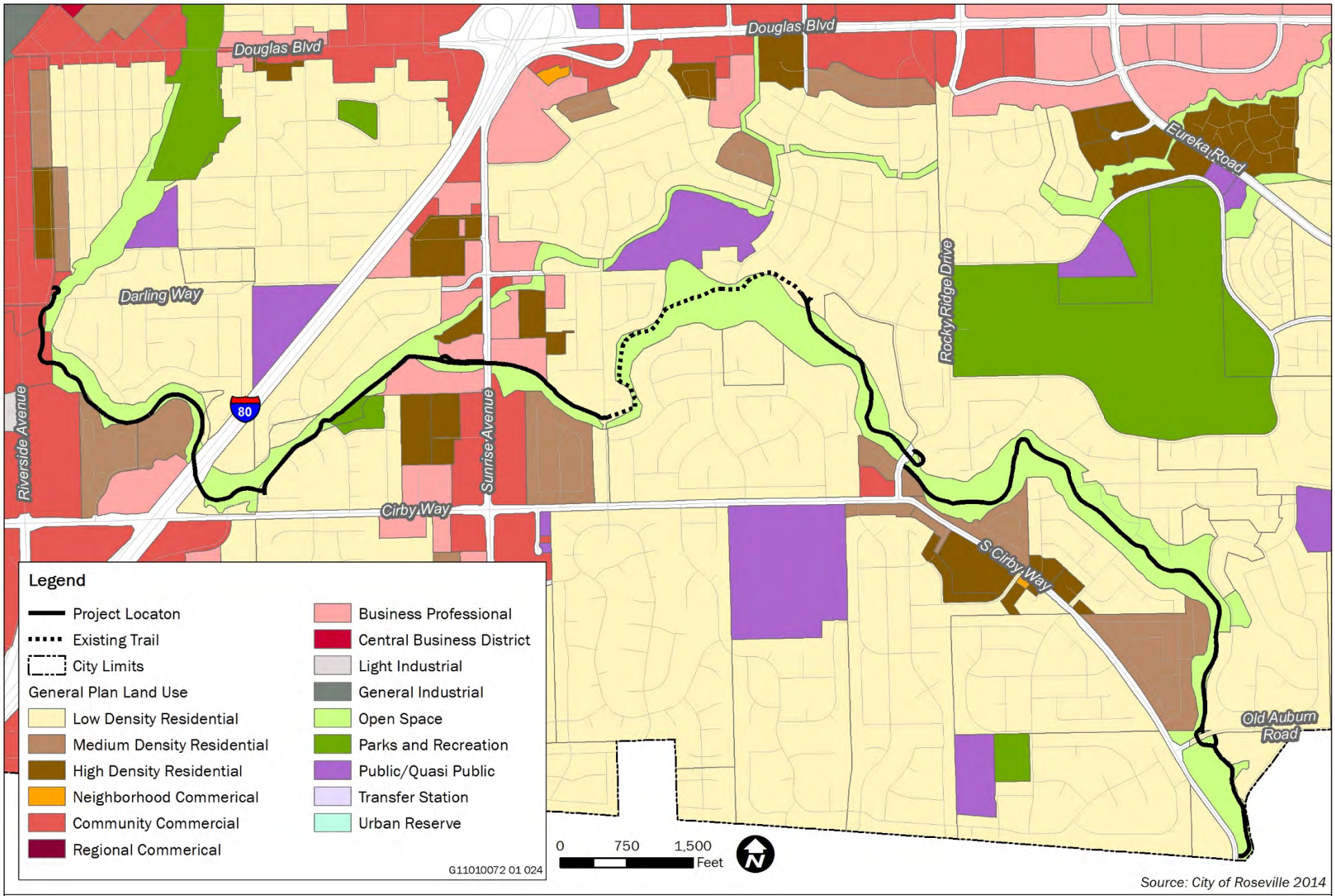

Exhibit 4.9-1

General Plan Land Use Designations

ASCENT ENVIRONMENTAL

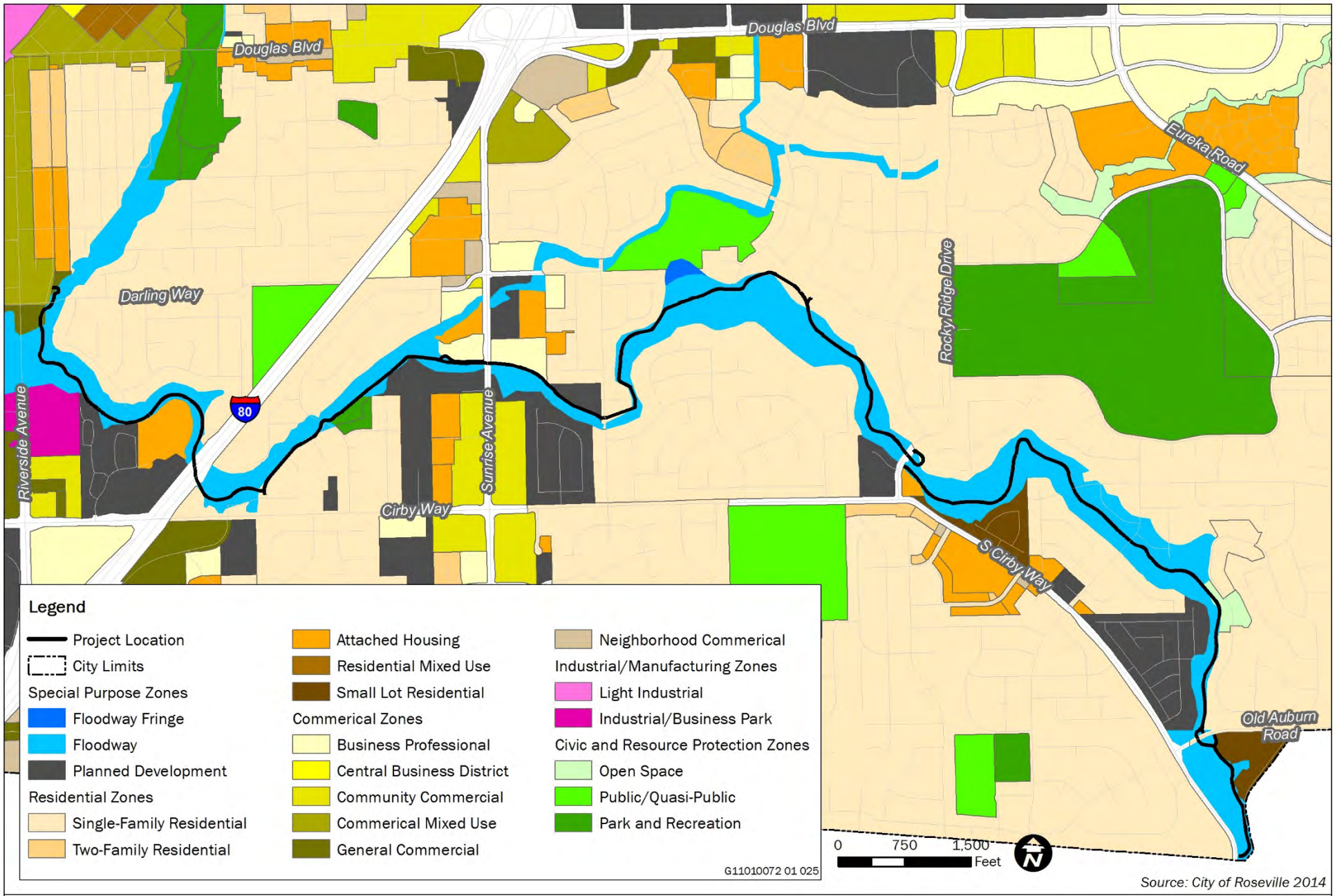

Exhibit 4.9-2

Zoning Designations

ASCENT ENVIRONMENTAL

GOAL 2: Utilize the open space system to connect neighborhoods and separate development areas within the City.

GOAL 3: Provide access to public open space areas through the establishment of a series of public linkages that will be adequately managed and protected.

GOAL 4: Integrate, where feasible, passive recreational and educational opportunities with the protection of wildlife and vegetation habitat areas.

- **Policy 1:** Provide an interconnecting system of open space corridors that, where feasible, incorporate bikeways and pedestrian paths.
- **Policy 2:** Provide interconnected open space corridors between open space and habitat resources, recreation areas, schools, employment, commercial service and residential areas.
- **Policy 5:** Provide access to public open space resources except in those areas determined by the City to be sensitive to human presence.
- **Policy 6:** Take into account consideration of natural habitat areas in developing linkages and in preserving open space areas. Identify alternate sites for linkages where sensitive habitat areas have the potential to be adversely impacted.

Parks and Recreation Element

GOAL 2: Provide residents with both active and passive recreation opportunities by maximizing the use of dedicated park lands and open space areas

- **Policy 9:** Continue to maintain and upgrade as necessary City parks and open space areas through the Parks and Recreation Department, to assure safe, clean and orderly facilities.
- **Policy 12:** Ensure that new public parks and recreation facilities, open space, paseos, landscape areas and greenways provide adequate funding for initial development, as well as ongoing maintenance and operation.

The City of Roseville General Plan 2035 also contains land use designations that address both public and private development and serve as a guide for zoning and other land use regulations. Because the land use map provides a guide for future development, it is possible that more than one zoning district may be consistent with any one land use designation. Designations applicable to the proposed project are summarized below and are shown above in Exhibit 4.9-1.

Land Use Element

Where appropriate, land use definitions are broad in scope to allow the flexibility necessary to achieve the General Plan's polices related to pedestrian orientation and convenience gained by allowing mixed-use projects. This is achieved through the permitted secondary uses associated with each land use designation. The extent of the secondary uses permitted, and conditions related to their use, are specified in the overlying zoning, specific plan, and/or other master plan.

Open Space

Purpose: The open space land use designation is used to preserve and protect public and private lands that are significant because of wild life habitat, natural features, or flood hazard. Within new development areas, the 100-year floodplain boundaries will be designated as Open Space. In addition, sensitive or unique natural features, including, but not limited to, wetlands, vernal pools, and oak woodlands are also to be designated as open space as part of specific plans and other major development review processes.

Primary Uses: Passive recreation and minor recreation facilities (picnic tables, restrooms), walking and bike trails, and resource interpretive facilities.

Secondary Uses: Resource mitigation and drainage detention.

Park and Recreation
Purpose: The park and recreation designation is used to identify public parks in Roseville and public and private recreation facilities.

Primary Uses: Public park and recreation facilities, including ball diamonds and fields, golf courses, pools, bike trails and community buildings; and private recreation uses when they include outside facilities such as golf course, tennis courts, etc.

Secondary Uses: Libraries, child/elder care facilities, resource mitigation, and drainage detention.

Low-Density Residential
Purpose: The low-density residential land use category is applied to lands where single-family dwelling units that comprise the majority of Roseville's housing supply are located. The lower densities are assigned to lands with the flexibility to accommodate development constraints (e.g. slopes, trees, etc.). Typically, low-density residential lands should require minimal grading or disturbance of natural features.

Primary Uses: Attached and detached single- family residences; and public parks, resource preservation and open space areas.

Secondary Uses: Secondary uses include public and private schools, religious assembly, private recreation; and limited office, commercial childcare facilities, and neighborhood retail and services.

Medium-Density Residential
Purpose: The medium density residential land use category is applied to lands characterized by small lot single family detached dwelling units and attached patio homes, half-plexes, townhouses, condominiums, and mobile home parks. This residential land use will accommodate a variety of housing types and designs, and is often located as a transition or buffer between higher intensity land uses and low density residential land use. It may also be applied as a transition between higher volume roadways and lower density residential uses.

Primary Uses: Attached and detached single family and multi-family residences; and public parks, resource preservation and open space areas.

Secondary Uses: Secondary uses include public and private schools, religious assembly, private recreation; and limited office, commercial childcare facilities, and neighborhood retail and services.

Community Commercial
Purpose: The community commercial land use category is distinguished from the neighborhood commercial designation by providing a broader range of goods and services to an expanded service area.

Primary Uses: Retail stores and businesses selling a full range of goods and services including auto sales and repair, and commercial child care facilities.

Secondary Uses: Professional offices uses, including medical offices and clinics.

Business Professional
Purpose: To provide areas for small and large office uses, including uses supportive of offices.

Primary Uses: The business professional land use category includes administrative, professional, government and medical offices, and research and development (not including any assembly or manufacturing). Hospitals and clinics may also be permitted by this land use designation.

Secondary Uses: Limited service commercial uses (e.g. banks, restaurants, day care centers, travel agencies, florists, etc.) are encouraged where they would minimize the need for vehicle travel for convenience trips, but only as secondary uses in proximity to large office parks and complexes. In association with clinics and hospitals, pharmacies and other medical related retail may be permitted.

Combining Designations

The following designations are only applied in combination with another land use designation and modify the uses and standards of that designation.

Floodplain

Purpose: The floodplain designation identifies those lands that are within the City's Regulatory Floodplain boundaries as defined in the Safety Element. Development of lands with a floodplain land use designation is strictly regulated by the City of Roseville. In areas with existing development, the floodplain designation is an overlay or combining land use. As part of a specific plan, the land use designation may be combined with an open space or parks designation, if found consistent with the policies of the Safety Element.

Permitted Uses and Standards: Uses are limited to those that minimize impacts on upstream and downstream areas and are consistent with both the policies of the Safety Element and the underlying land use designation.

City of Roseville Zoning Ordinance

A permitted use in the Single-Family Residential, Attached Housing, General Commercial, Business Professional, and Park and Recreation districts (defined below) is "resource related recreation," which includes facilities related to passive recreation use of open space areas, including bike and pedestrian trails, picnic areas, parking areas, and interpretive centers.

Single-Family Residential (R1) District: The R1, Single-Family Residential district is intended for detached, single-family homes and similar and related uses inclusive of half-plexes.

Attached Housing (R3) District: The R3, Attached Housing district is intended for multiple-family housing. The types of land use intended for the R3 zoning district include apartments, condominiums, townhomes, and similar and related compatible uses.

General Commercial (GC) District: The General Commercial district is intended to serve the entire community by providing areas for commercial facilities that are more of a service or heavy commercial character than are permitted in the Community Commercial District, and may involve outdoor display, storage or activity uses.

Business Professional (BP) District: The Business Professional district is intended to provide locations for a wide variety of office uses and other uses which are related to and supportive of office uses.

Park and Recreation (PR) District: The Park and Recreation district may be applied to both public and private recreation facilities. It is intended to be applied to larger parks especially community wide facilities, but may also be applied to smaller neighborhood facilities when it is important, due to the planned facilities or natural features, to designate the site for park and recreation uses.

The zoning ordinance also describes several Special Area districts. The Special Area district is an overlay district which allows modification of the underlying general district regulations (including both

permitted Use Types and Development Standards) by reference to regulations adopted either in a Specific Plan, which applies to the property so classified, or in the ordinance rezoning the property so classified. The proposed project is located within the Floodway (FW) and Floodway Fringe (FF) special areas. The "Floodway" and the "Floodway Fringe" refers to those areas in and along Dry, Linda, Cirby, and Antelope Creeks as shown in October 1973 aerial photographic maps designated as "Official Floodplain Maps" of the City of Roseville.

Floodway (FW) District: The following uses, having a low flood damage potential and not obstructing flood flows, are permitted within the FW District. Provided, however, that no such use shall include structures, fill, or storage of materials or equipment. And further provided, however, that no such use shall adversely affect the capacity of the channels or floodways, or of any tributary to the main stream, drainage ditch, or any other drainage facility or system, nor shall any use increase the water surface elevation of the base flood:

1. Agricultural uses such as general farming, pasture, grazing, outdoor plant nurseries, horticulture, viticulture, truck farming, forestry, sod farming and wild crop harvesting.

2. Accessory industrial-commercial uses such as loading areas, parking areas, airport landing strips.

3. Private and public recreational uses such as golf courses, tennis courts, driving ranges, archery ranges, picnic grounds, boat launching ramps, swimming areas, park, wildlife and nature preserves, game farms, fish hatcheries, shooting preserves, target ranges, trap and skeet ranges, hunting and fishing areas, and hiking and horseback riding trails.

4. Accessory residential uses such as lawns, gardens, parking areas and play areas.

Floodway Fringe (FF) District: The following uses are permitted within the Floodway Fringe (FF) District:

1. Uses or structures accessory to uses permitted by Article II (Zoning Districts and Allowable Land Uses), but not including any structure designed or used for human residence.

2. Circuses, carnivals, and similar temporary or transient amusement enterprises.

3. Drive-in theaters, new and used car lots, temporary roadside stands, and freestanding signs or billboards (where permitted by the Sign Ordinance of the City of Roseville, Roseville Municipal Code Title 17).

4. Extraction of sand, gravel, and other materials.

5. Marinas, boat rentals, docks, piers, and wharves.

6. Railroad, streets, bridges, utility transmission lines, and pipelines.

7. Storage yards for readily transportable equipment, machinery, or materials.

8. Kennels and stables.

9. Other similar uses of a primarily open space nature.

10. Structures, including residential structures and mobile homes.

11. Any use permitted under the FW District.

City of Roseville 2008 Bicycle Master Plan

The City's 2008 Bicycle Master Plan (BMP) includes a plan for development of over 28 miles of Class I trails in Roseville, including the Dry Creek Greenway East Trail. The proposed project is identified as a priority project in the BMP because of its potential to provide a safe, comfortable, and convenient bicycle route in an area of the City with limited existing options for bicyclists. The City periodically updates the BMP. The next planned update to the BMP will begin in 2018. The proposed project is also included in the Sacramento Area Council of Governments currently conforming Metropolitan Transportation Plan for 2035, Amendment #I, and the 2013/16 Metropolitan Transportation Improvement Program Administrative Modification #11.

4.9.4 Impacts

METHODS OF ANALYSIS

The evaluation of the potential land use impacts associated with implementation of the proposed project is based on a review of planning documents, including the various components and policies of the City General Plan and other City regulations affecting planning and implementation of the proposed project. Potential impacts and plan consistency issues associated with aesthetics and visual resources, biological and natural resources, cultural resources, and agricultural resources are addressed in other sections of this Draft EIR in Chapter 4, "Environmental Setting, Impacts, and Mitigation Measures." The reader is referred to the relevant sections of this Draft EIR for a detailed analysis of other relevant environmental effects as they relate to a particular issue.

Physical division of an established community would result from construction of a barrier that changes the connectivity between areas of a community. The division would result in an impact if it would change the connectivity, such that implementation of a project would separate individuals from an existing community. Examples of this types of impact include closure of a bridge or roadway or construction of an impediment (e.g., storm channel), resulting in the loss of a transportation route such as a roadway, pedestrian path, or bicycle path.

THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, the proposed project was determined to result in a significant impact to land use and planning if it would:

- physically divide an established community;
- conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
- conflict with an adopted conservation plan or natural community conservation plan.

ISSUES OR POTENTIAL IMPACTS NOT DISCUSSED FURTHER

There are no adopted conservations plans or natural community conservation plans associated with the project site; therefore, this issue is not discussed further.

IMPACT ANALYSIS

Impact 4.9-1	Consistency with applicable land use plans.
Applicable Policies and Regulations	City of Roseville General Plan Open Space and Conservation Element City of Roseville Bicycle Master Plan
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

The proposed project would be a multi-use trail for pedestrians, bicyclists, and other non-motorized vehicle users that would connect neighborhoods, parks, schools, businesses, natural areas, and the on-street bikeway system across the south side of the City and would ultimately provide an important regional connection for the greater South Placer/Sacramento area. The multi-use trail would also serve as a paved, all-weather access for City maintenance crews. This would provide access to the City's sewer, water, and drainage outfalls that follow the creeks. The trail would also provide access for emergency service responders.

There are several utilities along the corridor that would require relocation or modifications during construction of the proposed trail. As described in Chapter 3, "Project Description," where the proposed trail alignment crosses or parallels sewer, water, telecommunications, or gas lines, adjustments to the grade of the trail or manholes may be needed, or the trail alignment would be shifted slightly to avoid the manholes. Existing gas and water lines at the Darling Way Bridge and Sunrise Avenue Bridge would also need to be relocated. Construction of the proposed project could result in scheduled and accidental interruptions of utility services. The City would positively locate public utilities within the potential impact area prior to construction, in compliance with state law (i.e., California Government Code 4216). The potential for disruption of utility systems during construction is low because of the established practices of utility identification.

Land use planning efforts relevant to the proposed project consist of the City's 2008 BMP and 2035 General Plan. The City's 2008 BMP includes a plan for development of over 28 miles of Class I trails in Roseville, including the proposed project. Class I off-street bike paths are most often used for recreational purposes, but they are also important for commuters where they allow bicyclists to avoid high traffic volume areas, such as highway interchanges or major arterial streets. The City of Roseville 2025 General Plan identifies the study area as an Infill planning area. With the exception of scattered parcels of limited acreage, the Infill area is close to being fully developed.

Land use designations associated with the proposed trail consist of Open Space, Parks and Recreation, Community Commercial, Business Professional, Low-Density Residential, and Medium Density Residential. The General Plan identifies walking and bike trails as a primary use for the Open Space and Parks and Recreation designations. A multi-use trail is not stated as a use for Community Commercial, Business Professional, or Low-Density Residential. Likewise, zoning districts associated with the trail alignment related to floodway are consistent with the City Code, while residential and commercial districts do not list multi-use trails as a primary use. While trail development is not listed as a primary use in these land use designations and zoning districts, it is a permitted use. In addition, the development of a multi-use trail would not interfere with existing or future residential or commercial uses.

The proposed project would be located primarily within City-owned property zoned Open Space with Floodway or Floodway Fringe Overlays. The floodway designation identifies those lands that are within the City's Regulatory Floodplain boundaries as defined in the Safety Element. Development of lands with a floodplain land use designation is strictly regulated by the City of Roseville. Trail development is a permitted use in the floodway designation. The majority of the proposed trail alignment would be located at-grade and would have a negligible effect on the floodplain and flood waters. With the exception of proposed Bridge #13, improvements for all stream crossings and roadway undercrossings are located in the floodway fringe and would have a negligible effect on water surface elevation for the 100-year storm event. Please also see Impact 4.8-3 in Section 4.8, "Hydrology" for a discussion of proposed Bridge #13.

In addition, the Open Space System goals in the City's General Plan include policies such as:

Open Space System Policy 1: providing an interconnecting system of open space corridors that, where feasible, incorporate bikeways and pedestrian paths;

Open Space System Policy 2: providing interconnected open space corridors between open space and habitat resources, recreation areas, schools, employment, commercial service, and residential areas; and

Open Space System Policy 6: take into account consideration of natural habitat areas in developing linkages and in preserving open space areas.

Conclusion

The proposed multi-use trail would be consistent with these policies because it extends from the existing Saugstad/Royer Park trail, follows creek corridors along portions of Dry, Cirby, and Linda Creeks through property primarily zoned Open Space with Floodway or Floodway Fringe Overlays, with the purpose of connecting neighborhoods, parks, schools, businesses, natural areas, and the on-street bikeway system across the south side of the City. In consideration of policy 6, design of the trail has to the extent feasible, avoided the larger trees along the creek corridor, especially the native oak trees, to minimize impacts to habitat and aesthetic values. For these reasons, the Dry Creek Greenway East Trail would be consistent with relevant land use plans and this impact would be **less than significant**.

Alignment Option 1A

Consistency with relevant land use plans under Alignment Option 1A would be the same as under the Proposed Trail Alignment because the option travels through the same land use designations and zoning, and contains the same elements as the Proposed Trail Alignment. Alignment Option 1A would begin north of Darling Way and would travel on the west side of Dry Creek. At the confluence of Dry Creek and Cirby Creek, this option would cross to the south side of Dry Creek and travel along the south side of Cirby Creek as the trail heads upstream. For the reasons described above for the Proposed Trail Alignment, this option would be consistent with relevant land use plans and the impact would be **less than significant**.

Alignment Option 1C

Consistency with relevant land use plans under Alignment Option 1C would be the same as under the Proposed Trail Alignment because the option travels through the same land use designations, zoning, and contains the same elements as the Proposed Trail Alignment. Alignment Option 1C would begin north of Darling Way and would travel on the east side of Dry Creek before crossing to the south side of Cirby Creek upstream of the confluence with Cirby Creek. For the reasons described above for the Proposed Trail Alignment, this option would be consistent with relevant land use plans and the impact would be **less than significant**.

Alignment Option 5A
Consistency with relevant land use plans under Alignment Option 5A would be the same as under the Proposed Trail Alignment because the option travels through the same land use designations, zoning, and contains the same elements as the Proposed Trail Alignment. East of Eastwood Park, Alignment Option 5A would remain on the south side of Linda Creek until east of Sunrise Avenue before crossing to the north side of the creek, and Bridge #13 would not be included. For the reasons described above under the Proposed Trail Alignment, this option would be consistent with relevant land use plans and the impact would be **less than significant**.

Mitigation Measures
None required.

Impact 4.9-2	Physically divide an established community.
Applicable Policies and Regulations	City of Roseville General Plan Open Space and Conservation Element City of Roseville Bicycle Master Plan
Significance with Policies and Regulations	Proposed Project: Beneficial Alignment Option 1A: Beneficial Alignment Option 1C: Beneficial Alignment Option 5A: Beneficial
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Beneficial (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment
The proposed project would be a multi-use trail for pedestrians, bicyclists and other non-motorized vehicle users that would connect neighborhoods, parks, schools, businesses, natural areas, and the on-street bikeway system across the south side of the City and would ultimately provide an important regional connection for the greater South Placer/Sacramento area. As discussed in the environmental analysis for the BMP, the construction of bikeways in Roseville would create linear travel corridors. These corridors would provide linkages through, rather than divide, the community. The connectivity that would be gained from the proposed project would create a new route that would enhance travel between existing communities.

As described in Chapter 3, “Project Description,” there are several utilities along the corridor that would require relocation or modifications during construction of the proposed trail. The utility lines and manhole covers that require relocation would be moved to a similar position as they currently exist. This construction would be temporary in nature and when complete would not divide the community.

The majority of the proposed trail alignment would be located within City of Roseville-owned property. There are some locations where the proposed trail alignment would pass through private property and would require the acquisition of right-of-way or permanent easements. Table 4.9-1 depicts the expected right-of-way and easement acquisition totals for the proposed trail and the alignment options. Exhibits 4.9-3 through 4.9-10 show the estimated right-of-way and easement requirements (Exhibits 4.9-7 and 4.9-8 only) along the proposed trail alignment. The square footage estimates are preliminary and approximate at this time, because planning has progressed to the concept level, and subsequent design development would refine the actual right-of-way needed. The right-of-way acquisitions and easements would not require the demolition or relocation of existing buildings and would not eliminate access to affected properties.

Exhibit 4.9-3

Proposed Trail Alignment Right-of-Way and Easement Requirements (Approximate) – Sheet 1 Segment

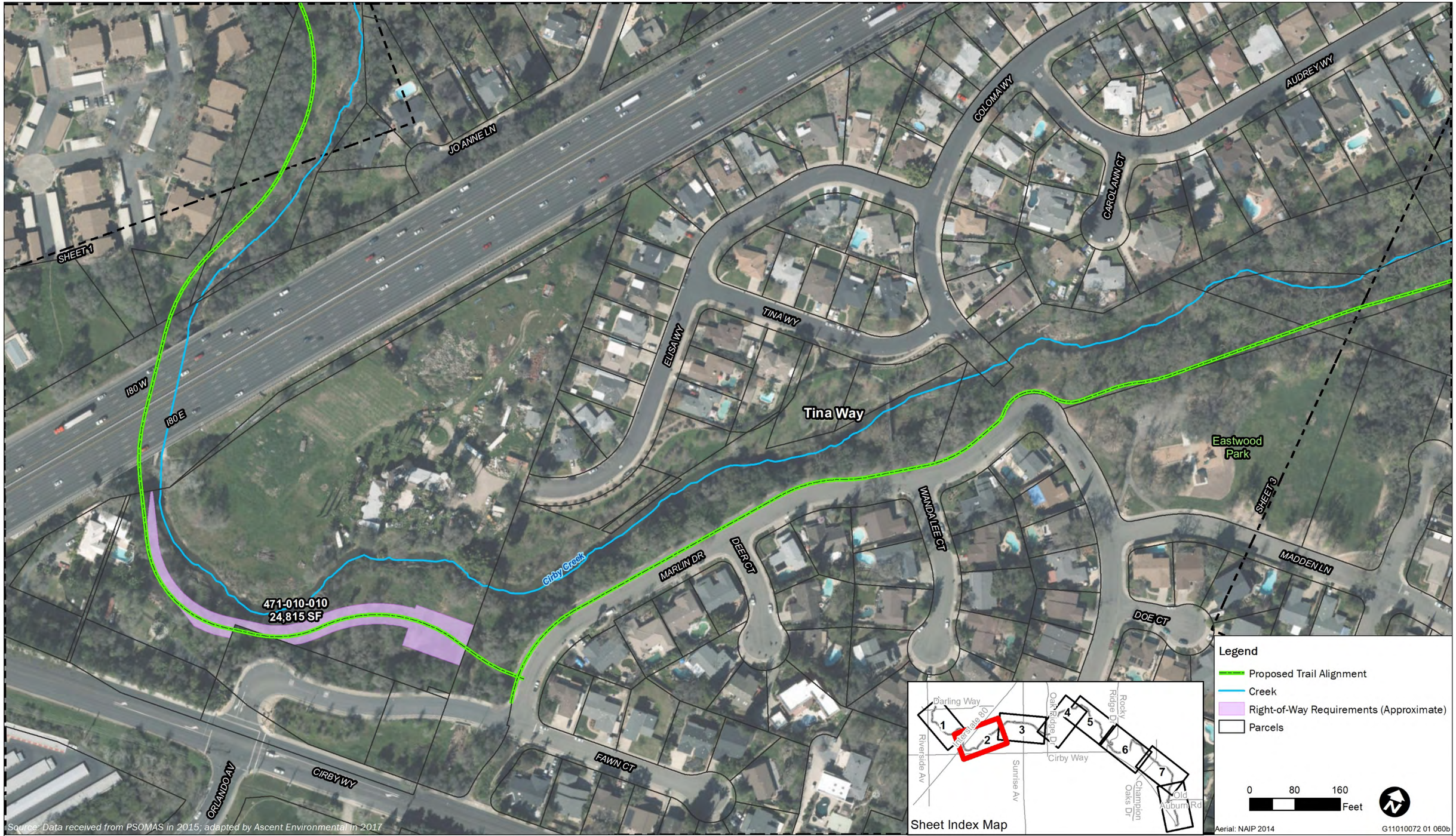

Exhibit 4.9-4

Proposed Trail Alignment Right-of-Way and Easement Requirements (Approximate) – Sheet 2 Segment

ASCENT ENVIRONMENTAL

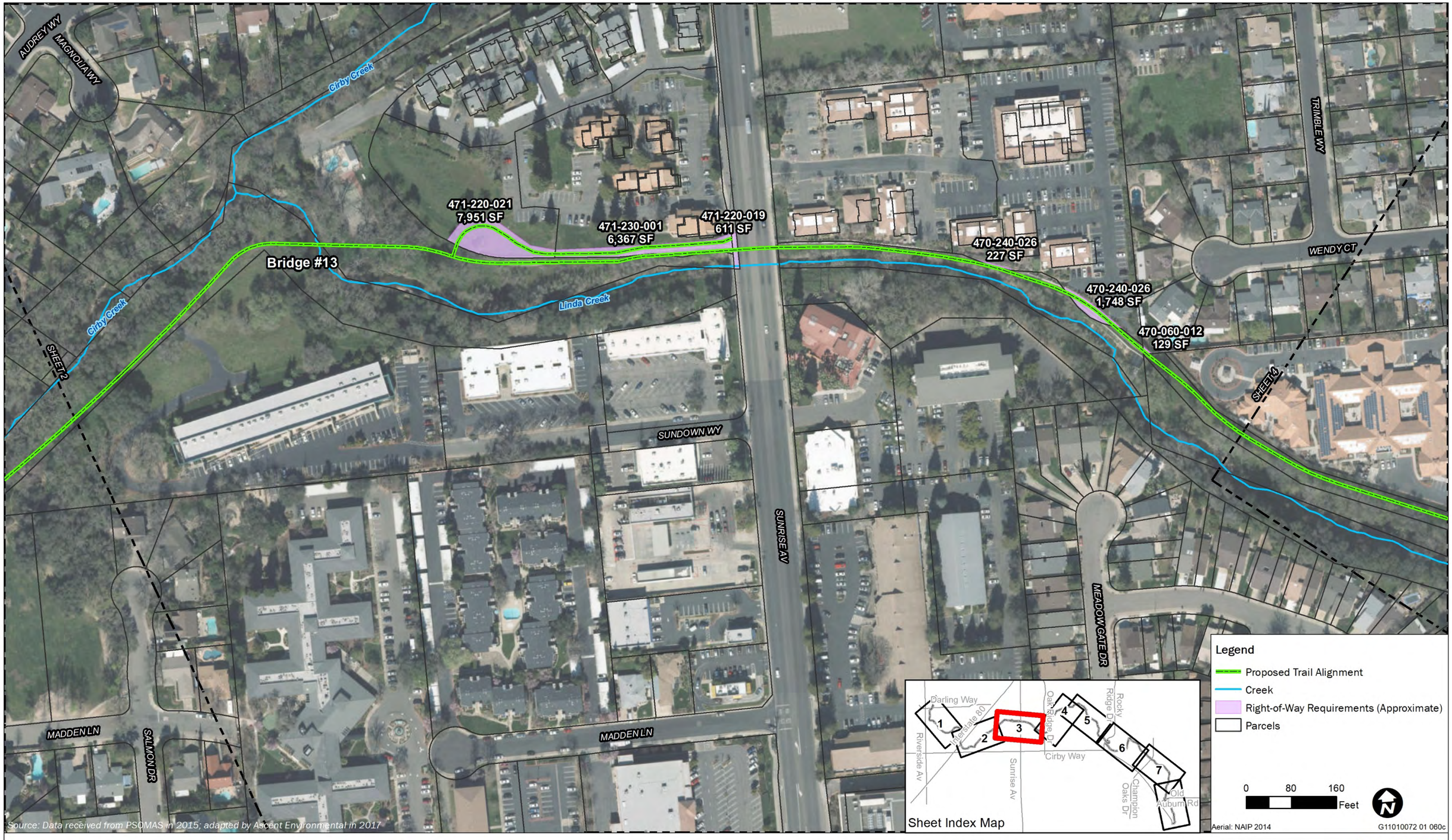

Exhibit 4.9-5

Proposed Trail Alignment Right-of-Way and Easement Requirements (Approximate) – Sheet 3 Segment

Exhibit 4.9-6

Proposed Trail Alignment Right-of-Way and Easement Requirements (Approximate) – Sheet 4 Segment

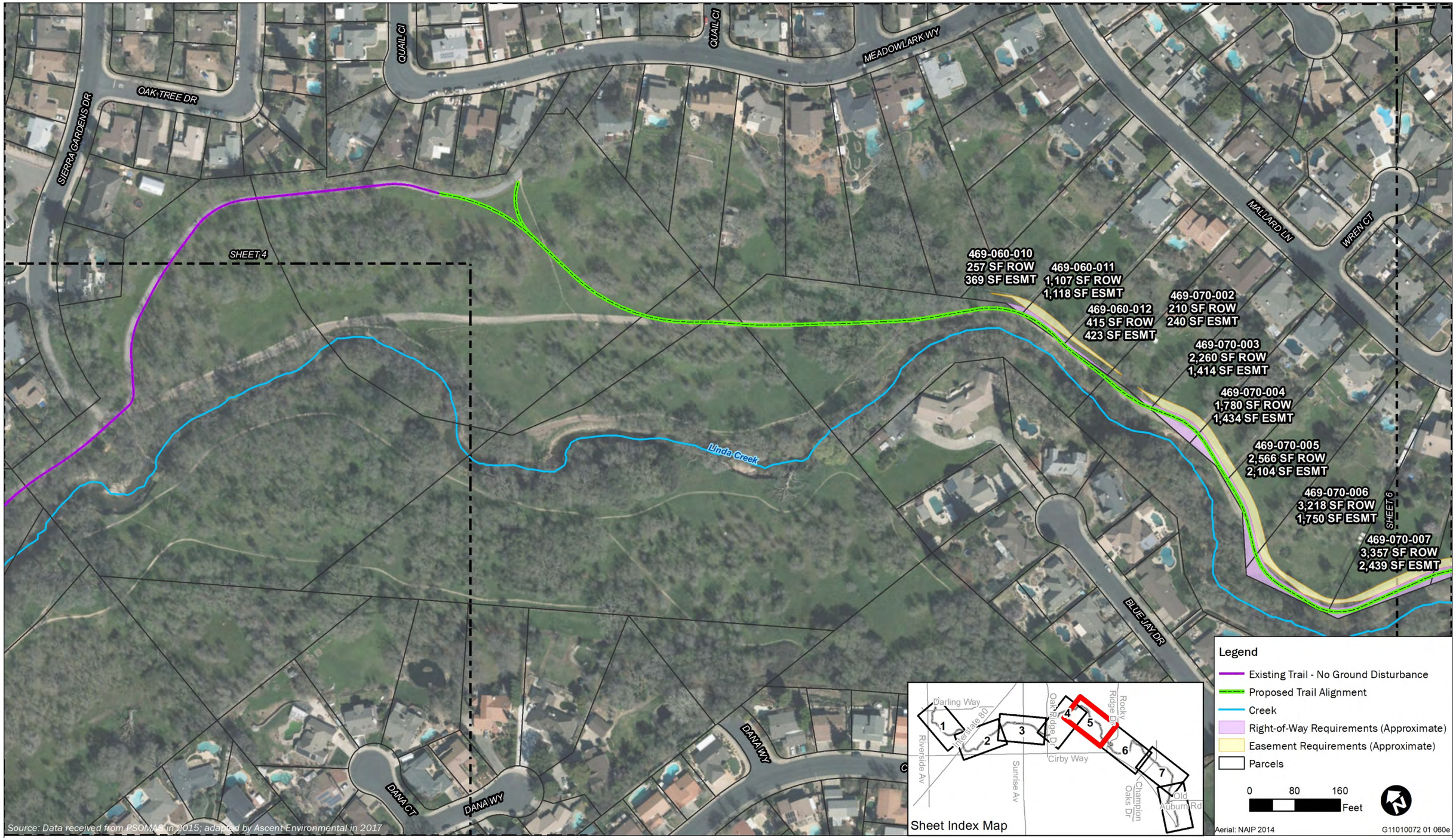

Exhibit 4.9-7

Proposed Trail Alignment Right-of-Way and Easement Requirements (Approximate) – Sheet 5 Segment

ASCENT ENVIRONMENTAL

Exhibit 4.9-8

Proposed Trail Alignment Right-of-Way and Easement Requirements (Approximate) – Sheet 6 Segment

Exhibit 4.9-9

Proposed Trail Alignment Right-of-Way and Easement Requirements (Approximate) – Sheet 7 Segment

ASCENT ENVIRONMENTAL

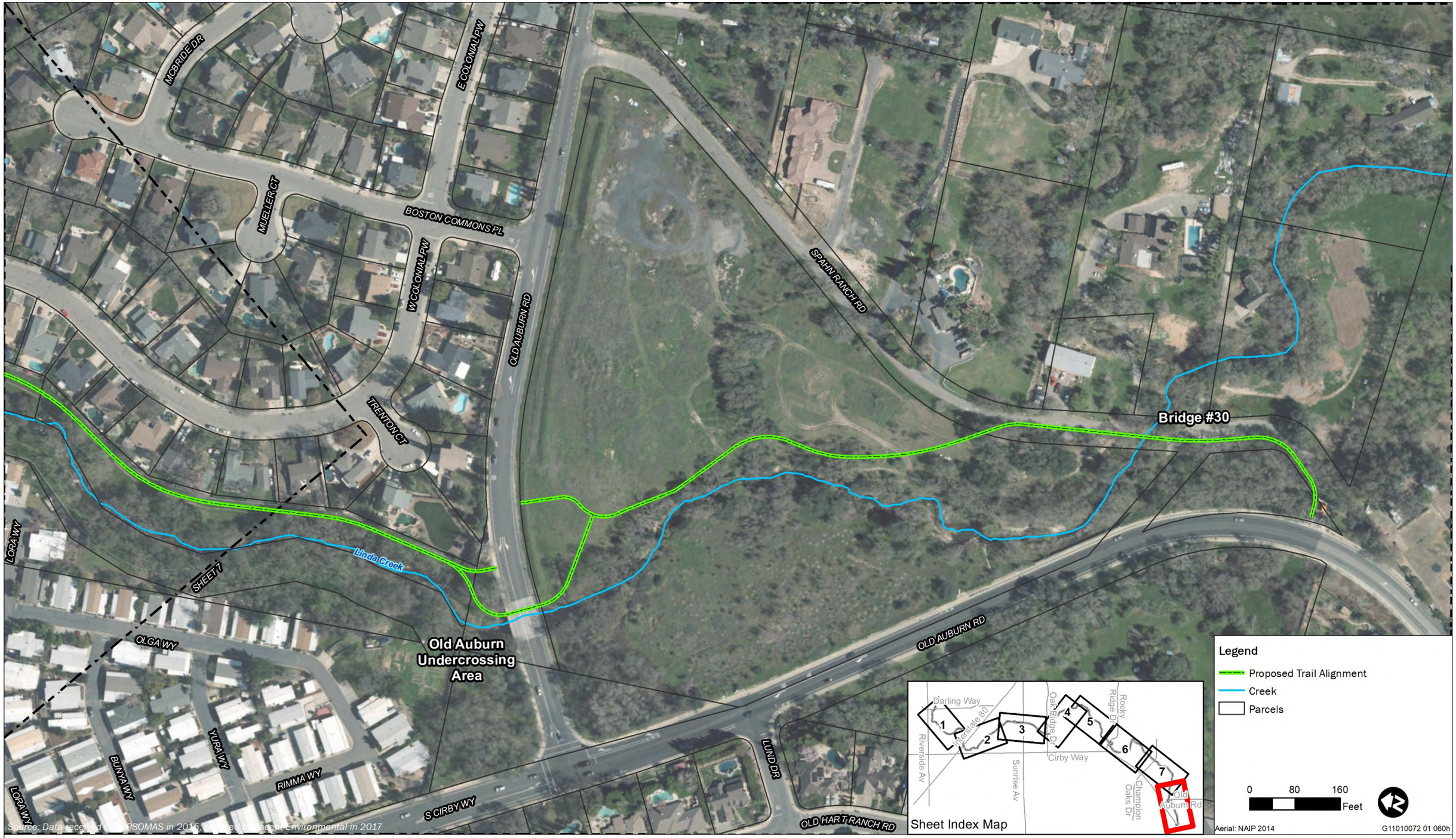

Exhibit 4.9-10

Proposed Trail Alignment Right-of-Way and Easement Requirements (Approximate) – Sheet 8 Segment

ASCENT ENVIRONMENTAL

Table 4.9-1 Right-of-Way Requirements by Parcel (Approximate)

Assessor's Parcel Number	Proposed Project Right of Way Required (square feet)[1]	Permanent Easement Required (square feet)[2]	Alignment Options Right of Way Required (square feet)[3]
469-060-010	257	369	Same
469-060-011	1,107	1,118	Same
469-060-012	415	423	Same
469-070-002	210	240	Same
469-070-003	2,260	1,414	Same
469-070-004	1,780	1,434	Same
469-070-005	2,566	2,104	Same
469-070-006	3,218	1,750	Same
469-070-007	3,357	2,439	Same
469-070-008	1,585	1,175	Same
469-070-009	839	—	Same
469-130-029	2,413	—	Same
469-130-030	113	—	Same
469-130-033	3,710	—	Same
469-130-034	4,345	—	Same
469-130-035	3,556	—	Same
469-130-036	2,786	—	Same
469-130-037	2,401	—	Same
469-130-038	2,403	—	Same
469-130-039	1,476	—	Same
469-200-003	7,242	—	Same
469-200-006	1,011	—	Same
470-070-021	—	—	879 (Alignment Option 5A)
470-070-022	—	—	849 (Alignment Option 5A)
470-060-012	129	—	(none required under Alignment Option 5A)
470-240-026	1,975	—	(none required under Alignment Option 5A
471-010-010	24,815	—	Same
471-220-008	—	—	702 (Alignment Option 5A)
471-220-019	611	—	(none required under Alignment Option 5A)
471-220-021	7,951	—	(none required under Alignment Option 5A)
471-230-001	6,367	—	(none required under Alignment Option 5A)
472-180-002	—	—	1,051 (Alignment Option 1C)
472-180-001	—	—	629 (Alignment Option 1C)
472-180-013	15,236	—	15,236 (Alignment Option 1A)

Table 4.9-1 Right-of-Way Requirements by Parcel (Approximate)

Assessor's Parcel Number	Proposed Project Right of Way Required (square feet)[1]	Permanent Easement Required (square feet)[2]	Alignment Options Right of Way Required (square feet)[3]
			(none required under Alignment Option 1C)
472-180-014	10,498	—	10,498 (Alignment Option 1A)
472-200-028	11,072	—	11,072 (Alignment Option 1A) 2,043 (Alignment Option 1C)
472-200-030	50,692	—	50,692 (Alignment Option 1A) 27,208 (Alignment Option 1C)
472-200-031	85,729	—	Same
472-250-003	—	—	15,338 (Alignment Option 1A)
472-360-053	2,515	—	5,161 (Alignment Option 1A) 2,515 (Alignment Option 1C)
472-360-079	1,378	—	Same
472-360-080	3,998	—	Same
472-360-084	764	—	Same
014-252-019	—	—	686 (Alignment Option 1C)
Total	**272,780 (6.57 acres)**	**12,466 (0.29 acres)**	**various**

Notes:

1. Total square footage, by parcel number, for the proposed project.

2. Permanent easement requirements are the same for the proposed trail alignment and alignment options.

3. Total square footage, by parcel number, for the trail with either Alignment Option 1A, 1C, or 5A. Unless noted, the total would be the same for any of the alignment options.

Source: Data compiled by Ascent Environmental, Inc. in 2014.

Portions of an existing access road west of residences on Mallard Lane would be relocated or reconstructed. If necessary, access gates and fences would also be relocated or reconstructed, and access would be maintained. One commercial property on Riverside Avenue, could require modifications to access to the rear of the property; however, the proposed project would not affect public access at the main entrance.

Conclusion

Although constructing the multi-use trail would create a linear travel corridor, the corridor would provide linkages through, rather than divide, the community. In addition, the project would not involve any change in access to the 38 parcels requiring right-of-way acquisition. Thus, this impact would be **beneficial**.

Alignment Option 1A

Alignment Option 1A would begin north of Darling Way and would travel on the west side of Dry Creek. At the confluence of Dry Creek and Cirby Creek, this option would cross to the south side of Dry Creek and travel along the south side of Cirby Creek as the trail heads upstream. Effects on established communities under Alignment Option 1A would be the same type and of the same magnitude as under the Proposed Trail Alignment, although this option would require the acquisition of 17,984 more square feet than the Proposed Trail Alignment. Alignment Option 1A would include right-of-way requirements on one additional parcel and on a larger portion of one parcel than would be required under the proposed trail alignment. Exhibit 4.9-11 shows the estimated right-of-way and easement requirements under this alignment option. For the reasons described above for the Proposed Trail Alignment, this impact would be **beneficial**.

Alignment Option 1C
Alignment Option 1C would begin north of Darling Way and would travel on the east side of Dry Creek before crossing to the south side of Cirby Creek upstream of the confluence with Cirby Creek. Effects on established communities under Alignment Option 1C would be the same type and magnitude of as under the Proposed Trail Alignment, although this option would require the acquisition of 55,881 fewer square feet than the Proposed Trail Alignment, because the trail would travel on the east side of Dry Creek instead of behind the commercial properties on Riverside Avenue. Exhibit 4.9-12 show the estimated right-of-way and easement requirements under this alignment option. Compared to the proposed project, Alignment Option 1C would include small right-of-way requirements on two parcels on the east side of Dry Creek and one parcel north of Darling Way. It would require less acquisition on five parcels along Riverside Avenue. For the reasons described above for the Proposed Trail Alignment, this impact would be **beneficial** under Alignment Option 1C**.**

Alignment Option 5A
East of Eastwood Park, Alignment Option 5A would remain on the south side of Linda Creek until east of Sunrise Avenue before crossing to the north side of the creek. Effects on established communities under Alignment Option 5A would be the same type and magnitude of as under the Proposed Trail Alignment, although this option would require the acquisition of 14,603 fewer square feet than the Proposed Trail Alignment. Exhibit 4.9-13 shows the estimated right-of-way and easement requirements under this alignment option. Compared to the proposed project, Alignment Option 5A would not require acquisition on five parcels north of Linda Creek, but it would require acquisition from three parcels south of Linda Creek. For the reasons described above under the Proposed Trail Alignment, this impact would be **beneficial**.

Mitigation Measures
None required.

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Exhibit 4.9-11

Alignment Option 1A Right-of-Way and Easement

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Exhibit 4.9-12

Alignment Option 1C Right-of-Way and Easement

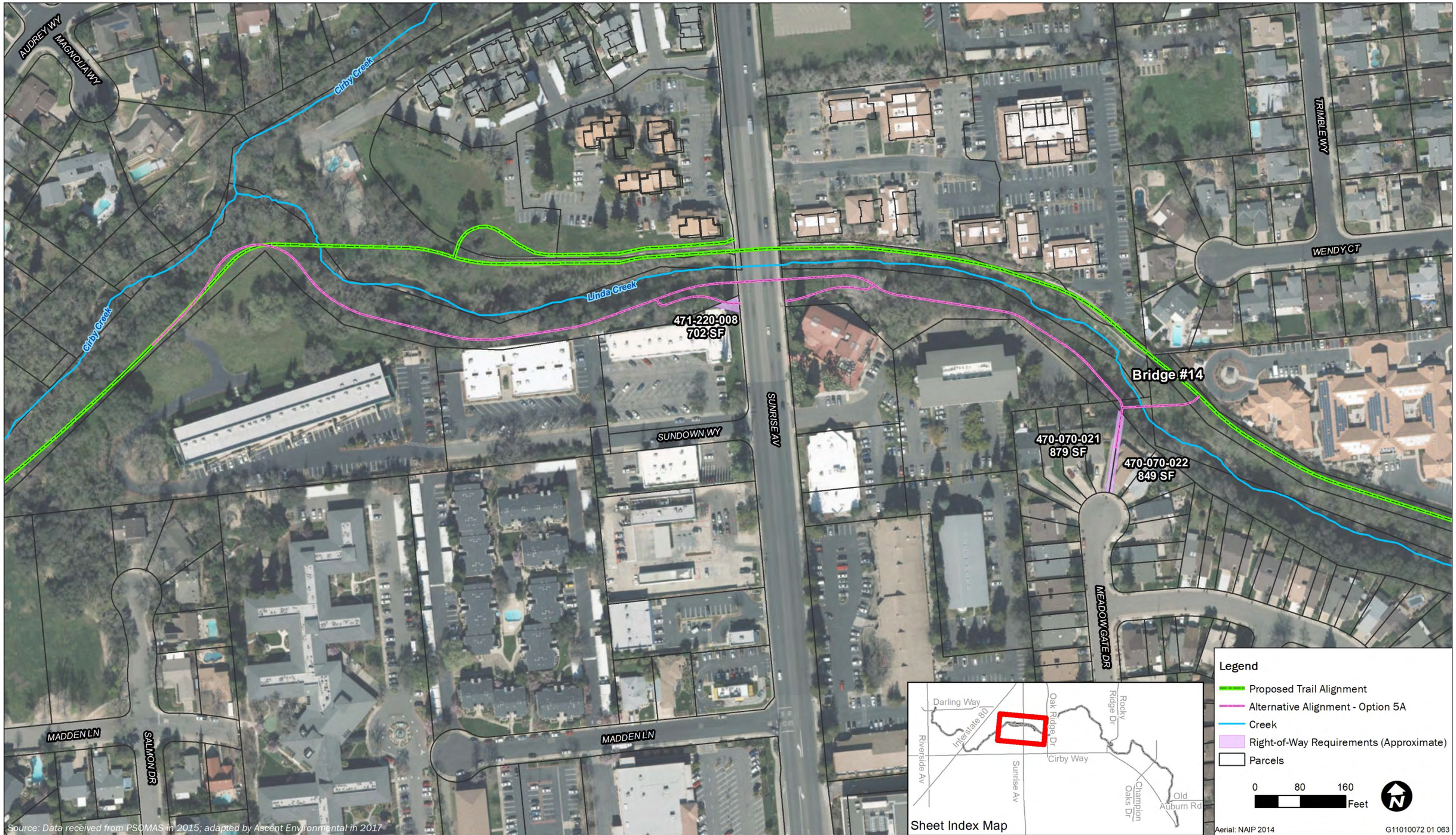

Exhibit 4.9-13

Alignment Option 5A Right-of-Way and Easement

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4.10 NOISE

4.10.1 Introduction

This section includes a description of acoustic fundamentals, existing ambient noise conditions, and an analysis of potential noise impacts associated with implementation of the proposed project.

No comments related to noise and/or vibration were received in response to the Notice of Preparation.

4.10.2 Environmental Setting

BACKGROUND ON ENVIRONMENTAL NOISE AND VIBRATION

Fundamentals of Environmental Sound and Noise

Acoustics is the scientific study that evaluates perception and properties of sound waves. Sound that is loud, disagreeable, unexpected, or unwanted is generally defined as noise. Common sources of environmental noise and associated noise levels are presented in Table 4.10-1.

Table 4.10-1 Typical Noise Levels

Common Outdoor Activities	Noise Level (dB)	Common Indoor Activities
	110	Rock band
Jet flyover at 1,000 feet	100	
Gas lawnmower at 3 feet	90	
Diesel truck moving at 50 mph at 50 feet	80	Food blender at 3 feet, Garbage disposal at 3 feet
Noisy urban area, Gas lawnmower at 100 feet	70	Vacuum cleaner at 10 feet, Normal speech at 3 feet
Commercial area, Heavy traffic at 300 feet	60	
Quiet urban daytime	50	Large business office, Dishwasher in next room
Quiet urban nighttime	40	Theater, Large conference room (background)
Quiet suburban nighttime	30	Library, Bedroom at night, Concert hall (background)
Quiet rural nighttime	20	Broadcast/Recording Studio
Threshold of Human Hearing	0	Threshold of Human Hearing

Notes: dB=decibels; mph=miles per hour

Source: California Department of Transportation (Caltrans) 2013a:2-20

Sound Properties

Sound levels are measured using the decibel scale, developed to relate to the range of human hearing. A decibel is logarithmic; it does not follow normal algebraic methods and cannot be directly summed. For example, a 65-decibel (dB) source of sound, such as a truck, when joined by another 65 dB source results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by 3 dB). A sound level increase of 10 dB corresponds to 10 times the acoustical energy, and an increase of 20 dB equates to a 100-fold increase in acoustical energy.

The human ear is not equally sensitive to loudness at all frequencies in the audible spectrum. To better relate overall sound levels and loudness to human perception, frequency-dependent weighting networks were developed, identified as A through E. There is a strong correlation between the way humans perceive sound and A-weighted sound levels. For this reason, the A-weighted sound levels are used to predict community response to noise from the environment, including noise from transportation and stationary sources, and are expressed as A-weighted decibels. All sound levels discussed in this section are A-weighted decibels unless otherwise noted.

Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes and stationary sources such as activity at construction sites, machinery, and commercial and industrial operations. As sounds travels through the atmosphere from the source to the receiver, noise levels attenuate (i.e., decrease) depending on ground absorption characteristics, atmospheric conditions, and the presence of physical barriers. Noise generated from mobile sources generally attenuate at a rate of 4.5 dB per doubling of distance from the source. Noise from stationary sources generally attenuates at a rate of 6 to 7.5 dB per doubling of distance from the source.

Atmospheric conditions such as wind speed, wind direction, turbulence, temperature gradients, and humidity also alter the propagation of noise and affect levels at a receiver. Furthermore, the presence of a barrier (e.g., topographic feature, intervening building, and dense vegetation) between the source and the receptor can provide substantial attenuation of noise levels at the receiver. Both natural (e.g., berms, hills, and dense vegetation) and human-made features (e.g., buildings and walls) may function as noise barriers.

All buildings provide some exterior-to-interior noise reduction. The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dB with closed windows. The exterior-to-interior reduction of newer residential units is generally 30 dB or more. It should be noted the neighborhoods adjacent to the proposed project contain predominantly newer residential development, including both single family homes and multi-family apartments.

Common Noise Descriptors

The intensity of environmental noise fluctuates over time, and several different descriptors of time-averaged noise levels are used. The selection of a proper noise descriptor for a specific source depends on the spatial and temporal distribution, duration, and fluctuation of both the noise source and the environment. The noise descriptors most often used to characterize environmental noise are defined below (Caltrans 2013a:2-48).

- Equivalent Noise Level (L_{eq}): The average noise level during a specified time period; that is, the equivalent steady-state noise level in a stated period of time that would contain the same acoustic energy as the time-varying noise level during the same period (i.e., average noise level).
- Maximum Noise Level (L_{max}): The highest instantaneous noise level during a specified time period.
- Minimum Noise Level (L_{min}): The lowest instantaneous noise level during a specified time period.
- Day-Night Noise Level (L_{dn}): The 24-hour L_{eq} with a 10-dB penalty applied during the noise-sensitive hours from 10 p.m. to 7 a.m., which are typically reserved for sleeping.
- Community Noise Equivalent Level (CNEL): Similar to the L_{dn} described above with an additional 5-dB penalty applied during the noise-sensitive hours from 7 p.m. to 10 p.m., which are typically reserved for evening relaxation activities.
- Single Event Noise Levels (SEL): Sounds that occur in an irregular or non-repetitive manner, which makes them difficult to anticipate; these are usually measured by L_{max} noise levels.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given noise environment. The L_{eq}, or average noise level over a given period of time, is the foundation of composite noise descriptors such as L_{dn} and CNEL, which effectively indicate community response to ambient noise levels.

Effects of Noise on Humans

Excessive and chronic (long-term) exposure to elevated noise levels can result in auditory and non-auditory effects on humans. Auditory effects of noise on people are those related to temporary or permanent hearing loss caused by loud noises. Non-auditory effects of exposure to elevated noise levels are those related to behavior and physiology. The non-auditory behavioral effects of noise on humans are primarily subjective effects such as annoyance, nuisance, and dissatisfaction, which lead to interference with activities such as communications, sleep, and learning. The non-auditory physiological health effects of noise on humans have been the subject of considerable research into possible correlations between exposure to elevated noise levels and health problems, such as hypertension and cardiovascular disease. The mass of research implies that noise-related health issues are predominantly the result of behavioral stressors and not a direct noise-induced response. The extent to which noise contributes to non-auditory health effects remains a subject of considerable research, with no definitive conclusions.

With respect to how humans perceive and react to changes in noise levels, a 1-dB increase is imperceptible, a 3-dB increase is barely perceptible, a 6-dB increase is clearly noticeable, and a 10-dB increase is subjectively perceived as approximately twice as loud (Egan 2007: 21). These subjective reactions to changes in noise levels were developed on the basis of test subjects' reactions to changes in the levels of steady-state pure tones or broad-band noise and to changes in levels of a given noise source. It is probably most applicable to noise levels in the range of 50 to 70 dB, because this is the usual range of voice and interior noise levels. For these reasons, a noise level increase of 3 dB or more is a typical threshold of significance for degradation of the existing noise environment.

Negative effects of noise exposure include physical damage to the human auditory system, interference with daily activities, sleep disturbance, and disease. Exposure to noise may result in physical damage to the auditory system, which may lead to gradual or traumatic hearing loss. Gradual hearing loss is caused by sustained exposure to moderately high noise levels over a period of time; traumatic hearing loss is caused by sudden exposure to extremely high noise levels over a short period. Gradual and traumatic hearing loss both may be permanent. In addition, noise may interfere with or interrupt sleep, relaxation, recreation, and communication. Although most interference may be classified as annoying, the inability to hear a warning signal (for example) may be considered dangerous. Noise may also be a contributor to diseases associated with stress, such as hypertension, anxiety, and heart disease. The degree to which noise contributes to such diseases depends on the frequency, bandwidth, and level of the noise and the exposure time (Caltrans 2013a:2-59, 2-61).

Fundamentals of Vibration

Vibration is the periodic oscillation of a medium or object with respect to a given reference point. Sources of ground vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, and landslides) and those introduced by human activity (e.g., explosions, machinery, traffic, trains, and construction equipment). Vibration sources may be continuous, (e.g., operating factory machinery) or transient in nature (e.g., explosions). Vibration levels can be depicted in terms of amplitude and frequency, relative to displacement, velocity, or acceleration.

Vibration amplitudes are commonly expressed in peak particle velocity (PPV) or root mean square (RMS) vibration velocity. Peak particle velocity is defined as the maximum instantaneous positive or negative peak of a vibration signal. Peak particle velocity is typically used in the monitoring of transient and impact vibration and has been found to correlate well with the stresses experienced by buildings (Federal Transit Administration [FTA] 2006:7-3; Caltrans 2013b:6). PPV and RMS vibration velocity are normally described in inches per second (in/sec).

Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. It takes some time for the human body to respond to vibration signals. In a sense, the human body responds to average vibration amplitude. The RMS of a signal is the average of the squared amplitude of the signal, typically calculated over a 1-second period. As with

airborne sound, the RMS velocity is often expressed in decibel notation as vibration decibels (VdB), which serves to compress the range of numbers required to describe vibration (FTA 2006:7-3). This is based on a reference value of 1 micro (μ) in/sec.

The typical background vibration-velocity level in residential areas is approximately 50 VdB. Ground vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels (FTA 2006). Table 4.10-2 describes the general human response to different levels of ground vibration-velocity levels.

Table 4.10-2 Human Response to Different Levels of Ground Noise and Vibration

Vibration-Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

Notes: VdB = vibration decibels referenced to 1 μ inch/second and based on the root mean square (RMS) velocity amplitude.

Source: FTA 2006:7-8

NOISE SOURCES

The existing ambient noise environment in the project vicinity is defined primarily by vehicular traffic on Interstate 80 (I-80), major arterials and local roadways, and to a lesser extent by occasional aircraft over-flights and trains in the vicinity. Major arterials within the project area include Riverside Avenue, Rocky Ridge Drive, Sunrise Avenue, Cirby Way, and South Cirby Way. The project site is located approximately eight miles northeast of McClellan Airport and approximately 15 or more miles east of Sacramento International Airport; aircraft flyovers are infrequent. The Union Pacific Railroad and the Roseville rail yards are located approximately one mile or more to the west of the proposed project. Although railroad activity and aircraft over-flights are audible at the project site, distance from source to receptor and, in the case of railroad noise, shielding by intervening buildings, diminishes the perceived level of noise from these sources at the project site.

Most of the project area could be considered “quiet urban” with an expected background daytime ambient noise level of approximately 50 dB and nighttime ambient levels of approximately of 40 dB (Table 4.10-1). Locations along the trail alignment located more distant from roadways, such as the Sierra Gardens area and areas east of Rocky Ridge, may experience quieter ambient noise levels. Areas along the proposed trail alignment located closer to I-80, major arterials, and/or commercial areas, such as near Sunrise Avenue, are likely to experience higher background sound levels ranging from 60 dB to 70 dB, depending on daily activities.

SENSITIVE LAND USES

Noise-sensitive land uses generally include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Parks, schools, historic sites, cemeteries, and recreation areas are also generally considered sensitive to increases in exterior noise levels. Places of worship, and other similar places where low interior noise levels are of great importance are also considered noise-sensitive. Noise-sensitive land uses are also considered to be vibration-sensitive. Specifically, commercial and industrial buildings where ground vibration (including

vibration levels that may be well below those associated with human annoyance) could interfere with operations within the building would be most sensitive to ground vibration (e.g., hospitals, laboratories).

The project site is located within a natural creek corridor and is surrounded by a variety of developed urban land uses, including single-family and multi-family residential dwellings, retail and commercial businesses, medical offices, a senior assisted-living facility, parks, and schools. Residential back yards are adjacent to the project site along much of the alignment. As mentioned in the project description, the proposed trail would be aligned through, or adjacent to the Cherry Glen, Cirby Side, Cresthaven, Hillcrest, Maidu, Meadow Oaks, Sierra Gardens, and South Cirby neighborhoods.

The proposed paved trail and bridges would be located between 10 and over 200 feet from nearby residences and as close as two feet from existing commercial development and medical offices located at 720 and 729 Sunrise Avenue. The proposed construction staging areas for the project would include all proposed trail areas, driveways of some commercial and multi-family land uses, and vacant or undisturbed lots. The boundaries of the staging areas may be as close as 5 feet from existing structures.

4.10.3 Regulatory Setting

FEDERAL

Federal Noise Control Act of 1972

The basic motivating legislation for noise control in the United States was the Federal Noise Control Act (1972), which addressed the issue of noise as a threat to human health and welfare, particularly in urban areas. In response to the Noise Control Act, the U.S. Environmental Protection Agency (EPA) published Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (EPA 1974). In summary, EPA findings were that sleep, speech, and other types of essential activity interference could be avoided in residential areas if the L_{dn} did not exceed 55 dB outdoors and 45 dB indoors. The EPA intent was not that these findings necessarily be considered as mandatory standards, criteria, or regulatory goals, but as advisory exposure levels below which there is no reason to suspect that the general population would be at risk from any of the identified health or welfare effects of noise. The EPA Levels report also identified 5 dB as an adequate margin of safety before an increase in noise level would produce a significant increase in the severity of community reaction (i.e., increased complaint frequency, annoyance percentages) provided that the existing baseline noise exposure did not exceed 55 dB L_{dn}.

LOCAL

City of Roseville General Plan

The Noise Element in the City of Roseville General Plan outlines policies and implementation measures to achieve the City of Roseville's (City) goals of protecting Roseville residents from the harmful and annoying effects of exposure to excessive noise and establishes separate acceptable noise level criteria for land uses affected by either fixed noise sources or transportation-related noise sources.

The following goals, policies and implementation programs of the Noise Element would apply to the proposed project:

GOAL 1: Protect City residents from the harmful and annoying effects of exposure to excessive noise.

- **Policy 10:** Regulate construction-related noise to reduce impacts on adjacent uses consistent with the City's Noise Ordinance.

City of Roseville Municipal Code

The City of Roseville has a Noise Ordinance (Chapter 9.24 of the City Code) that is designed to prohibit unnecessary, excessive, and annoying sound levels from all sources. Key provisions of the ordinance that may be applicable to the proposed project include:

- Section 9.24.030 provides exemptions for certain activities, including but not limited to: sound sources typically associated with residential uses (e.g., children at play, air conditioning and similar equipment, but not including barking dogs); property maintenance activities between the hours of 8:00 a.m. and 9:00 p.m.; and private construction between the hours of 7:00 a.m. and 7:00 p.m. Monday-Friday, and between 8:00 a.m. and 8:00 p.m. on Saturdays and Sundays, provided that all construction equipment is fitted with factory installed muffling devices and maintained in good working order (City of Roseville 2014).
- Section 9.24.100 establishes specific sound level standards by which exposure of sensitive receptors to noise is regulated for area-wide sources, including fixed sources, non-transportation sources, and amplified music. Hourly sound levels are limited to 50 dB L_{eq} in the daytime (7:00 a.m. to 10:00 p.m.) and 45 dB L_{eq} at nighttime (10:00 p.m. to 7:00 a.m.). Maximum sound levels are limited to 70 dB L_{max} in the daytime (7:00 a.m. to 10:00 p.m.) and 65 dB L_{max} at nighttime (10:00 p.m. to 7:00 a.m.).
- Section 9.24.140 exempts City operations and activities from the provisions of Chapter 9.24.

4.10.4 Impacts

THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, the proposed project was determined to result in a significant noise impact if it would result in any of the following:

- exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;
- a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- 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, expose people residing or working in the project area to excessive noise levels; or
- for a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.

ISSUES OR POTENTIAL IMPACTS NOT DISCUSSED FURTHER

The proposed project is not located within an airport land use planning area and is not within the vicinity of a private airstrip. Thus, potential impacts associated with exposure to aircraft noise are not discussed further.

IMPACT ANALYSIS

Impact 4.10-1	Short-term construction-related noise.
Applicable Policies and Regulations	Caltrans Standard Specifications City of Roseville General Plan 2035, Noise Element City of Roseville Municipal Code, Chapter 9.24 (Noise)
Significance with Policies and Regulations	Proposed Project: Potentially significant Alignment Option 1A: Potentially significant Alignment Option 1C: Potentially significant Alignment Option 5A: Potentially significant
Mitigation Measures	Mitigation Measures 4.10-1 (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Significant and unavoidable (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

During construction of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Caltrans Standard Specifications state that noise levels generated during construction shall comply with applicable local, state, and federal regulations, and that all equipment shall be fitted with adequate mufflers according to manufacturer specifications. Additionally, the City's noise ordinance exempts private construction noise from its standards during certain hours and exempts city operations and activities, including construction, altogether (see subsection 4.10.3).

Construction noise associated with the proposed project would be temporary and intermittent, and noise levels would vary depending on the type of construction activity. Construction activity would include site preparation (e.g., excavation, grading, and vegetation clearing), material delivery, worker commute vehicle travel to and from the site, trenching and asphalt paving, bridge construction, retaining wall construction and other related activities. Noise levels associated with anticipated project construction equipment are shown below in Table 4.10-3.

Table 4.10-3 Representative Ground Vibration and Noise Levels for Construction Equipment

Equipment	dBA L_{max} at 50 feet[1]
Backhoe	78
Chain Saw	85
Concrete Mixing Truck	79
Crane	81
Dozer	82
Drill Rig	84
Excavator	81
Grader	85
Jack Hammer	89
Loader	79
Off-Highway Trucks	76
Paver	77
Pump	81
Vibratory Roller	80

Notes: dBA L_{max}= maximum noise level

1. All equipment reference noise levels obtained from FHWA 2006 except the chainsaw which was obtained from Berger 2010.

Source: FHWA 2006, Berger 2010

Construction noise can be characterized based on the type of activity and associated equipment needed and, in this analysis, is evaluated by considering noise levels associated with site preparation (clearing/grubbing/grading), trail construction, bridge construction, and retaining wall construction. Based on anticipated equipment needed for each activity, a likely combination of simultaneous equipment use was modeled for each construction activity. Further, it is anticipated that bridge construction could occur at the same time as retaining wall construction. This represents the likely loudest construction noise scenario that could occur over the entire length of the proposed trail alignment. Modeled noise levels for each activity are shown below in Table 4.10-4.

Table 4.10-4 Noise Levels from Construction Activity

Construction Activity	Construction Noise (dBA) at 50 feet (L_{eq}/L_{max})	Construction Noise (dBA) at 100 feet (L_{eq}/L_{max})	Construction Noise (dBA) at 300 feet (L_{eq}/L_{max})
Site Preparation (Clearing/Grubbing/Grading)	84.6/90.2	78.6/84.1	69.0/74.6
Trail Construction	83.3/89.2	77.3/83.2	67.7/73.7
Bridge Construction (Darling Way)	86.0/90.5	80.0/84.5	70.5/74.9
Prefabricated Bridge Construction	82.8/87.7	76.8/81.6	67.3/72.1
Retaining Wall	82.0/86.2	76.0/80.2	66.4/70.6
Bridge and Retaining Wall simultaneously	87.5/91.9	81.4/85.9	71.9/76.3

Source: Modeled by Ascent Environmental. Inc, 2018

As shown in Table 4.10-4, the typical construction noise for each activity type would range from approximately 82 dBA L_{eq}/86 dBA L_{max} to 86 dBA L_{eq}/ 91 dBA L_{max} and the loudest construction noise levels could be approximately 88 dBA L_{eq}/ 92 dBA L_{max} at 50 feet. Further, as shown in Table 4.10-4, noise levels would decrease with increasing distance from the construction site.

The location and distance of residences and other sensitive receptors in relationship to the project site would vary considerably. In some cases, the rear property lines of residences would be several hundred feet or more from the proposed trail. In other cases, they could be within 50 feet or less. Backyards of residential homes would likely be areas most affected by construction activities. Noise from trail construction activities would also occur as close as 10 feet to commercial land uses directly north of the trail alignment between Sunrise Avenue and Oakridge Drive.

The majority of construction activities would be on the lower end of the expected ranges of noise levels, because the expected construction activities for the paved trail (the main project component) would not require extensive combined use of heavy (i.e., the noisiest) equipment in close proximity to each other. Further, construction activity along the 4.25-mile trail alignment would be temporary at any one location. Construction of the trail would occur in separate phases along each segment of the trail over a period of several years, such that construction would not take place along all segments of the 4.25-mile length of the proposed project simultaneously. While the majority of trail construction would be intermittent and transient, construction locations that include bridges and retaining walls would be more site specific and prolonged. Nevertheless, the highest construction noise at these locations is expected to be generated during the bridge construction phase, which includes the use of a jackhammer, resulting in 86 dBA L_{eq}/ 90.5 dBA L_{max} at 50 feet. If bridge construction were to combine with the retaining wall construction, noise levels would be up to 87.5 dBA L_{eq}/91.9 dBA L_{max}. Although City activities including construction are exempt from the regulations of the Noise Ordinance, construction activities for City projects typically occur within the daytime and early evening timeframes established by the Noise Ordinance for private construction (7:00 a.m. – 7:00 p.m. Monday-Friday and 8:00 a.m. – 8:00 p.m. Saturday and Sunday). Construction times may be adjusted when determined necessary by the City to reduce traffic

congestion or minimize construction noise impacts on sensitive receptors (including residential at various locations and the office buildings west of Sunrise Avenue).

Despite the exemption of public construction activities under the City's noise ordinance, project construction would temporarily increase ambient noise levels in the project's vicinity. The impact of construction noise at residences, businesses, and structures would depend on the existing outdoor noise levels, the distance from the noise source to the receptor, the type of construction, window treatments, and the presence or absence of insulation. As discussed above, background noise levels along the proposed trail alignment vary depending on distance from major transportation noise sources and intervening structures (such as fences and buildings) and topography. The proposed project could result in sudden increases of outdoor noise levels during construction, depending on the proximity of construction activities to existing receptors and the existing ambient noise levels. In some cases, existing receptors are as close as 10 feet from the proposed construction activity (i.e., commercial land uses north of the trail alignment between Sunrise Avenue and Oakridge Drive). Therefore, it is likely that construction noise could result in an increase in 10 dBA or more, which represents noise levels shown to be subjectively perceived as twice as loud as existing noise levels (Egan 2007:21). Thus, noise from project construction would be noticeable, although temporary, and construction of the proposed project would result in substantial temporary increases in noise levels in the project vicinity.

Conclusion

Implementation of the proposed project would create temporary substantial construction noise in close proximity to residences and commercial land uses that would be perceptible and potentially disturb residents and business operations. Construction during the typical daytime and early evening hours may lessen impacts to residents, but daytime construction could result in disturbances to normal business operations. Despite the exemption of public construction activities under the City's noise ordinance, the proximity of project construction to nearby residences and businesses would result in substantial temporary increases in noise levels at those locations. Thus, noise impacts from construction of the proposed project would be **potentially significant**.

Alignment Option 1A

Construction activities for Option 1A would be the same type and general magnitude of activities that would occur under the Proposed Trail Alignment. The location of construction activities under Option 1A would vary slightly based on differences in the alignment of the northernmost section of the trail south of Darling Way and east of Riverside Avenue. The multi-use trail would shift to the south side of Cirby Creek and would be closer to existing commercial land uses and further away from residential land uses located north of Cirby Creek. Additionally, the total number of bridges under Option 1A would be less than the number of bridges constructed under the Proposed Trail Alignment, which would result in less noise overall from bridge construction activities. Furthermore, Bridge #3 would be located further away from existing residential land uses located north of Cirby Creek than Bridges #2 and #4 under the Proposed Trail Alignment. For all other sections of the trail, both the trail alignment and bridge locations would be the same as the Proposed Trail Alignment. While there would be some differences in the locations of the trail and changes in proximity to sensitive receptors would occur, the magnitude, frequency, and duration of construction activities and associated noise would be similar to those identified in Table 4.10-4 and would not be substantially different under Option 1A compared to the Proposed Trail Alignment. This impact would be **potentially significant**.

Alignment Option 1C

Construction activities for Option 1C would be the same type and general magnitude of activities that would occur under the Proposed Trail Alignment. The location of construction activities under Option 1C would vary somewhat based on differences in the alignment of the northernmost section of trail near Darling Way and east of Riverside Avenue. The location of the multi-use trail under Option 1C would shift to the east side of Dry Creek and would be within 50 feet or less of existing residential land uses. Option 1C would not require the widening of the Darling Way bridge; therefore, the total number of bridges requiring construction under Option 1C in the areas near Darling Way and east of Riverside

Avenue would be less than the number of bridges constructed under the Proposed Trail Alignment, which would result in less noise overall from bridge construction activities; however, a series of retaining walls would be constructed under Option 1C along the trail alignment both north and south of Darling Way and north of Bridge #2. For all other sections of the trail, both the trail alignment and bridge locations would be the same as the Proposed Trail Alignment. The construction of retaining walls would result in construction activity occurring closer to residences under Option 1C than under the Proposed Trail Alignment. Apart from the construction of retaining walls, some other differences in the locations of the trail and changes in proximity to sensitive receptors would also occur. Thus, although the magnitude, frequency, and duration of construction activities under Option 1C would be similar compared to the Proposed Trail Alignment, the activities may occur closer to residences under Option 1C compared to the Proposed Trail Alignment. This impact would be **potentially significant**.

Alignment Option 5A

Construction activities for Option 5A would be the same type and general magnitude of activities that would occur under the Proposed Trail Alignment. The location of construction activities under Option 5A would vary from the Proposed Trail Alignment because of differences in the alignment of the trail near Sunrise Avenue along Linda Creek. The location of the multi-use trail under Option 5A would shift to the south side of Linda Creek, which would result in trail paving and construction activities located further away from existing residential land uses on the north side of Linda Creek. The alignment under Option 5A would be closer to existing commercial uses and some existing residential uses south of Linda Creek based on a trail spur that would connect to an existing path at Meadow Gate Drive. A series of retaining walls would be constructed under Option 5A along the trail alignment on both sides of Sunrise Avenue, compared to only on the north side of Linda Creek under the Proposed Trail Alignment. Option 5A would also require the construction of Bridge #14 over Linda Creek east of Sunrise Avenue, rather than Bridge #13 west of Sunrise Avenue. Thus, although the magnitude, frequency, and duration of construction activities under Option 5A would be similar to those identified in Table 4.10-4, the activities may occur closer to residences under Option 5A compared to the Proposed Trail Alignment. This impact would be **potentially significant**.

Mitigation Measures

Mitigation Measure 4.10-1: Employ Noise-Reducing Construction Practices

This mitigation will apply to the Proposed Trail Alignment and Alignment Options 1A, 1C, and 5A.

Feasible measures that can be used to limit construction noise include the following:

- Locate stationary noise generating construction equipment as far as feasible from noise-sensitive uses.
- Do not idle inactive construction equipment for prolonged periods (i.e., more than 5 minutes).
- Prohibit unmuffled engine exhaust systems. All construction equipment powered by gasoline or diesel engines shall have factory-installed sound control devices, or sound control devices that are at least as effective as those originally provided by the manufacturer, and all equipment shall be operated and maintained in good working order to minimize noise generation pursuant to Section 9.24.030 of the Noise Ordinance.
- The contractor shall provide advance written notification to owners and renters of buildings located within 50 feet of construction activities. The notice shall explain when construction is expected. The notice shall include contact information for the project manager.
- When construction occurs outside of the typical daytime and early evening hours (7:00 a.m. – 7:00 p.m. Monday-Friday and 8:00 a.m. – 8:00 p.m. Saturday and Sunday) or within 50 feet of noise sensitive commercial or office buildings, the use of noise-generating construction equipment will be avoided to the extent feasible. When not feasible, construction contractors will specify proposed noise-reducing construction practices or alternative schedules that will be employed to reduce construction noise. Measures specified by the contractors will be reviewed and approved by the

City prior to construction activities. In these situations, feasible noise reduction measures include the following:

- Alternative construction schedule to minimize disturbance to normal office operations; and/or
- Use temporary noise-reducing barriers positioned between noise-generating equipment (including hand operated jack hammers) and the sensitive receptor building. Such barriers may include commercially manufactured noise-insulating blankets/quilts or as equal materials with similar noise reduction performance as approved by the resident engineer. When temporary barrier units are joined together, the mating surfaces shall be flush with each other with no gaps.

Significance after Mitigation

Implementation of this mitigation measure would reduce impacts associated with construction activities; however, even with a reduction in construction noise through the above mitigation measure, disturbances could occur and project construction would still result in substantial temporary or periodic increases in ambient noise levels in the project vicinity above existing levels, and this impact would remain **significant and unavoidable**.

Impact 4.10-2	Long-term increases in use-related noise.
Applicable Policies and Regulations	City of Roseville General Plan 2035, Noise Element City of Roseville Municipal Code, Chapter 9.24 (Noise)
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

The proposed project would introduce new pedestrian and bicycle activities on a new paved multi-use trail. These are non-motorized activities that would not result in a substantial increase in noise levels above ambient noise conditions. The sound of people talking while using the trail could be audible at nearby residential uses or other sensitive receptors; however, such activities would be consistent with the level of noise typically experienced in residential neighborhoods where children may be playing or where neighbors may converse with one another.

Events such as fun runs may occur along the trail. Per City practices, these events occur during daytime hours and further meet the noise generation standards of section 9.24.130 of the Noise Ordinance.

No motorized vehicles would be permitted to use the trail with the exception of occasional City or other public agency vehicles or equipment for maintenance or inspection purposes. Any noise generated by City vehicles or maintenance equipment would be temporary in nature and is considered exempt under Chapter 9.24 of the Roseville Municipal Code.

The Proposed Trail Alignment is located in existing creek corridors in an urbanized area and passes beneath several existing roadways. Some of these roadways are major arterials, including I-80 where existing ambient sound levels associated with roadway noise are likely to be higher than along other portions of the alignment, such as adjacent to residential areas. However, any exposure of trail users to existing roadway noise while traveling underneath such roadways would be temporary in nature and thus would not result in adverse effects.

Conclusion

Long-term uses associated with the proposed project would be predominantly non-motorized activities and would not expose persons to or generate use-related noise levels in excess of adopted standards. This impact would be **less than significant**.

Alignment Option 1A

Use of Option 1A would result in activities and noise characteristics similar to those described under the Proposed Trail Alignment above. Therefore, use-related impacts under Option 1A would be **less than significant**.

Alignment Option 1C

Use of Option 1C would result in activities and noise characteristics similar to those described under the Proposed Trail Alignment above. Therefore, use-related impacts under Option 1C would be **less than significant**.

Alignment Option 5A

Use of Option 5A would result in activities and noise characteristics similar to those described under the Proposed Trail Alignment above. Therefore, use-related impacts under Option 5A would be **less than significant**.

Mitigation Measures

None required.

Impact 4.10-3	Exposure to construction-related groundborne vibrations.
Applicable Policies and Regulations	City of Roseville Municipal Code, Chapter 9.24 (Noise)
Significance with Policies and Regulations	Proposed Project: Potentially significant Alignment Option 1A: Potentially significant Alignment Option 1C: Potentially significant Alignment Option 5A: Potentially significant
Mitigation Measures	Mitigation Measure 4.10-3 (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C) Significant and unavoidable (Option 5A)

Proposed Trail Alignment

Construction activities generate varying degrees of temporary ground vibration, depending on the specific construction equipment used and activities involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks. The effects of ground vibration may be imperceptible at the lowest levels, result in low rumbling sounds and detectable vibrations at moderate levels, and high levels of vibration can cause sleep disturbance in places where people normally sleep or annoyance in buildings that are primarily used for daytime functions and sleeping.

The project would not include the development of any new permanent stationary sources of ground vibration or permanent transportation infrastructure that would also result in ground vibration from passing heavy duty vehicles and; therefore, this analysis focusses on construction-induced vibration. Depending on the specific construction equipment used and activities involved, such activities may result in varying degrees of temporary ground vibration and noise during construction.

Caisson drilling, the drilling of shafts for piers, would be required for bridge pier column installation for all proposed bridges. No pile driving would occur at any of the proposed bridges. In addition, other heavy-duty equipment (i.e., small dozers) would be used for construction activities and at bridge construction sites. Therefore, it is assumed that caisson drilling would occur as close as 88 feet from a sensitive receptor – between the easternmost pile of the proposed widening on Darling Way Bridge and a single-family home at the southwest corner of Darling Way and Hernandez Lane. Construction and drilling of other proposed bridges would occur no closer than 100 feet from existing structures.

Construction of the trail would result in activities with less intense vibration than drilling. Typical equipment could include small dozers and, in some instances, jack hammers for site preparation, and loaded trucks for materials delivery. Trail construction activity would mostly be located at least 15 feet away or more from nearby structures, but could in some instances occur within 15 feet of existing noise-sensitive receptors.

Staging areas (including construction access routes) would accommodate movement of loaded trucks carrying materials and equipment to and from the proposed trail alignment. Loaded truck activity could result in groundborne vibrations similar to drilling anywhere within the staging areas. Staging areas would be located at various locations along the alignment including near private driveways and in vacant lots. Some of these areas border neighboring residences and can be as close as 5 feet from an existing residential structure (such as the staging area on Oakridge Drive). Staging areas/construction access routes near/along private driveways at 720 Sunrise Avenue and 729 Sunrise Avenue could be located as close as 20 feet from noise-sensitive receptors such as medical offices and clinics.

Ground vibration and noise levels associated with various types of construction equipment and activities are summarized in Table 4.10-5.

Table 4.10-5 Representative Ground Vibration and Noise Levels for Construction Equipment

Equipment	PPV at 25 feet (in/sec)[1]	Approximate L_v (VdB) at 25 feet
Impact Pile Driver	1.518	112
Blasting	1.13	109
Sonic Pile Driver	0.734	104
Large Dozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Rock Breaker	0.059	83
Jackhammer	0.035	79
Small Dozer	0.003	58

PPV = peak particle velocity; L_V = the root mean square velocity expressed in vibration decibels (VdB), assuming a crest factor of 4

Source: FTA 2006:p.12-6,12-8

Recommended standards from the FTA are used to determine if the project's construction activities would result in significant exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. This impact would be significant if it would result in vibration levels that exceed FTA's recommended standard of 0.2 in/sec PPV with respect to the prevention of structural damage for non-engineered timber and masonry buildings or FTA's maximum acceptable level of 80 VdB with respect to human response for residential uses [i.e., annoyance] at nearby existing vibration-sensitive land uses. Table 4.10-6 shows the distances between equipment operation and receptors within which FTA thresholds would be exceeded. The selected equipment types represent what would most likely be used for construction of this project.

Table 4.10-6 Distance Standards between Vibratory Construction Equipment and Receptors

Equipment	Structural Damage Standard Minimum Distance to Reach 0.2 in/sec PPV (feet)	Human Disturbance Standard Minimum Distance to Reach 80 L_v (VdB) (feet)
Caisson Drilling/Large Dozer	15	43
Loaded Trucks	13	40
Jackhammer	8	23
Small Dozer	2	5

Note: Locating equipment operations within the distances above from a receptor would increase the structural damage standards above 0.2 in/sec PPV and the human disturbance threshold of 80 VdB at that receptor.

PPV = peak particle velocity; L_V = the root mean square velocity expressed in vibration decibels (VdB), assuming a crest factor of 4

Source: FTA 2006:p.12-6,12-8

FTA's vibratory structural damage and human disturbance standards would be exceeded if the minimum setback distances for the types of equipment listed in Table 4.10-6 cannot be maintained during construction. As described above, drilling would occur no closer than 88 feet away from an existing residence. Thus, drilling activities would occur within the distances described above that would not result in an exceedance of FTA's recommended threshold for human disturbance (i.e., 80 VdB) and/or structural damage (i.e., 0.2 in/sec PPV) and is not discussed further.

Structural Effects

According to Table 4.10-6, structural damage could occur when large construction equipment is operated within the following minimum setbacks from existing structures: large dozers and drilling 15 feet, loaded trucks 13 feet, Jackhammer 8 feet, and small dozer 2 feet. A review of the proposed trail alignment (Exhibits 3-5 through 3-12) indicates that construction activity within staging areas, along access routes, and along the trail alignment could exceed these set back requirements. For example, within the Oakridge Drive Staging Area, loaded trucks could operate within slightly greater than 5 feet of an existing adjacent residence and construction access routes located west of Sundown Way and east and west of Sunrise Avenue could result in loaded trucks operating within 20 feet of existing structures. Furthermore, trail construction could require use of jackhammers and small dozers within 5 feet of office buildings on the north side of Linda Creek at Sunrise Avenue. Thus, trail construction, and use of staging areas and access routes could, depending on the type of building materials and construction techniques, result in exceedances of FTA's structural damage thresholds when the minimum setback distances shown in Table 4.10-6 cannot be met.

Human Disturbance

According to Table 4.10-6, human disturbance could occur when large construction equipment is operated within the following minimum setbacks from existing occupied structures: large dozers and drilling 43 feet, loaded trucks 40 feet, Jackhammer 23 feet, and small dozer 5 feet. A review of the proposed trail alignment (Exhibits 3-5 through 3-12) indicates that at certain locations construction activity within staging areas, along access routes, and along the trail alignment could exceed these set back requirements. For example, within the Oakridge Drive Staging Area loaded trucks could operate within slightly greater than 5 feet of an existing adjacent residence and construction access routes located west of Sundown Way and east and west of Sunrise Avenue could result in loaded trucks operating within 20 feet of existing structures. Furthermore, jackhammers and small dozers may operate within 5 feet of office buildings. Thus, trail construction, and use of staging areas and access routes could, depending on the type of building materials and construction techniques, result in exceedances of FTA's human disturbance thresholds when the minimum setback distances shown in Table 4.10-6 cannot be met.

Conclusion

Construction activities would typically be during daytime hours, so the potential for human disturbance at residences would not occur when inhabitants are most likely to be sleeping. However, ground borne vibrations and noise levels could disturb residents who are home during the day and people present at nearby noise-sensitive receptors that operate during weekday business hours. Therefore, the proposed project would potentially expose persons and structures to generation of excessive ground borne vibration or ground borne noise levels for temporary periods of time during project construction. This impact would be **potentially significant**.

Alignment Option 1A

Construction of Option 1A would result in activities and vibration characteristics similar to those described under the Proposed Trail Alignment above, except Under Alignment Option 1A, Bridge #3 would be located closer to commercial uses on Riverside Avenue and farther away from the residential uses in the Hillcrest neighborhood (compared to the Proposed Trail Alignment Bridges #2 and #4) as shown on Exhibit 3-13 in Chapter 3, "Project Description." Construction activity for Bridge #3 would occur no closer than 85 feet from the nearest structure, a commercial land use, outside of the project boundary and no closer than 180 feet from the nearest residence. However, Option 1A would still include the same staging areas and other trails areas as the Proposed Trail Alignment. Therefore, impacts under Option 1A would be **potentially significant**.

Alignment Option 1C

Construction of Option 1C would result in activities and vibration characteristics similar to those described under the Proposed Trail Alignment, above, and would include both Bridge #2 and #4 in the same locations as the Proposed Trail Alignment (see Exhibit 3-14 in Chapter 3, "Project Description"). Construction activity at Bridge #4 would occur no closer than 85 feet from the nearest structure, a commercial land use, outside of the project boundary and no closer than 120 feet from the nearest residence. However, Option 1C would still include the same staging areas and other trails areas as the Proposed Trail Alignment. Therefore, impacts under Option 1C would be **potentially significant**.

Alignment Option 5A

Construction of Option 5A would result in activities and vibration characteristics similar to those described under the Proposed Trail Alignment above, except that the trail alignment along Linda Creek near Sunrise Avenue would travel along the south side of the creek instead of the north side (see Exhibit 3-15 in Chapter 3, "Project Description"). This option would move trail construction activities approximately 90 feet further south from the dental clinic at 720 Sunrise Avenue, but closer to other commercial uses along Sundown Way west of Sunrise Avenue and commercial and residential uses east of Sunrise Avenue. Construction would be located further away from existing residential land uses on the north side of Linda Creek, but it would be closer to existing commercial uses and some existing residential uses south of Linda Creek. A series of retaining walls would be constructed under Option 5A along the trail alignment on both sides of Sunrise Avenue, compared to only on the north side of Linda Creek under the Proposed Trail Alignment. Option 5A would also require the construction of Bridge #14 over Linda Creek east of Sunrise Avenue, rather than Bridge #13 west of Sunrise Avenue. Thus, although the magnitude, frequency, and duration of construction activities under Option 5A would be similar compared to the Proposed Trail Alignment, the activities may occur closer to residences under Option 5A compared to the Proposed Trail Alignment. The construction footprint for Bridge #14 would be no closer than 35 to 45 feet from the nearest residential structure (near homes along Meadow Gate Drive). This may be within the 43 foot range for human disturbance for caisson drilling. Therefore, impacts under Option 5A would be **potentially significant**.

Mitigation Measures

Mitigation Measure 4.10-3: Reduce exposure to construction-generated ground vibration.

This mitigation will apply to the Proposed Trail Alignment and Alignment Options 1A, 1C, and 5A.

Construction documents shall specify construction practices that reduce the adverse effects of ground vibration associated with project construction activities. Measures specified by the design engineer will be reviewed and approved by the City prior to approval of the plans and specifications and may include, but are not limited to, the measures listed below.

- Implement Mitigation Measure 4.10-1.
- All construction equipment on construction sites shall be operated as far away from vibration- and noise-sensitive sites as reasonably feasible.
- Earthmoving, dozing, and ground-impacting operations shall be phased so as not to occur simultaneously in areas close to offsite sensitive receptors, to the extent feasible. The total vibration level produced could be significantly less when each vibration source is operated at separate times.
- As part of final design, project engineers shall identify areas on the project plans where work may be constrained due to proximity of structures. The designs shall specify requirements that during project construction on the trail alignment, no heavy vibratory equipment (i.e., the types of equipment listed in Table 4.10-5), shall be operated within 13 feet of off-site building structures unless otherwise approved in writing by the City Engineer. Non-vibratory equipment, such as hand tools, and handheld vibratory compactors and rollers may be used. Use of different material types including slurry cement and concrete paving approved by the Engineer, may be used to reduce or eliminate the need for vibratory equipment. Those portions of the project site located within 13 feet of an off-site building structure shall be identified on construction documents and demarcated with stakes, flags, rope and/or markings on the ground.
- For Option 5A, locate caisson drilling for Bridge 14 forty-three (43) feet or greater from existing occupied structures, if feasible.
- Staging areas shall be adjusted and temporary fencing shall be installed to ensure that loaded trucks shall not operate within 13 feet of existing structures.

Significance after Mitigation

Implementation of Mitigation Measure 4.10-3 would reduce project-generated on-site groundborne vibration and noise levels during construction activities below FTA recommendations for preventing structural damage to off-site buildings and limit annoyance of area residents and noise- and vibration-sensitive businesses. As a result, this impact would be reduced to a **less-than-significant** level. Under Alignment Option 5A, if the caisson drilling for Bridge #14 cannot feasibly be located greater than 43 feet from occupied structures, vibration human disturbance impacts would be **significant and unavoidable** for Alignment Option 5A.

4.11 PUBLIC SERVICES

4.11.1 Introduction

This section describes existing public services and evaluates potential effects related to implementation of the Dry Creek Greenway East Trail. The public services discussed in this section include law enforcement, fire and emergency services, and schools. The project's effects on recreational facilities are addressed in Section 4.12, "Recreation."

No comments pertaining to public services were received in response to the Notice of Preparation (NOP); however, issues related to safety on the trail were discussed at the Public Scoping Meeting and at the Stakeholders Meetings before the NOP was published. Five major concerns include: (1) transient activity; (2) property owner safety and security (vandalism, graffiti, theft, and crimes against persons); (3) nuisance activity (noise, loss of privacy loitering, unauthorized motor vehicle use of the trail); (4) risk of wildfire; and (5) trail user safety.

These are all important issues for consideration by the City of Roseville (City) when evaluating the merits of the proposed project. With the exception of risk of wildfire, which is addressed in Section 4.7, "Hazards and Hazardous Materials," the topics are not within the purview of CEQA analysis. Potential direct and indirect effects on police protection service is discussed in this chapter under Impact 4.11-2.

4.11.2 Environmental Setting

FIRE AND EMERGENCY SERVICES

The City of Roseville Fire Department (RFD) provides primary fire protection services within the City limits (approximately 43 square miles). The RFD operates from eight fire stations and staffs eight engine companies, two ladder companies, and one battalion chief. These personnel cross staff three brush engines, two grass engines, one hazmat company, and one rescue company (City of Roseville 2015:21). RFD provides: fire suppression, emergency medical services (EMS), hazardous materials emergency response, technical rescue, public assistance and education, community risk reduction, tactical EMS paramedics supporting RPD SWAT team, and a paramedic bike team. The proposed project is located primarily in RFD Station According to the City of Roseville 2015 Standards of Cover, the RFD established six response performance measures, along with a benchmark time (goal to reach). The benchmark times range from 7.12 minutes for emergency medical services to 11.3 minutes for an effective response force ("building fires") (City of Roseville 2015:6). The benchmark goals are used as best-case scenarios and as a measurement to identify how the Fire Department can strive to improve in each area of response.

LAW ENFORCEMENT

The City of Roseville Police Department (RPD), headquartered at 1051 Junction Boulevard, provides primary law and traffic enforcement services within the City. In 2016, the RPD was authorized to staff up to over 129 sworn officers (Smithson, pers. comm., 2016). Emergency and non-emergency calls from the public are prioritized by dispatchers to determine the need for assistance from police, fire, or other related services (City of Roseville 2016). The RPD is responsible for patrol duty within the City limits, including parks and open space areas, responding to and investigating crimes and other calls for service, providing animal control services, and traffic safety (i.e., enforcing the Vehicle Code and responding to traffic collision or traffic hazard calls). Cooperation with the Union Pacific Railroad's

private police department provides back-up services within the UP railyard, as needed. The RPD employs Animal Control officers who respond to emergency and routine calls regarding animals and shelters stray, owner-relinquished, or impounded animals through a contract with the Placer County Society for the Prevention of Cruelty to Animals.

SCHOOLS

The City of Roseville contains one high school district and three elementary districts under one unified district to serve the needs of the student population. These include the Roseville Joint Union High, Eureka Union, Dry Creek Joint, Roseville City School, and Center Unified Districts. A total of six high schools, nine middle schools, and 28 elementary schools, and eight pre-school/kindergarten schools provide public education to the City of Roseville. The closest schools to the project include: Roseville Joint Union High School District, George Sargeant Elementary School, Warren T. Eich Middle School, and George Cirby Elementary School.

4.11.3 Regulatory Setting

Public services are protected and/or regulated by a variety of federal, state, and local laws and policies. Key regulatory and conservation planning regulations applicable to the proposed project are discussed below.

FEDERAL

There are no federal plans or policies addressing public services that pertain to the project.

STATE

California Occupational Safety and Health Administration

In accordance with California Code of Regulations, Title 8 Sections 1270 “Fire Prevention” and 6773 “Fire Protection and Fire Equipment,” the California Occupational Safety and Health Administration has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance and use of all firefighting and emergency medical equipment.

Office of Emergency Services

Title 19, Chapters 1 through 6, of the California Code of Regulations establishes regulations related to emergency response and preparedness under the California Governor’s Office of Emergency Services (OES). The OES serves as the lead state agency for emergency management. The OES coordinates the State response to major emergencies in support of local government. The primary responsibility for emergency management resides with local government. Local jurisdictions first use their own resources and, as they are exhausted, obtain more from neighboring cities and special districts, the county in which they are located, and other counties throughout the State through the Statewide Mutual Aid System. In California, the Standardized Emergency Management System provides the mechanism by which local government requests assistance. The OES is the lead agency for mobilizing and obtaining State and federal resources, overseeing the mutual aid system, and, during an emergency, coordinating response efforts. In addition, during an emergency, the OES is responsible for collecting, verifying, and evaluating information about the emergency, facilitating communication with local government and providing affected jurisdictions with additional resources when necessary. If necessary, OES may task State agencies to perform work outside their day-to-day and statutory responsibilities.

California Public Resources Code

The California Public Resources Code includes provisions that address fire prevention and minimum fire safety standards related to defensible space for industrial operations and other land uses in State Responsibility Area (California Public Resources Code Part 2, Chapters 1 and 2). Applicable fire safe regulations address road standards for fire equipment access, standards for signage, minimum water supply requirements for emergency fire use, and fuel breaks and greenbelts, among others.

LOCAL

City of Roseville General Plan

Police Services

GOAL: Maintain a professional law enforcement agency that proactively prevents crime; controls crime that the community cannot prevent; and, reduces fear and enhances the security of the community.

- **Policy 7:** Design parks to facilitate surveillance by adjoining residents, security services, and police.

Fire Protection

GOAL 1: Protect against the loss of life, property, and the environment by appropriate prevention, education, and suppression measures.

GOAL 2: Provide emergency services in a well-planned, cost-effective, and professional manner through the best utilization of equipment, facilities, and training available.

- **Policy 2:** Strive to achieve the following service levels:

  Urban Areas:
  - Four-minute response time for all emergency calls
  - ISO rating of 3 or better
  - 500 gallons of water per minute within 10 minutes of an alarm

Chapter 10.53 of the Municipal Code (Spray Paint and Graffiti) prohibits the intentional placement of graffiti upon public property, and the authority to remove graffiti discovered within the City.

4.11.4 Impacts

METHODS OF ANALYSIS

Potential impacts on public services resulting from project construction and use were identified by comparing existing service capacity against future demand associated with project implementation. Evaluations of potential public service impacts are based on a review of documents pertaining to the project area, including the City of Roseville General Plan.

THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, the proposed project was determined to result in a significant impact to public services if it would:

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

- fire protection,
- police protection, and
- schools.

ISSUES OR POTENTIAL IMPACTS NOT DISCUSSED FURTHER

Impacts to Schools

The proposed project would not result in the construction of new housing or other project elements that would increase the permanent resident population in the City. No new schools would be required to support construction and use of the proposed project. Thus, this topic is not discussed further.

IMPACT ANALYSIS

Impact 4.11-1	Effects on fire protection and emergency services.
Applicable Policies and Regulations	City of Roseville General Plan Safety Element California Public Resources Code Part 2, Chapters 1 and 2
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

As stated above, the proposed project would not result in the construction of new housing or other project elements that would increase the permanent resident population in the City. Therefore, the project would not generate an increased demand for fire protection or emergency services related to an increase in permanent population in Roseville. While construction of the multi-use trail could increase the short-term risk of fire (see Impact 4.7-5 in Chapter 4.7, “Hazards and Hazardous Materials”), the trail would enhance access to the Dry Creek, Cirby Creek, and Linda Creek open space areas for public recreational and educational opportunities, utility maintenance, open space maintenance, and emergency response access. Per the Design/Construction standards, the desired vertical clearance at undercrossings is 13 feet, 6 inches feet to allow for passage of fire vehicle access. In constrained areas or where fire vehicle access would not be needed, the minimum vertical clearance at undercrossings would be 9 feet. The proposed trail would, to the extent feasible, be designed to provide maintenance and emergency access for the City Environmental Utilities Department, open space and storm water maintenance crews, and the RFD. To the extent that additional fire response access is provided by the proposed, paved trail, it would be a benefit to fire service. It also would provide a route for walkers, joggers, cyclists, wheelchair users, and others traveling on non-motorized vehicles to access parks and other paths.

Visitors along Cirby Creek include neighbors and transitory users. Visitors could pose an increased risk of fire because of activities such as smoking or the setting of or use of small fires. While improved access along the creek corridor could lead to an increase number of people in the area, the trail would be designed to facilitate emergency vehicle access, including fire apparatuses. In addition, the multi-use trail would improve access of maintenances crews to clear fuels as necessary. The RFD has also stated that without the trail, their ability to respond to a fire in the open space is hampered (City of Roseville 2010:106-108).

Conclusion

The proposed project would be designed to facilitate emergency vehicle access and improve access of maintenances crews to clear fuels as necessary. Thus, this impact would be **less than significant**.

Alignment Option 1A

Effects on fire protection and emergency services under Alignment Option 1A would be the same as under the Proposed Trail Alignment because the option would be located in the same general location and contain the same design elements as the Proposed Trail Alignment. Alignment Option 1A would begin north of Darling Way and would travel on the west side of Dry Creek. At the confluence of Dry Creek and Cirby Creek, this option would cross to the south side of Dry Creek and travel along the south side of Cirby Creek as the trail heads upstream. For the reasons described above for the Proposed Trail Alignment, this option would not substantially affect fire protection and emergency services and the impact would be **less than significant**.

Alignment Option 1C

Effects on fire protection and emergency services under Alignment Option 1C would be the same as under the Proposed Trail Alignment because the option would be located in the same general location and contain the same design elements as the Proposed Trail Alignment. Alignment Option 1C would begin north of Darling Way and would travel on the east side of Dry Creek before crossing to the south side of Cirby Creek upstream of the confluence with Cirby Creek. For the reasons described above for the Proposed Trail Alignment, this option would not substantially affect fire protection and emergency services and the impact would be **less than significant**.

Alignment Option 5A

Effects on fire protection and emergency services under Alignment Option 5A would be the same as under the Proposed Trail Alignment because the option would be located in the same general location and contain the same design elements as the Proposed Trail Alignment. East of Eastwood Park, Alignment Option 5A would remain on the south side of Linda Creek until east of Sunrise Avenue before crossing to the north side of the creek, and Bridge #13 would not be included. For the reasons described above for the Proposed Trail Alignment, this option would not substantially affect fire protection and emergency services and the impact would be **less than significant**.

Mitigation Measures

None required.

Impact 4.11-2	Effects on police protection services.
Applicable Policies and Regulations	City of Roseville General Plan Safety Element City of Roseville Municipal Code Chapter 10.53
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

As stated above, the proposed project would not result in the construction of new housing or other project elements that would increase the permanent resident population in the City. Therefore, the project would not generate an increased demand for police protection services related to an increase in permanent population in Roseville. Property owners and residents commonly express concern regarding the potential for increased vandalism and illegal activities in areas where trails are

constructed. Public access exists for much of the proposed project corridor through public streets and cul-de-sacs, as well as segments of existing paths and trails that are not built to current City and California Department of Transportation (Caltrans) design standards. Community members have reported people being present in the creek corridors under existing conditions. Bike trails are patrolled by police officers on an as-needed basis (CRPOA 2010). Police personnel state that graffiti is commonly seen along bike trails (City of Roseville 2010:106-108). However, in accordance with the City's graffiti abatement program, graffiti on public property is abated within 10 days of notifications to the City.

During the feasibility study phase of this project, public outreach was conducted and residents of adjacent neighborhoods expressed concern related to safety issues. The RPD and RFD have not identified any trends in crime or significant safety or security concerns along Roseville's existing paths or trails. While no studies have been conducted to explore the potential safety effects that could occur from construction and use of the trail, studies and surveys completed in multiple contexts found that multi-use paths can benefit communities by providing exercise and recreation opportunities, transportation choices, a sense of community, increased property values, and lower crime. For instance, a 1998 study of 372 trails found that crimes rates are lower in trail networks than the overall crime rate for the region in which they are located (i.e., urban, suburban, or rural) (Tracey and Morris 1998). Similar results were found for studies that evaluated trail systems in the Seattle metropolitan area (Zarker and Bourey 1987) and Santa Rosa California (Murphy 1992), Generally, these studies reflect the observation made by the RPD and RFD that open space trails do not result in increased safety and security problems, and that trails are safe places to be on and live near. It would provide a safe route for walkers, joggers, cyclists, wheelchair users, and others traveling on non-motorized vehicles to access parks and other paths.

Furthermore, with respect to the recently-constructed Miners Ravine Trail, the RPD has found that having more responsible trail users present in the open space has helped provide observers that deter illegal activities. Also, the RPD has indicated that the trail users and enhanced patrol access assist police efforts to reduce loitering or illegal camping in the open space (City of Roseville 2010:106-108). It is expected that a trail designed to current City and Caltrans standards would improve public safety conditions, compared to the existing conditions, because it would provide enhanced police access to open space areas.

Conclusion

Construction of the proposed project is not expected to generate a significant increase in service calls leading to the need for new facilities to accommodate additional police protection services, and therefore there would be no associated environmental effects. Therefore, potential impacts related to police services would be **less than significant**.

Alignment Option 1A

Effects on police protection services under Alignment Option 1A would be the same as under the Proposed Trail Alignment because the option would be located in the same general location and contain the same design elements as the Proposed Trail Alignment. Alignment Option 1A would begin north of Darling Way and would travel on the west side of Dry Creek. At the confluence of Dry Creek and Cirby Creek, this option would cross to the south side of Dry Creek and travel along the south side of Cirby Creek as the trail heads upstream. For the reasons described above for the Proposed Trail Alignment, this option would not adversely affect public safety and the impact would be **less than significant**.

Alignment Option 1C

Effects on police protection services under Alignment Option 1C would be the same as under the Proposed Trail Alignment because the option would be located in the same general location and contain the same design elements as the Proposed Trail Alignment. Alignment Option 1C would begin north of Darling Way and would travel on the east side of Dry Creek before crossing to the south side of Cirby Creek upstream of the confluence with Cirby Creek. For the reasons described above for the

Proposed Trail Alignment, this option would not adversely affect public safety and the impact would be **less than significant**.

Alignment Option 5A

Effects on police protection services under Alignment Option 5A would be the same as under the Proposed Trail Alignment because the option would be located in the same general location and contain the same design elements as the Proposed Trail Alignment. East of Eastwood Park, Alignment Option 5A would remain on the south side of Linda Creek until east of Sunrise Avenue before crossing to the north side of the creek, and Bridge #13 would not be included. For the reasons described above for the Proposed Trail Alignment, this option would not adversely affect public safety and the impact would be **less than significant**.

Mitigation Measures

None required.

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4.12 RECREATION

4.12.1 Introduction

This section describes existing recreational facilities in the project vicinity and presents a discussion of potential effects to such facilities, as well as the creation of new outdoor recreation opportunities resulting from implementation of the proposed trail. In addition, a discussion of the regulatory environment specific to recreation is provided below.

No comments received on the Notice of Preparation pertained to recreation.

4.12.2 Environmental Setting

REGIONAL SETTING

Roseville's park and recreation facilities are operated by the City of Roseville (City) Parks and Recreation Department. The Department is responsible for the development and maintenance of the City's various recreational facilities including parks, public golf courses, and open space areas. In addition, the Department manages a full range of recreation programs for the residents of the community.

The City has defined "park lands" to include public developed parks, recreational open space and joint-use park-school facilities. Based on the current General Plan land use allocation at buildout, Roseville has secured approximately 9 acres of park land per 1,000 residents (as of 2010). Table 4.12-1 provides 2015 park and open space acreage within the City (City of Roseville 2016).

Table 4.12-1 2015 Parks and Open Space Acreage

Use	Acres
Developed Parks	1,065
Golf Courses	678
Open Space/Park Preserve	4,569
Undeveloped Parks	515
Roadway Landscape Areas	266
Greenway/Paseos	70

Notes: * Roadway landscape areas consist of landscape corridors and medians only. This figure is comprised of existing Landscape and Lighting District maintained areas plus an estimate for the WRSP, SVSP/Westbrook and Creekview based on similar population from other plan areas.

** Greenways/Paseos consist of the paseos in the WRSP, SVSP/Westbrook and Creekview areas as well as the one existing greenway along the Sunrise Corridor.

Source: City of Roseville 2016

PARK DEFINITIONS

The City of Roseville defines several types of park facilities. These are described below.

Neighborhood Park

A neighborhood park can be generally defined as a landscaped park designed to serve a concentrated population or neighborhood. They are often developed as a recreation facility with a balance of passive

and active recreation areas serving all ages. Typical improvements are play areas, picnic tables (covered or uncovered), athletic fields, multi-use turf, hard courts, natural areas, pathways, security lighting and in some cases, unique or single-purpose amenities. Athletic fields in neighborhood parks will be without lights. The typical size range is 0.5 acres up to 8 acres.

Neighborhood/School Park

School park areas are facilities developed on or adjacent to school land and available for joint City and school use. Facilities would focus on clustering active ball fields whenever possible to alleviate demands on neighborhood parks and to provide more cost-effective maintenance practices. The facilities may be jointly owned, and/or developed. They are often developed as an active recreation facility serving all ages. Typical facilities may include play areas, athletic fields, picnic areas, hard courts, game courts, joint off-street parking, pathways, and security lighting. For larger sites, facilities may include turfed ball fields for organized sports that may have sports lights, swimming pools, gymnasiums, hard courts, sports courts, specialty elements and Adventure Clubs. Restrooms may be included, but are not required. The facilities could be subject to use restriction and/or maintenance agreements defined in a specific joint-use agreement between the school and the City. The multi-use of school and park facilities is also addressed in the school component of the Public Facilities Element. The typical size range of these joint use areas is 5.5 acres up to 20 acres.

Community/City-Wide Park

Community/city-wide parks are designed to accommodate a wider variety and higher intensity of recreational uses than neighborhood parks and are frequently identified as unique recreational centers serving the entire Roseville population. These facilities are designed to “cluster” active sport elements to accommodate city-wide or regional needs, such as tournaments, special events and or tourism to provide more cost-effective maintenance practices. These parks may include specialized recreational amenities, such as plazas, town centers, large specialty recreation facilities, swimming pools, libraries, community centers, outdoor areas, competitive sports complexes, tennis courts, sports courts and sports lighting, concessions, nature centers, large children’s play areas, large group picnic facilities, trail systems, transit stops, outdoor amphitheaters, water-oriented facilities for boating, swimming and fishing, restrooms, and park and ride within parking lots. Community/city-wide facilities may be stand alone or located adjacent to schools. The typical size range of these areas is 4 acres to over 200 acres.

Landscape Areas

Landscape areas are generally defined as linear public corridors (i.e., roadway landscaping and corridors, and other landscape frontages) that provide visual relief along major roadways and are important connections within the City between parks, schools, neighborhoods, businesses, and shopping areas. Typical components are usually sidewalks, trees, turf, shrubs, and ground covers designed by using berms and slopes. Landscape areas may also include benches, street furnishings, walls/fencing, city boundary markers, monuments, lighting, and signs.

Paseos

Paseos are provided to promote walking and biking by establishing connectivity between residences, parks, schools, local businesses, trail systems, and/or other connections. They may include similar landscaping components, such as sidewalks, plant materials, and bike/pedestrian trails. Paseos vary in width between 15 to 100 feet, depending on the intended use and location. Paseos are open to the surrounding neighborhood by maintaining a street frontage to one side so that paseos are not hidden. This allows visibility by residents and City personnel for security access.

Greenways

Greenways are defined as wide, usually linear, landscape corridors. They usually consist of simple landscaping features, such as turf, trees, shrubs, or no landscaping at all, and usually include sidewalks, and/or bike and pedestrian trails. They typically link streets together to provide passive

recreation opportunities, such as walking or biking, and they may be an important component of a Class I bike path system. They differ from paseos in that they can be undeveloped, may support transportation and mobility, and usually have greater widths and lengths. While containing some characteristics of open space areas, they may also contain formal landscaping features and irrigation.

BIKEWAYS

Bikeways are defined as specific routes and classes that meet minimum design standards for bicycle or multi-use purposes. Roseville generally follows Caltrans' design standards for the following classes of bikeways:

- Class I Bike Paths that provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized. Class I paths often follow natural amenities such as creeks, drainage, or utility line easements, and are used by both commuter and recreational riders.
- Class II Bike Lanes that provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted. Class II lanes are generally developed within the right-of-way of collector streets and arterials.
- Class III Bike Routes that provide a right-of-way designated by signs or permanent markings and shared with motorists. Class III routes are generally located on local streets within residential neighborhoods.

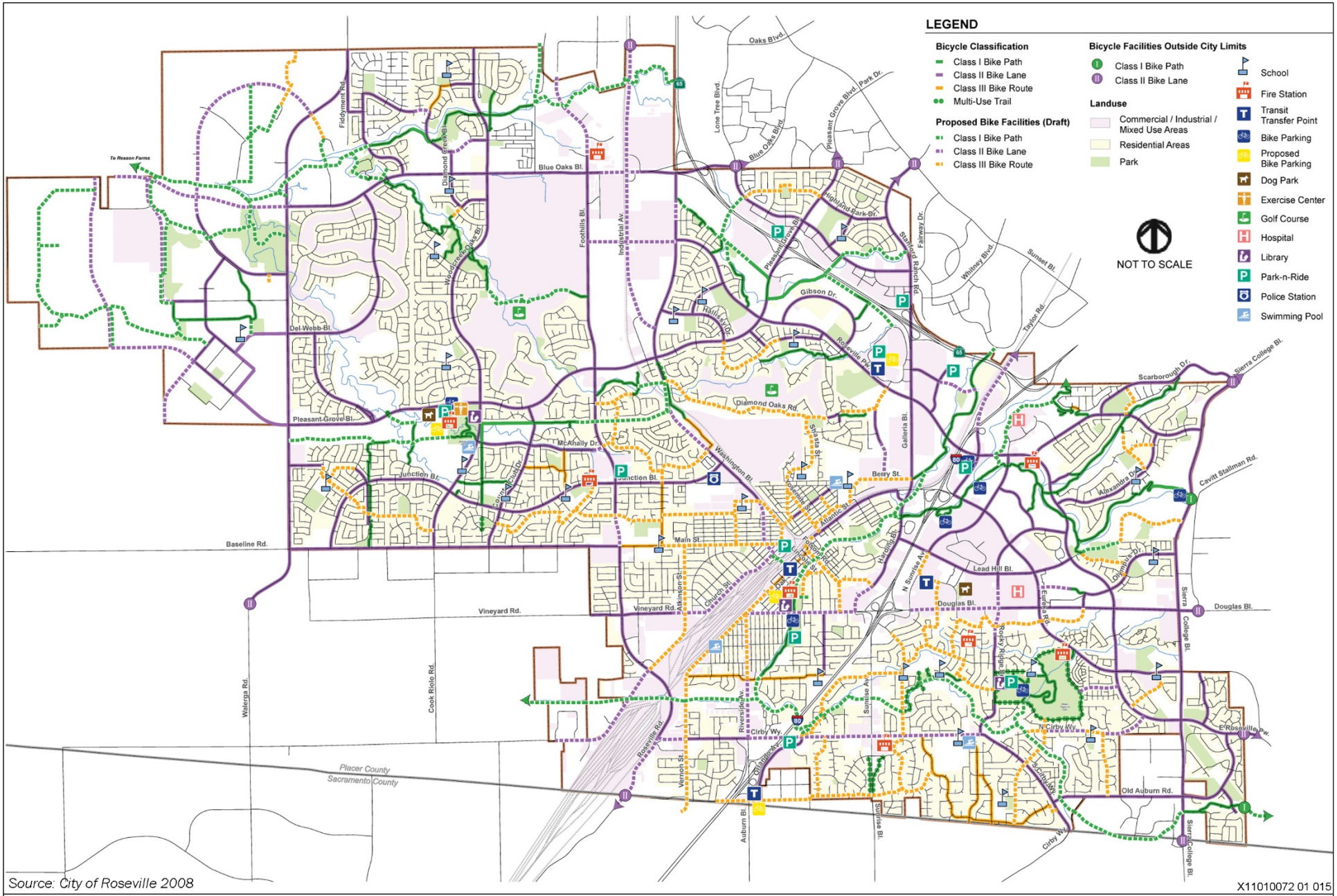
Roseville also has an additional classification for bikeways:

- Class IA Bike Paths are paths that have been developed as parallel, widened (8-12 feet wide) sidewalk routes along major roadways and are separated from the roadway by a landscape strip. These paths are for the use of pedestrians and casual bicyclists. Caltrans does not consider sidewalk facilities to be Class I facilities and does not recommend that they be signed as bike routes. However, the Class IA facilities are still desirable for casual bicyclists such as children, as well as others who are hesitant to utilize on-street routes. Class IA bike paths are intended to supplement, not replace on-street bike Roseville General Plan III-47 Circulation Element lanes, but there may be occasions where they are used in lieu of on-street bike lanes.

Exhibit 4.12-1 shows the existing bikeways within the Roseville City limits by facility class. It shows that bikeway connections are currently limited in the City, especially in the older infill areas. Most of the existing bikeways are located in recently developed areas, associated with the City's 14 specific plans.

PARKS AND RECREATIONAL FACILITIES

The proposed trail would be located in close proximity to several parks, including Maidu Regional Park, Eastwood Park, and Willard Dietrich Park as shown on Exhibit 4.12-2. An existing multi-use trail along the east side of Rocky Ridge Drive, as well as on-street bike lanes on Rocky Ridge Drive currently provide connections from the proposed trail to Maidu Regional Park.



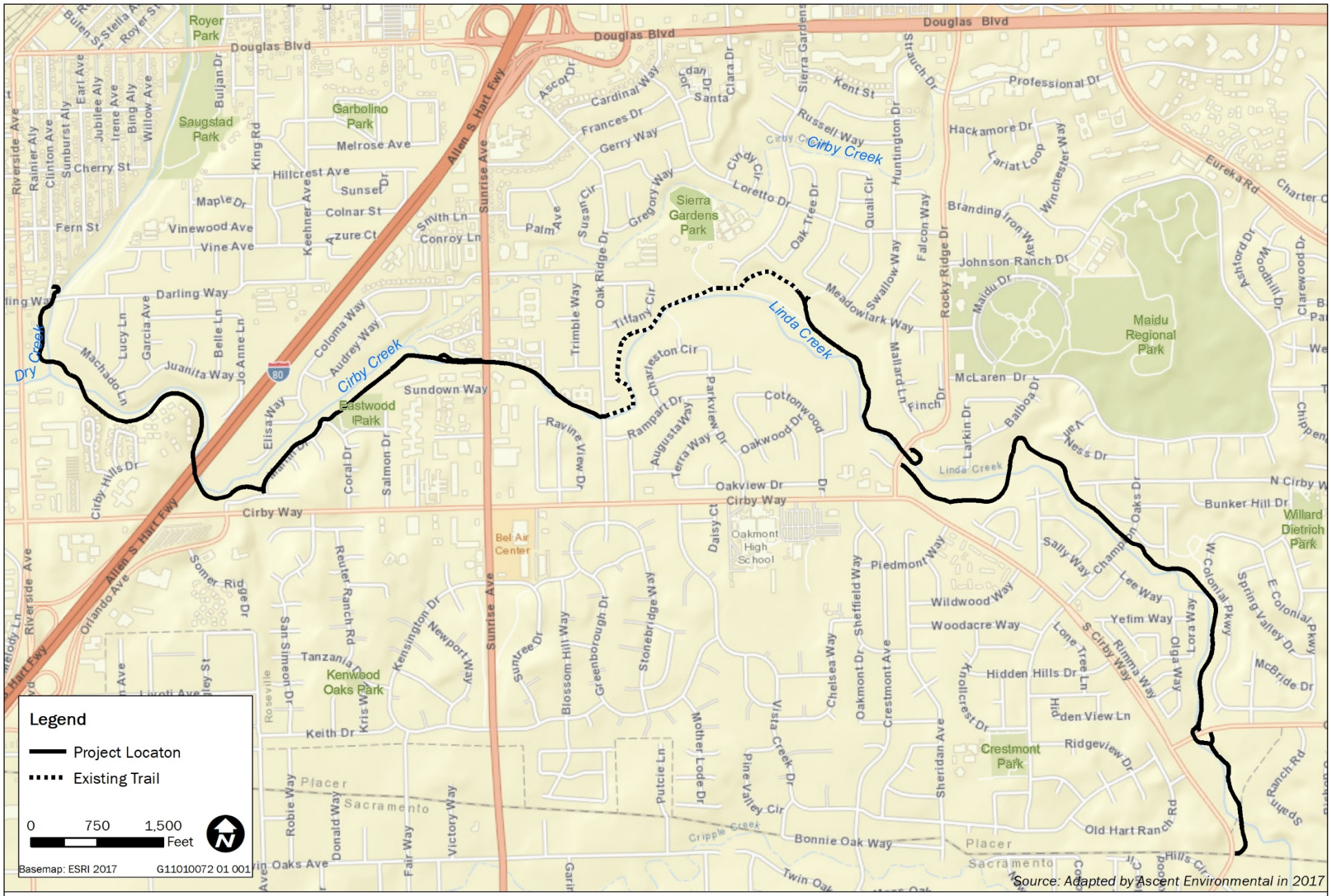
Source: City of Roseville 2008

X11010072 01 015

Exhibit 4.12-1

Existing and Proposed Bike Network

ASCENT ENVIRONMENTAL


Legend
Project Locaton
Existing Trail
0 750 1,500
Feet
Basemap: ESRI 2017
G11010072 01 001
Source: Adapted by Ascent Environmental in 2017
Royer Park
Douglas Blvd
Saugstad Park
Garbolino Park
Melrose Ave
Cherry St
Hillcrest Ave
Sunset Dr
Maple Dr
Colnar St
Fern St
Vinewood Ave
Vine Ave
Azure Ct
Smith Ln
Conroy Ln
Darling Way
Juanita Way
Machado Ln
Lucy Ln
Garcia Ave
Belle Ln
Jo Anne Ln
Coloma Way
Audrey Way
Elisa Way
Eastwood Park
Sundown Way
Cirby Creek
Dry Creek
Cirby Hills Dr
Cirby Way
Allen S Hart Fwy
Sunrise Ave
Ascot Dr
Cardinal Way
Frances Dr
Gerry Way
Jordan Dr
Santa Clara Dr
Sierra Gardens
Kent St
Russell Way
Cindy Cir
Loretto Dr
Sierra Gardens Park
Palm Ave
Susan Cir
Gregory Way
Oak Ridge Dr
Trimble Way
Tiffany Cir
Charleston Cir
Rampart Dr
Augusta Way
Terra Way Dr
Parkview Dr
Ravine View Dr
Oakwood Dr
Cottonwood Dr
Oakview Dr
Bel Air Center
Oakmont High School
Daisy Ct
Piedmont Way
Wildwood Way
Woodacre Way
Hidden Hills Dr
Hidden View Ln
Ridgeview Dr
Crestmont Park
Crestmont Ave
Oakmont Dr
Sheffield Way
Chelsea Way
Sheridan Ave
Vista Creek Dr
Pine Valley Cir
Mother Lode Dr
Putcie Ln
Cripple Creek
Bonnie Oak Way
Old Hart Ranch Rd
Placer
Sacramento
Twin Oaks Ave
Keith Dr
Kenwood Oaks Park
Tanzania Dr
Reuter Ranch Rd
Kensington Dr
Newport Way
Blossom Hill Way
Greenborough Dr
Stonebridge Way
Suntree Dr
Somer Rid
Orlando Ave
Riverside Ave
Roseville
Robie Way
Donald Way
Fair Way
Victory Way
Douglas Blvd
Professional Dr
Hackamore Dr
Lariat Loop
Winchester Way
Eureka Rd
Charter C
Branding Iron Way
Johnson Ranch Dr
Maidu Dr
Maidu Regional Park
Meadowlark Way
Swallow Way
Falcon Way
Rocky Ridge Dr
Oak Tree Dr
Quail Cir
Huntington Dr
Linda Creek
McLaren Dr
Finch Dr
Larkin Dr
Balboa Dr
Van Ness Dr
Bunker Hill Dr
Willard Dietrich Park
N Cirby W
Oaks Dr
Champ
Sally Way
Lee Way
Yefim Way
Lora Way
Olga Way
Rimma Way
S Cirby Way
Lone Tree Ln
W Colonial Pkwy
E Colonial Pkwy
Spring Valley Dr
McBride Dr
Ranch Rd
Spahn
Hills Cir
Exhibit 4.12-2
Park Facilities
ASCENT ENVIRONMENTAL

Maidu Regional Park – Located at 1550 Maidu Drive, this is a 152-acre regional park. The developed area of the park (54 acres) includes the Maidu Community Center, Maidu Branch Library, Veteran's Memorial Rose Garden and Maidu Museum & Historic Site. Other features of the park include a four-diamond lighted softball complex, a five-field lighted soccer complex, a six station batting cage, a regulation size lighted covered soccer arena, a skate park, one full basketball court, a pedestrian and bike path, numerous picnic areas and children's play equipment.

Eastwood Park – Located at 950 Madden Lane, this 4-acre neighborhood park features a school-aged play area, covered picnic area, baseball/softball field, multi-use field, and a basketball court.

Sierra Gardens Park – Adjacent to Eich Middle School located at 1509 Sierra Gardens Drive, this is a school field with running track, basketball courts, and soccer fields. The City of Roseville Parks and Places website updates field conditions at Sierra Gardens.

Willard Dietrich Park – Located at 1201 Stoney Point Drive, this 4.6-acre neighborhood park features pre-school and school-aged play areas, barbeques, covered picnic area, and multi-use turf.

Parks in the project area also include Saugstad Park at 100 Buljan Drive, Royer Park at 190 Park Drive, Crestmont Park at 1500 Champion Oaks Drive, Kenwood Oaks Park at 1022 Tanzania Drive, and Garbolino Park at 1015 Camelia Avenue.

4.12.3 Regulatory Setting

Recreation resources are protected and/or regulated by a variety of federal, state, and local laws and policies. Key regulatory and conservation planning issues applicable to the proposed project are discussed below.

FEDERAL AND STATE

No federal or state regulations pertaining to recreation are applicable to the proposed project.

LOCAL

The City of Roseville has an adopted standard of nine acres of park land per 1,000 residents. The nine-acre requirement is divided into three acres each for neighborhood, citywide, and open space areas. This requirement has historically been met through the dedication of park land by developers. Credits are granted against the 9-acre per 1,000 population standard and has varied dependent upon the recreational value of the land to City residents.

City of Roseville General Plan

Parks and Recreation

GOAL 2: Provide residents with both active and passive recreation opportunities by maximizing the use of dedicated park lands and open space areas.

- **Policy 5:** Cooperate with other jurisdictions to provide regional recreation facilities, where appropriate
- **Policy 7:** Plan for safe and secure parks and recreation areas.
- **Policy 12:** Ensure that new public parks and recreation facilities, open space, paseos, landscape areas and greenways provide adequate funding for initial development, as well as ongoing maintenance and operation.

Circulation Element
GOAL 1: Increase the percentage of all trips made by bicycles in Roseville.

GOAL 2: Establish and maintain a safe, comprehensive and integrated bikeway and trail system that encourage the use of bikes and walking for commuting, recreational and other trips.

- **Policy 1:** Develop a comprehensive and safe system of recreational and commuter bicycle routes and trails that provides connections between the City's major employment and housing areas and between its existing and planned bikeways.
- **Policy 2:** Coordinate Roseville's bikeway and trail system with those of neighboring jurisdictions to provide both local and regional connections.

City of Roseville Bicycle Master Plan

The Bicycle Master Plan is intended to guide and influence bikeway policies, programs and development standards to make bicycling in Roseville more safe, comfortable, convenient and enjoyable for all bicyclists. The ultimate goal of this effort is to increase the number of persons who bicycle in Roseville for transportation to work, school, and errands, and for recreation. The Bicycle Master Plan is developed in context of the Circulation Element of the Roseville General Plan (GP), which includes goals and policies to develop a balanced transportation system for automobiles, transit, bicycles and pedestrians. The Bicycle Master Plan contains goals and policies associated with its implementation. Those that are applicable to the proposed project are provided as follows.

GOAL 2: Establish a safe, comfortable, convenient and highly-connected bikeway system that meets the transportation and recreation needs of avid, regular, youth and beginning bike riders, while balancing the needs of other transportation types including automobiles, train, transit and pedestrians.

- **Policy 4:** Promote development patterns that enhance connectivity for transportation and recreation use and lessen distance of bicycle and pedestrian travel between uses.
- **Policy 6:** Class I Off-Street bike paths are preferred when they result in bikeway continuity, safe and preferably separated crossings of major roads, and minimal traffic cross-flow.
- **Policy 13:** Bicycle crossings should be located at appropriate intervals along new roadways as determined by the Public Works Director/City Engineer. The City will consider opportunities for grade-separated crossings where feasible and warranted based upon demand to improve bikeway safety, comfort and continuity. The City should work with Caltrans to provide safe, convenient and comfortable crossings of State highways and freeways at regular intervals.
- **Policy 16:** Work with Public Works, Planning and Parks & Recreation Department staff to provide continuity in the design & construction of bikeway facilities.

Encouragement
GOAL: Increase transportation and recreation bicycle riding to work, school, play and other destinations by 50 percent by 2020, and gain acceptance of bicycle commuting as a mainstream activity through incentive and encouragement efforts.

- **Policy 4:** Support recreational bikeway facilities, programs and events as an important part of the effort to cultivate acceptance of bicycling among the general populace.

4.12.4 Impacts

METHODS OF ANALYSIS

Potential impacts on recreation resources resulting from project construction were determined by comparing the existing conditions against implementation of the proposed project. The thresholds of

significance, described below, were used to determine if the project would result in an environmental effect associated with recreation. The proposed project is a recreation facility that would be used by pedestrians and bicyclists. The multi-use trail would meet Class I off-street bike path specifications, consisting of a paved, all-weather access for City maintenance crews. The potential environmental effects associated with construction and use of this project are described throughout this Draft EIR.

THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, the proposed project was determined to result in a significant impact to recreation resources if it would:

- 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, or
- include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

IMPACT ANALYSIS

Impact 4.12-1	Increased use of existing neighborhood and regional parks.
Applicable Policies and Regulations	City of Roseville General Plan Open Space and Circulation Elements City of Roseville Bicycle Master Plan
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

Under existing conditions, the bike path alignment contains some portions that could be accessible by pedestrians or cyclists; however, walking or biking the entire length from one end to the other is not possible. Implementation of the project would generally consist of a 10-foot wide paved trail with two-foot shoulders on each side (one composed of decomposed granite and one of aggregate base), for a total width of 14 feet (see Exhibit 3-3, Typical Trail Cross Section, in Chapter 3, “Project Description”). The trail may also include drainage swales on one or both shoulders, as needed.

The proposed project would not result in any new permanent residents and would therefore not directly generate new users. Improving the trail could attract additional recreationists for activities such as bicycling, walking, running, and dog-walking. In addition, it would create new access opportunities to nearby parks, in particular Maidu, Saugstad and Eastwood parks. The trail could also be used by commuting cyclists in lieu of vehicle trips. An increase in the use of a recreational facility could increase the rate of degradation and require improvements at a faster rate than originally designed. However, while access to existing parks would be altered, and potentially increased, user groups of the trails are anticipated to be existing members of the surrounding community. Entry onto nearby regional parks via the proposed trail would not be substantially incentivized through development of the multi-use trail, and the path would be used as an alternative route to arrive at City parks. In addition, much of the current path is already used by pedestrians and cyclists. Paving would reduce degradation of the dirt path and improve longevity of the alignment. Furthermore, the proposed project is listed in the Bicycle Master Plan and is, therefore, consistent with future recreation planning within the City.

Conclusion
The project is not expected to result in a substantial number of additional users at existing recreation facilities such that new facilities would need to be built to accommodate increased use. This impact would be **less than significant**.

Alignment Option 1A
Access to recreational facilities under Alignment Option 1A would be the same type and magnitude as the Proposed Trail Alignment. Alignment Option 1A would begin north of Darling Way and would travel on the west side of Dry Creek. At the confluence of Dry Creek and Cirby Creek, this option would cross to the south side of Dry Creek and travel along the south side of Cirby Creek as the trail heads upstream.

As discussed above under the Proposed Trail Alignment, the project is not expected to result in a substantial number of additional users at existing recreation facilities such that new facilities would need to be built to accommodate increased use. Thus, this impact would be **less than significant**.

Alignment Option 1C
Access to recreational facilities under Alignment Option 1C would be the same type and magnitude as the Proposed Trail Alignment. Alignment Option 1C would begin north of Darling Way and would travel on the east side of Dry Creek before crossing to the south side of Cirby Creek upstream of the confluence with Cirby Creek.

As discussed above under the Proposed Trail Alignment, the project is not expected to result in a substantial number of additional users at existing recreation facilities such that new facilities would need to be built to accommodate increased use. Thus, this impact would be **less than significant**.

Alignment Option 5A
Access to recreational facilities under Alignment Option 5A would be the same type and magnitude as the Proposed Trail Alignment. East of Eastwood Park, Alignment Option 5A would remain on the south side of Linda Creek until east of Sunrise Avenue before crossing to the north side of the creek.

As discussed above under the Proposed Trail Alignment, the project is not expected to result in a substantial number of additional users at existing recreation facilities such that new facilities would need to be built to accommodate increased use. Thus, this impact would be **less than significant**.

Mitigation Measures
None required.

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4.13 TRANSPORTATION AND CIRCULATION

4.13.1 Introduction

This section describes the existing transportation setting in the project area, including current levels of service, bicycle facilities, and transit services, and evaluates potential transportation effects related to implementation of the Dry Creek Greenway East Trail.

No comments pertaining to transportation and circulation were received in response to the Notice of Preparation. One comment addresses potential conflicts between skateboarders or cyclists and pedestrians.

4.13.2 Environmental Setting

PROJECT AREA ROADWAYS

The primary function of arterial roadways is to move large volumes of traffic through the City of Roseville (City) to other sections and beyond. The City has sixteen subareas that have been planned for urban development. These include the Infill area, the North Industrial area, and fourteen specific plan areas. The proposed project is located within the City's designated "Infill" area. In the specific plan areas, the right-of-way (ROW) for arterials varies from 76 feet to 100 feet and generally incorporates four to six travel lanes, bicycle lanes, and a landscaped median. Outside the City's specific plan areas, which includes the proposed project, some roadways function as arterials because of the current high traffic volumes and their key linkages between one section of the City and another. For these roadways, current ROW widths vary, but most contain more than two traffic lanes. Collector streets generally link local residential streets and the commercial and office parking areas to the arterials. According to the City's general plan, the project area consists of the following arterials and collectors (Table 4.13-1).

Table 4.13-1 Arterials and Collectors Within the Proposed Project Area

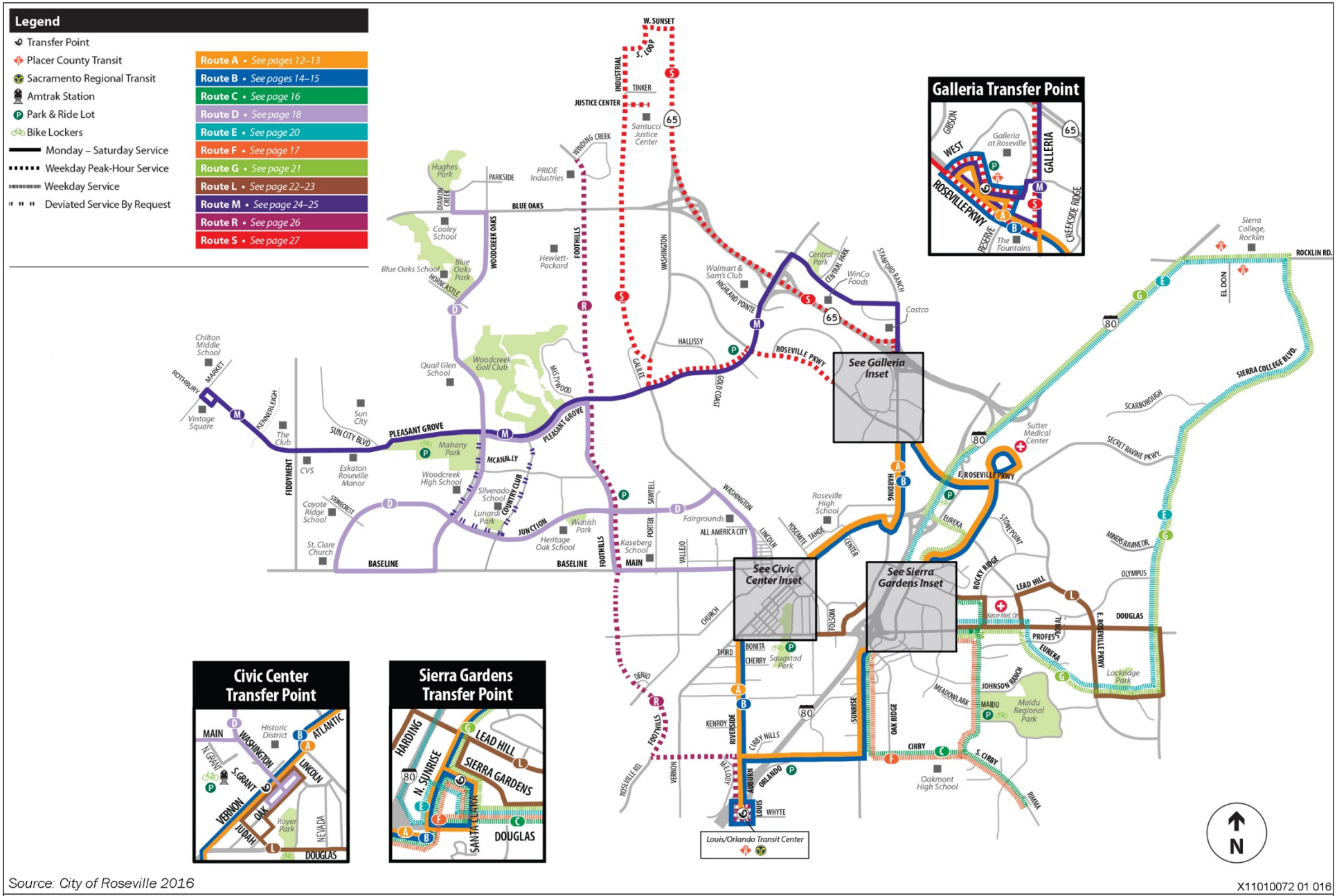
Arterials	Collectors
Cirby Way	Oak Ridge Drive
Riverside Avenue	Old Auburn Road (South Cirby to Sacramento County line)
Rocky Ridge Drive (south of Douglas Boulevard)	McLaren Drive
Sunrise Avenue	North Cirby Way

Source: Compiled by Ascent 2017.

TRANSIT FACILITIES

The City of Roseville operates Roseville Transit, which has a local fixed route service, a peak hour commuter service, and a dial-a-ride service. Roseville Transit provides approximately 435,000 trips annually (City of Roseville 2016:4.3-8). Roseville Transit routes are shown on Exhibit 4.13-1. Routes in the project area include A, B, C, and F.

Roseville Transit Commuter Service (commute service) is a fixed route weekday commute period service between Roseville and downtown Sacramento. Roseville Transit operates ten routes between Roseville and downtown Sacramento.



Source: City of Roseville 2016

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Exhibit 4.13-1

Roseville Transit Routes

ASCENT ENVIRONMENTAL

Roseville Transit Local Service (fixed route service) has 11 scheduled routes, most of which operate Monday through Friday from 5:45 a.m. to 10:00 p.m. and on Saturdays from 8:00 a.m. to 5:00 p.m. There are four transfer points where connections between buses can be made: Sierra Gardens, Galleria Mall, Civic Center, and Louis/Orlando. The Roseville Transit system connects to both Placer County Transit (at Galleria Mall and Louis/Orlando transfer points) and Sacramento Regional Transit (at Louis/Orlando transfer point).

Roseville Transit ADA Paratransit Service is an appointment service required by the Americans with Disabilities Act (ADA) for persons with disabilities preventing them from using Local Service. ADA Paratransit Service operates within a three-quarter mile radius of Local Service routes during Local Service hours.

Roseville Transit Dial-a-Ride (DAR) Service provides curb to curb appointment bus service within the City of Roseville for the general public, seven days a week. Roseville Transit dial-a-ride services operate Monday through Friday from 5:45 a.m. to 10:00 p.m. and on weekends from 8:00 a.m. to 5:00 p.m. (City of Roseville 2016:4.3-8).

PEDESTRIAN FACILITIES AND ON-STREET PARKING

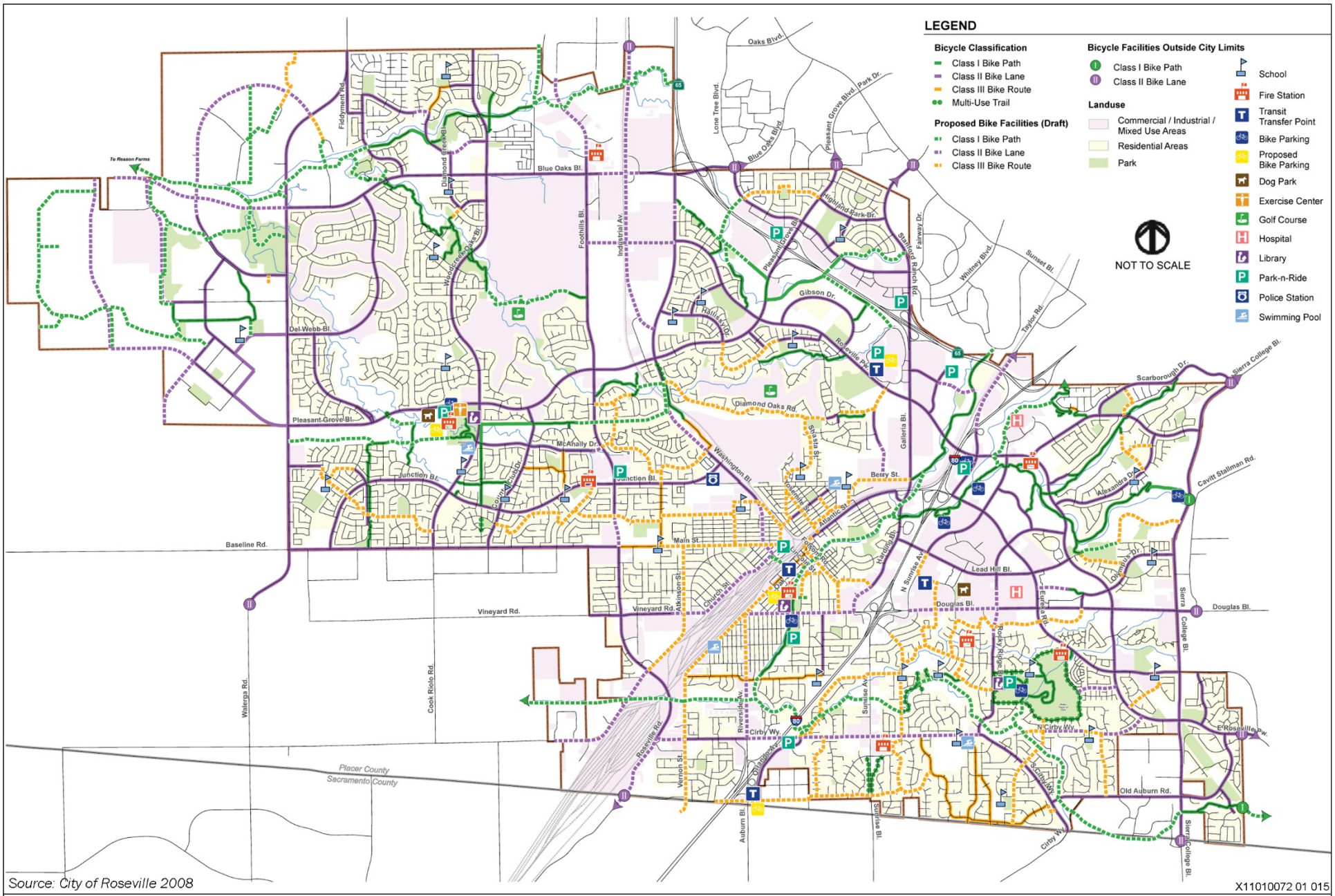
The City of Roseville has an extensive network of pedestrian facilities. Most residential streets contain improved sidewalk facilities and crosswalks at intersections. Arterial roadways adjacent to existing residential development have wide sidewalks, often flanked by landscaping corridors.

The neighborhood streets surrounding the project site provide on-street parallel parking. The majority of the residential on-street parking is unrestricted, while adjacent commercial and office parking areas are restricted to customer and employee use.

BICYCLE FACILITIES

The City's existing bikeways are shown in Exhibit 4.13-2. Designated bikeways are specific routes that meet minimum local and state design standards. Roseville generally follows California Department of Transportation's (Caltrans) design standards for the following classes of bikeways:

- Class I bikeways are located within a completely separated ROW designated for the exclusive use of bicycles and pedestrians with cross flows by motorists minimized. Class I bikeways are a minimum of 10 feet wide. A 2-foot graded area should parallel the bikeway on both sides, and the bikeway should be a minimum of 5 feet from an adjacent roadway.
- Class II bikeways are frequently referred to as on-street bike lanes. Class II bikeways consist of a restricted ROW designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with cross-flows by pedestrians and motorists permitted. Class II bikeways are typically 4–6 feet wide in Roseville and separated from vehicle traffic by a solid white stripe.
- Class III bikeways consist of on-street right-of-way designated by signs or permanent markings that is shared with motorists.



Source: City of Roseville 2008

X11010072 01 015

Exhibit 4.13-2

Existing and Proposed Bike Network

ASCENT ENVIRONMENTAL

4.13.3 Regulatory Setting

FEDERAL AND STATE

There are no federal or state plans or policies addressing transportation and circulation that pertain to the project.

LOCAL

City of Roseville General Plan

Circulation Element - Bikeways and Trails
GOAL 1: Increase the percentage of all trips made by bicycles in Roseville.

GOAL 2: Establish and maintain a safe, comprehensive and integrated bikeway and trail system that encourages the use of bikes and walking for commuting, recreational and other trips.

GOAL 3: Establish education, encouragement and enforcement programs that increase bicyclist and motorist awareness of the rights and responsibilities of bicyclists in order to foster a climate of acceptance for bike riding.

GOAL 4: Obtain the Bicycle Friendly Community Designation from the League of American Bicyclists.

- **Policy 1:** Develop a comprehensive and safe system of recreational and commuter bicycle routes and trails that provides connections between the City's major employment and housing areas and between its existing and planned bikeways.
- **Policy 2:** Coordinate Roseville's bikeway and trail system with those of neighboring jurisdictions to provide both local and regional connections.

Parks and Recreation Element
GOAL 2: Provide residents with both active and passive recreation opportunities by maximizing the use of dedicated park lands and open space areas.

- **Policy 12:** Ensure that new public parks and recreation facilities, open space, paseos, landscape areas and greenways provide adequate funding for initial development, as well as ongoing maintenance and operation.

Open Space and Conservation Element – Open Space System
GOAL 1: Establish a comprehensive system of public and private open space, including interconnected open space corridors that should include oak woodlands, riparian areas, grasslands, wetlands, and other open space resources.

GOAL 2: Utilize the open space system to connect neighborhoods and separate development areas within the City.

GOAL 3: Provide access to public open space areas through the establishment of a series of public linkages that will be adequately managed and protected.

GOAL 4: Integrate, where feasible, passive recreational and educational opportunities with the protection of wildlife and vegetation habitat areas

- **Policy 1:** Provide an interconnecting system of open space corridors that, where feasible, incorporate bikeways and pedestrian paths.
- **Policy 2:** Provide interconnected open space corridors between open space and habitat resources, recreation areas, schools, employment, commercial service and residential areas.

Design and Construction Standards

The 2016 Design and Construction Standards (as amended in January 2017) require that roadway improvements within the City of Roseville conform to a set of standard plans that detail City standards for pavement width, lighting, drainage, sewer, and other roadside facilities.

Bicycle Master Plan

The Bicycle Master Plan (BMP) calls for the development of a comprehensive bikeway system that would provide connections between the City's major employment and housing areas and between existing and planned bikeways. The BMP was updated in 2008. It provides guidelines for the development of a city-wide network of bicycle facilities and design standards for new bicycle facilities in Roseville. The City periodically updates the BMP. The next planned update to the BMP will begin in 2018.

Bikeway Route Development Goal 1: Achieve a balanced transportation system that, consistent with the Roseville General Plan Circulation Element and Smart Choices for Roseville's Future: Implementation Strategies to Achieve Blueprint Project Objectives, provides Roseville residents a variety of transportation choices, including automobile, transit, bicycle, and pedestrian options.

Bikeway Route Development Goal 2: Establish a safe, comfortable, convenient and highly-connected bikeway system that meets the transportation and recreation needs of avid, regular, youth and beginning bike riders, while balancing the needs of other transportation types including automobiles, train, transit and pedestrians.

- **Policy 1:** To meet needs of the various bike rider types, each area of the City should include a range of bikeway types, including bike lanes on arterial streets, bike lanes on collector streets, bike routes on selected low volume/low speed streets and off-street bike paths.
- **Policy 2:** The bikeway system should provide convenient and comfortable connections between residential areas, schools, parks, public transit stops, shopping centers, employment centers and other uses.
- **Policy 3:** The City should cooperatively pursue connections to neighboring jurisdictions to ensure regional bicycle accessibility.

Environmental Goal 1: Reduce traffic, improve air quality, and reduce emissions that contribute to climate change by providing a viable commute alternative to the automobile.

Environmental Goal 2: Enhance public access to open space and natural areas while, to the extent feasible, minimizing the environmental impacts of off-street bike path projects.

- **Policy 3:** Coordinate and where feasible and beneficial partner bike trail projects with stream bank restoration, native habitat restoration, flood control projects and other related open space projects.
- **Policy 4:** Bike trails through open space may, where appropriate and feasible, include interpretive signs informing the public of the environmental resources present and directing users to behave in a manner that reduces impacts on the open space.
- **Policy 5:** Bike path planning, construction and maintenance should be consistent with the Roseville Creek & Riparian Management Plan and open space preserve management plans.
- **Policy 6:** Comply with applicable local, State and federal environmental regulations.
- **Policy 7:** Bike trail projects, to the extent feasible, should minimize environmental impacts.

Pedestrian Master Plan

The City of Roseville Pedestrian Master Plan was adopted by the City Council in 2011 to establish policies, projects, and programs that improve the pedestrian system in Roseville and increase walking for transportation, recreation, and health. The Pedestrian Master Plan includes goals, policies, and implementation measures for pedestrian improvements and programs; a recommended pedestrian network; and a Capital Improvement Program that establishes a 20-year framework for improvements to the pedestrian environment.

GOAL 1: Achieve a balanced transportation system that, consistent with the Roseville General Plan Circulation Element and Smart Choices for Roseville's Future: Implementation Strategies to Achieve Blueprint Project Objectives, provides Roseville residents a variety of transportation choices, including automobile, transit, bicycle, and pedestrian options.

- **Policy 1:** Provide continuous and direct pedestrian connections between residential areas, schools, shopping areas, public services, employment centers, parks, and public transit stops.

4.13.4 Impacts

METHODS OF ANALYSIS

Impacts associated with construction and use of the multi-use trail are evaluated by assessing the potential for addition of users under the proposed project to affect the level of service at those facilities and/or result in conflicts with vehicles. This analysis also determines whether use of the proposed multi-use trail could affect emergency access and whether addition of user types under the proposed project could conflict with alternative transportation policies, plans, or programs.

THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, the project would result in a significant adverse effect related to transportation and circulation if it would:

- conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- conflict with an applicable congestion management program, including, but not limited to level of service (LOS) standards and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways;
- result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- result in inadequate emergency access; or
- conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

ISSUES OR POTENTIAL IMPACTS NOT DISCUSSED FURTHER

Air Traffic Patterns

McClellan Airfield is the closest airport to the project site and is located approximately 7 miles southwest of the project's proposed trailhead. Lincoln Regional Airport is located approximately 12 miles to the north of the project's proposed trailhead. The project would not result in a change in air traffic patterns or contribute to an increase in demand for air travel. As a result, the issue is not evaluated further in this Draft EIR.

Level of Service

The proposed project would not result in the construction of new housing or other project elements that would increase the permanent resident population in the City. Therefore, the project, as a multi-use trail, would not add general vehicle trips to the project area.

It is possible that the proposed project could result in vehicle trips to the proposed trailhead parking area on Riverside Avenue, or to other available public parking areas near the project area such as on-street parking or Maidu Park. The trailhead and other public parking areas are easily accessed by the arterial and collector road network, and operational impacts to existing roadway's LOS is unlikely to be substantial. The timing of greatest trail use does not occur during the peak hours of traffic; trails tend to experience peak use during weekends (California State Parks 2012:4.15-5). Roadways and intersections, on the other hand, tend to experience peak congestion during morning and evening rush hours on weekdays. Therefore, the peak trail use periods would occur outside the peak traffic periods. Peak traffic hours typically provide the basis for the LOS standards.

While it cannot be known with certainty how many motor vehicle trips or vehicle miles traveled could be reduced by increased use of the proposed trail by bicyclists and pedestrians (in lieu of vehicle trips), over the long term it is expected that trail use would contribute to decreased motor vehicle travel.

IMPACT ANALYSIS

Impact 4.13-1	Safety-related traffic impacts.
Applicable Policies and Regulations	City of Roseville Design and Construction Standards and Community Design Guidelines Caltrans Highway Design Manual
Significance with Policies and Regulations	Proposed Project: Potentially significant Alignment Option 1A: Potentially significant Alignment Option 1C: Potentially significant Alignment Option 5A: Potentially significant
Mitigation Measures	Mitigation Measure 4.13-1 (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

Construction Impacts

Implementation of the proposed project would result in temporary construction traffic near the specific location where the trial is being built. During construction of the multi-use trail, there would be a temporary increase in construction-related traffic from deliveries of materials, import and export of fill material, and construction workers traveling to and from the project site. The level of construction activity would vary over the multi-year construction period and would start and stop at intervals within the specific trail segment under development. Construction activities would occur between June 15 and October 15,

because of California Department of Fish and Wildlife restrictions regarding work within creek banks and channel beds during the low-flow period.

The maximum number of workers commuting to the project construction site any given time would be approximately 15, which would be infrequent and of short duration. Additionally, approximately five truck trips per day would access the site for materials delivered or exporting fill material. The increase in construction worker commute trips and deliveries would be in addition to ongoing daily trips generated by recreational users. As noted in the alignment descriptions and shown on the eight plan sheets in Chapter 3, "Project Description," the proposed project would include construction staging areas where equipment would be temporarily stored during project construction. Construction and related truck traffic could temporarily interfere with travel by motorists, bicyclists, pedestrians, or transit riders, such as the need to pause and be attentive to construction vehicles entering or leaving a project site or staging area. The most likely outcome would be potential inconvenience, but the possibility of a traffic safety or operational effect would exist.

Use-related Impacts

The proposed project would include a trailhead with accompanying parking lot at the western end of the trail, off Riverside Avenue just south of Darling Way. The parking lot would include approximately 35 parking spaces. This would be the only parking lot developed in connection with the project. This section of Riverside Avenue is a commercial area where parking lots of similar sizes are common. The parking lot size would be typical for the area and designed consistent with City code for ease of entry and exit, thereby not affecting the flow of traffic on Riverside Avenue or increasing congestion.

An important consideration in safe driveway operations is sight distance. In California, the *Caltrans Highway Design Manual* is the primary reference used to determine sight distance requirements. This section of Riverside Avenue is a straight, flat roadway and at the entrance to the proposed lower parking area, sight distance would be more than 450 feet for all applicable turning movements. The new entrance driveway would be constructed in accordance with the *Caltrans Highway Design Manual*. Any roadway or parking improvements constructed as part of the proposed project would be subject to the City's Design and Construction Standards and Community Design Guidelines and would be reviewed by the City Engineering Division. Construction of a driveway in accordance with applicable design standards for adequate lines of sight would ensure the entrance to the trailhead parking lot would not alter traffic safety conditions due to a design feature.

Conclusion

The design of the trailhead parking lot and driveway entrance would conform to applicable standards and be consistent with traffic safety and operational requirements, so no significant traffic effects would occur from use of the trail and parking lot after completion of the trail and trailhead improvements. Construction activity with its related truck and worker traffic could temporarily interfere with travel by motorists, bicyclists, pedestrians, or transit riders. Although the primary consequence would be inconvenience, to require preparation of a traffic management plan for protection from temporary, adverse construction traffic safety or operational impacts, the transportation effects of construction traffic would be considered **potentially significant**.

Alignment Option 1A

Alignment Option 1A would begin north of Darling Way and would travel on the west side of Dry Creek. At the confluence of Dry Creek and Cirby Creek, this option would cross to the south side of Dry Creek and travel along the south side of Cirby Creek as the trail heads upstream. Construction-related traffic impacts under Alignment Option 1A would be slightly less than under the Proposed Trail Alignment because Bridge #4 would not need to be constructed, and therefore construction staging would not be required southwest of Machado Lane. The impact would be **potentially significant** for the same reasons discussed above for the Proposed Trail Alignment.

Alignment Option 1C
Alignment Option 1C would begin north of Darling Way and would travel on the east side of Dry Creek before crossing to the south side of Cirby Creek upstream of the confluence with Cirby Creek. Construction-related traffic impacts under Alignment Option 1C would be slightly less than under the Proposed Trail Alignment because Darling Bridge would not be widening, therefore a construction staging area north of Darling Way would not be required. The impact would be **potentially significant** for the same reasons discussed above for the Proposed Trail Alignment.

Alignment Option 5A
East of Eastwood Park, Alignment Option 5A would remain on the south side of Linda Creek until east of Sunrise Avenue before crossing to the north side of the creek, and Bridge #13 would not be included. Construction-related traffic impacts under Alignment Option 5A would be the same as under the Proposed Trail Alignment because the option would be located in the same general location and contain the same design elements as the Proposed Trail Alignment. The impact would be **potentially significant** for the same reasons discussed above for the Proposed Trail Alignment.

Mitigation Measures

Mitigation Measure 4.13-1: Prepare traffic management plan.
This mitigation would apply for the Proposed Trail Alignment, Alignment Options 1A, 1C, and 5A.

The City shall require the construction contractor to prepare for city approval and implement a traffic management plan before construction activities begin.

Before the beginning of construction on the project site, the contractor shall prepare a detailed traffic management plan that will be subject to review and approval by the City Department of Public Works. The plan shall ensure maintenance of safe and acceptable operating conditions for local roadways, bicycle and pedestrian facilities, and transit routes. The Traffic Management Plan shall regulate maintenance of traffic during each construction season and comply with agency standards to promote safe and efficient travel for the public and construction workers through the work zones. The plan shall include provisions for regular inspections to assess contractor compliance, signage to direct traffic, and public noticing, as appropriate. Methods in the plan may include (but are not limited to):

- appropriately sequencing activities (e.g., segment phasing, timing of grading, hours of construction) to minimize conflicts with traffic on affected roadways;
- maintaining traffic flow in the project area to the extent feasible;
- maintaining bicycle and pedestrian access along Riverside Avenue; and
- using flaggers to direct traffic, as needed, for ingress or egress of large trucks and other vehicles.

Significance after Mitigation
The Traffic Management Plan will include measures to ensure local traffic, including bicycle traffic and pedestrian use, is accommodated during construction and that traffic safety is maintained. This plan would include methods by which construction activities will be managed to minimize risk of traffic hazards related to large trucks. Therefore, implementation of Mitigation Measure 4.13-1 would reduce potentially significant impacts related to construction traffic to a **less-than-significant** level.

Impact 4.13-2	Conflict with an applicable plan, ordinance or policy which establishes measures of effectiveness for the performance of the circulation system or with an alternative transportation plan.
Applicable Policies and Regulations	City of Roseville 2008 Bicycle Master Plan City of Roseville Pedestrian Master Plan City of Roseville General Plan
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

As described in Chapter 3, "Project Description," the Purpose and Need Statement for the project states that "The Dry Creek Greenway trail is a vital component of the City of Roseville Bikeway and Trail system because it will provide a safe, comfortable, convenient, and highly connected bike route as an alternative to using City streets in an area of the City that is underserved by bicycle facilities." The City's 2008 BMP includes a plan for development of over 28 miles of Class I trails in Roseville, including the Dry Creek Greenway East Trail. The proposed project is identified as a priority project in the BMP, because of its potential to provide a safe, comfortable, and convenient bicycle route in an area of the City with limited existing options for bicyclists.

The proposed project has a number of opportunities for connections to the community and existing and proposed transportation facilities. Connections to other multi-use trails, on-street bikeways, neighborhoods, business districts and transit would increase trail access and promote trail use. Table 4.13-2 contains a list of existing connection and possibilities for future trail connections.

Table 4.13-2 Potential Circulation System Connections

Point of Connection	Facility Type	Purpose
Darling Way	Class III (e)	Connection to Riverside Avenue business district, Roseville Transit Routes A & B, and Hillcrest, Cherry Glen and Los Cerritos neighborhoods
Saugstad/Royer/ Miners Ravine Trails	Class I (e)	Connection to Miners Ravine Trail and Downtown Roseville, including Downtown transit stations, offering transportation and looped recreation opportunities
Riverside Avenue	Class I (p) & Class II (p)	Future trail connection to Atkinson Street, Morgan Creek, Dry Creek Parkway Ueda Parkway and Sacramento Northern Trails (part of regional looped trail system) Roseville Transit routes A & B
Hernandez/Machado Way	Class I (e)	Neighborhood connection to Hillcrest area
Cirby Hills Townhomes	Class I (p)	Neighborhood connection to residential community
Windscape Apartments	Class I (p)	Neighborhood connection to residential community
Marlin Drive	Class I/II (e)	Connection to Eastwood Park, Cirby Side neighborhood and Class II bike lane on Orlando Avenue, which connects to the Louis/Orlando transit station
Tina Way	Footbridge (e)	Connection to residential areas along Coloma Way
Sunrise Avenue	Class I (p)	Potential connection to Sunrise Avenue business district and Roseville Transit routes A, B & C
Meadow Gate Drive	Class I/III (p)	Potential connection to residential neighborhood

Table 4.13-2 Potential Circulation System Connections

Point of Connection	Facility Type	Purpose
Oakridge	Class III (e)	Connection to Meadow Oaks, Sierra Gardens and Cirby Ranch areas
Woodlake Lane	Class I (e)	Connections to Sierra Gardens Elementary School and Meadow Oaks area
Eich/Sierra Gardens Drive	Class I (e)	Connection to middle school and Sierra Gardens neighborhood
Meadowlark Lane	Class I (e)	Connection to Maidu Park and Sierra Gardens neighborhood
Rocky Ridge Drive	Class I/II	On-street and off-street connection to Maidu Park, including park-n-ride lot, Roseville Transit Route C, and Maidu/South Cirby neighborhoods
Champion Oaks/N. Cirby	Class III (e)	On-street connection to Maidu Park and Maidu/South Cirby areas
W. Colonial Parkway	Class III (p)	On-street connection to Maidu/South Cirby areas
Old Auburn Way	Class I/II (p)	Class III connection to Citrus Heights & future Class I regional connection to American River Parkway at Beals Point (part of regional looped trail system)

Note: (p) = proposed; (e) = existing

Class I = Off-Street Bike Paths, located in a separate right of way, for the exclusive use of bicycles and pedestrians, with minimal cross flow by motor vehicles.

Class II = On-Street Bike Lanes, areas within paved streets that are identified by striping and signs for preferential (semi-exclusive) bicycle use.

Class III = On-Street Bike Route, on-street routes where bikes share the road with cars.

Source: City of Roseville 2008

In addition, use of the multi-use trail project would be consistent with adopted policies and implementation measures in the City of Roseville General Plan and Sustainability Action Plan (see Section 4.6, “Greenhouse Gas Emissions and Climate Change”) designed to reduce greenhouse emissions from mobile sources. Key policies and measures include:

- expanding the capacity of the system for alternate modes (General Plan, Air Quality and Climate Change Goal 4);
- providing adequate pedestrian and bikeway facilities for present and future transportation needs (General Plan, Air Quality and Climate Change Goal 5);
- encouraging alternative modes of transportation including pedestrian, bicycle, and transit usage (General Plan, Air Quality and Climate Change Policy 7);
- implementing the Bicycle Master Plan and Long-Range Transit Plan as specified in the Circulation Element (General Plan, Air Quality and Climate Change Element Implementation Measures, 7. Mitigation Strategies – Motor Vehicle Alternatives);
- providing safe pathways that link residential areas to schools, parks, services, and employment areas and transit facilities (General Plan, Air Quality and Climate Change Element Implementation Measures, 7. Mitigation Strategies – Motor Vehicle Alternatives); and
- various Bike and Pedestrian measures contained in the City’s Sustainability Action Plan.

Conclusion

Generally, any increase in bicycle use would be consistent with the overarching goals and objectives of an alternative transportation plan, including the City BMP. The proposed project is identified as a priority project in the BMP. Therefore, the proposed project would be consistent with the City’s alternative transportation plans, and this impact would be **less than significant**.

Alignment Option 1A

Alternative transportation plan impacts under Alignment Option 1A would be the same as under the Proposed Trail Alignment because the multi-use trail would be located in the same location and contain

the same design elements as the Proposed Trail Alignment. For the reasons described above for the Proposed Trail Alignment, this option would not a result in conflicts with alternative transportation plans and this impact would be **less than significant**.

Alignment Option 1C

Alternative transportation plan impacts under Alignment Option 1C would be the same as under the Proposed Trail Alignment because the multi-use trail would be located in the same location and contain the same design elements as the Proposed Trail Alignment. For the reasons described above for the Proposed Trail Alignment, this option would not a result in conflicts with alternative transportation plans and this impact would be **less than significant**.

Alignment Option 5A

Alternative transportation plan impacts under Alignment Option 5A would be the same as under the Proposed Trail Alignment because the multi-use trail would be located in the same location and contain the same design elements as the Proposed Trail Alignment. For the reasons described above for the Proposed Trail Alignment, this option would not a result in conflicts with alternative transportation plans and this impact would be **less than significant**.

Mitigation Measures

None required.

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4.14 UTILITIES

4.14.1 Introduction

This section describes the existing utilities and service systems that serve the project site and evaluates the proposed project's potential effect on these utilities.

No comments related to public utilities were received during public review of the Notice of Preparation.

4.14.2 Environmental Setting

REGIONAL AND LOCAL SETTING

The City of Roseville provides most of its own utilities, including: water, wastewater, reclaimed/recycled water, stormwater, electricity, and solid waste collection. Public utility providers in the City of Roseville are summarized in Table 4.14-1, below.

Table 4.14-1 Public Utility Providers in the City of Roseville

Service	Provider
Water services	City of Roseville San Juan Water District Placer County Water Agency
Wastewater services	City of Roseville
Flood control and drainage	City of Roseville
Solid waste	City of Roseville[1]
Electricity	City of Roseville (Roseville Electric Utility)
Natural gas	Pacific Gas and Electric
Street lighting and maintenance	City of Roseville
Cable television	Comcast, Consolidated Communications
Telephone	Consolidated Communications (formerly SureWest Communications)

1: Solid waste management services are provided by the Western Placer Waste Management Authority, of which the City is a partner.

Source: Roseville 2013

Water

The City obtains its water from Folsom Lake, which is part of the Central Valley Project operated by the U. S. Bureau of Reclamation. Water from Folsom Lake is treated at a plant east of the city limits and delivered to customers. Retail water demand for potable and raw water in the City's service area was 22,881 acre-feet in 2015 (Roseville 2016:4-3). Other contracts with the Placer County Water Agency and the San Juan Water District allocate an additional 34,000 acre-feet per year of water to the City for municipal and industrial purposes, and are relied upon to meet needs in excess of the water allocation through the Central Valley Project (Roseville 2013:VII-31). The City also maintains supplemental water supplies in a combination of groundwater wells, reservoirs, and interagency connections.

The water distribution system consists of water mains ranging in size from 4 to 66 inches in diameter. Pump stations provide sufficient water pressure to the higher elevations of the City and lift water into storage reservoirs. The system is designed to deliver an adequate supply of water throughout the community at an acceptable pressure level for domestic and fire flow purposes (Roseville 2013:VII-31). An existing water lines is located on the Darling Way Bridge and Sunrise Avenue Bridge.

Wastewater

The city's wastewater collection system is primarily a gravity flow system. Wastewater flows downhill in collector and trunk lines measuring up to 78 inches in diameter to the City's two regional treatment plants. Following treatment at the facilities, wastewater is either used as recycled water supply or discharged from the treatment plants into Dry Creek or Pleasant Grove Creek. The residual solids are transported to the Western Regional Sanitary Landfill located at the southwest corner of Athens Road and Fiddyment Road for disposal or are transported by a City-approved vendor for offsite land application.

Wastewater mains cross the project site in approximately 10 locations. Mains also roughly parallel the creeks within the project site along Cirby Creek north of Eastwood Park, along Linda Creek between approximately Eich Intermediate School and Rocky Ridge Drive, and at the eastern end of the project site from south of Champion Oaks Drive to Old Auburn Road (Exhibit 4.14-1). The existing improved and unimproved portions of the trail are used for infrastructure maintenance access for the City Environmental Utilities Department.

Stormwater

Stormwater in Roseville is directed via drain inlets into a series of underground pipes within roadways and other public parcels. These pipes outfall into the City creek system, at which point the water flows downstream. The amount of stormwater that enters the creek system increases as undeveloped ground is replaced by impervious surfaces. Linda Creek, Cirby Creek, and Dry Creek are part of the City's stormwater system. Stormwater mains enter the project site in over 20 locations from the adjoining neighborhoods and empty into the creeks.

Solid Waste

Collection of solid waste is conducted by the City of Roseville's Environmental Utilities Department. Following collection, waste is disposed of at the Western Regional Sanitary Landfill. The landfill is managed by the Western Placer Waste Management Authority, which was formed by the City of Roseville, the City of Lincoln, the City of Rocklin, and Placer County to provide solid waste management. The 231-acre landfill for non-hazardous (Class II and Class III) solid waste has capacity to accept solid waste through 2058 (CalRecycle 2016). The Solid Waste Facility Permit is reviewed every five years and is scheduled to next be reviewed in December, 2017 by Placer County Environmental Health. Hazardous materials are transported to Class I landfills outside of Placer County (Roseville 2013).

Electricity, Natural Gas, and Communications

Roseville Electric, the City's electric utility, obtains power from a variety of sources, including the Western Area Power Administration and the City's two natural gas generating facilities. The New Services section is responsible for the design and construction of the City of Roseville's 12kilovolt (kV) underground distribution system. This includes the coordination, design, and inspection of all new residential and commercial projects, 12kV mainline infrastructure, and roadway and pathway lighting. In 2009 Roseville Electric forecasted that electricity demand in 2018 would reach 1,635,476 megawatt hours (Roseville 2013:VII-24).

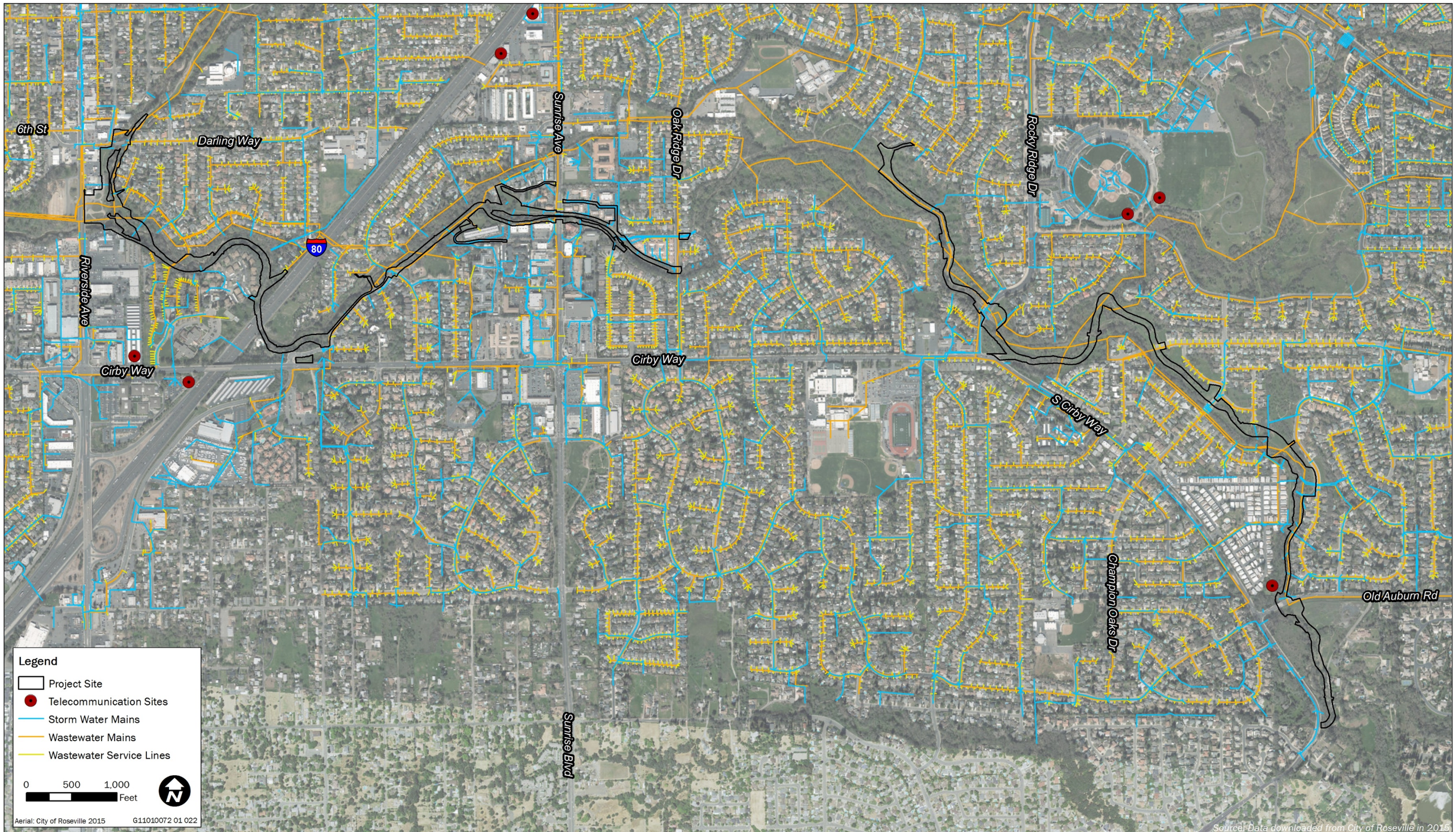

Exhibit 4.14-1

Utilities

ASCENT ENVIRONMENTAL

Pacific Gas and Electric provides natural gas to over 70,000 square miles of central and northern California. The Sacramento-Sierra Division serves over 1.3 million residents in Sacramento, Yolo, Solano, Colusa, Yuba, Sutter, Sierra, Nevada, Placer and El Dorado counties. There are no Pacific Gas and Electric gas transmission lines within the project site (PG&E 2016).

Consolidated Communications is a cable television, business and broadband communications provider serving customers across an 11-state service area (Consolidated Communications 2016). Comcast provides cable television to the area. Any number of alternative providers provide supplemental telephone, cellular, internet, and television service.

4.14.3 Regulatory Setting

FEDERAL

There are no federal regulations that pertain to public utilities that are applicable to the project.

STATE

Government Code Section 4216

California Government Code Section 4216 regulates excavations potentially affecting underground utilities including notification requirements by excavators, operator response requirements, and excavation practices. In accordance with Section 4216.1 every operator of a subsurface installation –such as water lines, gas lines, and sewer lines– must become a member of, participate in, and share in, the costs of a regional notification center. Underground Service Alert Northern California provides services to the study area. Any person planning to conduct an excavation must contact the regional notification center prior to commencing excavation (Section 4216.2). The operator of the utility must respond by locating and field marking the utility that may be affected by excavation (Section 4216.3). Section 4216.4 requires that the excavator determine the location of subsurface installations before using power driven equipment for excavating or boring, and requires the excavator to notify the operator or emergency services, as appropriate, in the event damage is discovered or caused by the excavator. Compliance with Section 4216 is required before commencement of excavation.

LOCAL

City of Roseville General Plan

The Roseville General Plan Public Facilities Element establishes standards for utility services within the City, including the following policies that relate to the proposed multi-use trail project:

Public Facilities Element – Water System

GOAL 1: Maintain a water system that adequately serves the existing community and planned growth levels, ensuring the ability to meet projected water demand and to provide needed improvements, repairs, and replacements in a timely manner

GOAL 2: Provide water services to all existing and future Roseville water utility customers. The provision of services by another provider may be considered where it is determined that such service is beneficial to the City and its utility customers or the provisions of City services is not feasible.

- **Policy 1:** Secure sufficient sources of water to meet the needs of the existing community and planned growth.
- **Policy 2:** Provide sufficient water treatment capacity and infrastructure to meet projected water demand.

- **Policy 3:** Initiate, upon 75 percent of treatment capacity, expansion studies to determine necessary improvements to meet projected water demand.

City of Roseville Municipal Code

14.08.130 Use of water for construction purposes
It is unlawful for any person to use the water service of another for construction purposes without first obtaining a permit from the environmental utilities director and the consent of the other person. All water service for construction purposes shall be metered as provided by Section 14.08.090, unless the environmental utilities director approves alternate measuring methods. All persons doing work on the public streets, public easements or rights-of-way, existing or proposed, shall apply for and be issued a permit prior to drawing water or obtaining service for construction purposes such as for the settling of earth, rock, gravel or dust.

City of Roseville Design/Construction Standards

The City of Roseville created Design and Construction Standards to provide the design engineers and contractors a reference to the City's requirements for the design and construction of civil improvement projects within the City of Roseville. It is the responsibility of the design engineers and contractors to be familiar with these standards. The Design Standards (which were last updated in January 2016) include specifications for grading, drainage, and bikeway design.

4.14.4 Impacts

METHODS OF ANALYSIS

The following analysis is primarily qualitative in nature because of the limited potential for trail construction or use to result in substantial utility usage and based on the conclusion in Section 5.2, "Growth Inducing Impacts," that the project would not induce growth that would increase utility demand.

The analysis assumes that there would not be restrooms at the trailhead or along the trail. Although there would be a drinking water fountain and shade trees at the trailhead, which would be irrigated with water supplied by the City, there would not be widespread irrigation for revegetation establishment. Therefore, the project would result in limited demand for water and would not generate wastewater.

THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, the proposed project was determined to result in a significant impact to utilities and service systems if it would:

- not meet the wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- require or result in the construction of new water or wastewater treatment facilities, the construction of which could cause significant environmental effects;
- require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- have insufficient water supplies available to serve the project from existing entitlements and resources, and new or expanded resources are needed;
- result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments;

- be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; or
- not comply with federal, state, and local statutes and regulations related to solid waste.

ISSUES OR POTENTIAL IMPACTS NOT DISCUSSED FURTHER

Wastewater Capacity and Treatment

The project would not generate wastewater during construction or use either directly (through use of water) or indirectly (by increasing population in the project vicinity). There would be no additional wastewater flows as a result of project development. Portable restrooms provided for construction crews during the construction period would be serviced by a contractor and wastewater would be taken offsite. Thus, no impacts would occur related to wastewater treatment capacity, meeting wastewater treatment requirements, or construction of new water or wastewater treatment facilities or expansion of existing facilities.

Natural Gas and Communications Demand

The project would not include elements that would result in demand for natural gas or communications facilities. These issues are not discussed further.

IMPACT ANALYSIS

Impact 4.14-1	Insufficient water supplies available to serve the project from existing entitlements and resources, or result in the construction of new water treatment facilities.
Applicable Policies and Regulations	General Plan Roseville Municipal Code (14.08.130)
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

Construction activities would use water to prepare concrete, to increase the water content of soil to optimize compaction, to control dust, and to re-seed disturbed areas. Water would be obtained from existing hydrants in public rights-of-way or trucked into areas not served by public water lines. Water used for compaction and dust control would be provided via water truck from offsite sources. Minimal water would be required following project construction to establish and maintain landscape trees at the trailhead, and provide drinking water fountains at the trailhead. The proposed project would not result in the construction of new housing or other project elements that would increase the permanent resident population in the City. Therefore, the project would not generate an increased demand for water or water treatment related to use of the trail. The project would not result in the need for new or expanded water supplies or construction of new water treatment facilities.

Conclusion

Existing entitlements and resources would have sufficient capacity to support construction and use of the trail. This impact would be **less than significant**.

Alignment Option 1A
The modified trail alignment proposed under Option 1A would not alter the quantity of water required by the project. For the reasons described above for the Proposed Trail Alignment, existing entitlements and resources would have sufficient capacity to support construction and use of the trail. This impact would be **less than significant**.

Alignment Option 1C
The modified trail alignment proposed under Option 1C would not alter the quantity of water required by the project. For the reasons described above for the Proposed Trail Alignment, existing entitlements and resources would have sufficient capacity to support construction and use of the trail. This impact would be **less than significant**.

Alignment Option 5A
The modified trail alignment proposed under Option 5A would not alter the quantity of water required by the project. For the reasons described above for the Proposed Trail Alignment, existing entitlements and resources would have sufficient capacity to support construction and use of the trail. This impact would be **less than significant**.

Mitigation Measures

None required.

Impact 4.14-2	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
Applicable Policies and Regulations	Design/Construction Standards
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment
As discussed further in Section 4.8, “Hydrology and Water Quality,” the proposed project would increase the amount of impervious surface within the project site; reducing the amount of infiltration and increasing runoff volume. The impervious surface of the proposed trail would be a narrow linear feature surrounded by a natural area having soils with high to moderate infiltration rates. Stormwater from the proposed trail would runoff as sheet flow into the adjacent natural areas and infiltrate into the soil. The project would be required to install and maintain permanent post-construction water quality best management practices (BMPs), such as revegetation and stabilization of disturbed areas and contouring to mimic natural drainage patterns, in accordance with the Stormwater Pollution Prevention Plan (SWPPP) prepared in compliance with the City of Roseville Grading Permit and the State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES) permit.

Construction Impacts
Construction of the multi-use trail would not result in the need for the construction of new stormwater drainage facilities or the expansion of existing facilities. As described in Section 4.8, “Hydrology and Water Quality,” both the City of Roseville Grading Permit and the NPDES permit require the preparation of a SWPPP, which although intended mainly to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater and non-stormwater discharges, would

also result in the implementation of measures to manage temporary stormwater discharges during the construction process. The SWPPP would be submitted to the City of Roseville and the Central Valley Regional Water Quality Control Board in conjunction with submission of the Improvement and Grading Plans and National Pollutant Discharge Elimination System permit. City staff would review the SWPPP to ensure that it meets the requirements of the City's municipal stormwater permit and the City's Urban Stormwater Quality Management and Discharge Control Ordinance (see Section 4.8, "Hydrology and Water Quality"). During construction, City staff would conduct regular inspections of the site to verify that effective stormwater BMPs and implemented and maintained.

Use-related Impacts

The rate and volume of stormwater leaving the project site would slightly increase from the existing condition as result of constructing the trail, which would involve expanded areas of impervious surface. The project would result in the permanent disturbance of 10.86 acres (see Impact 4.5-2 in Section 4.5, "Geology and Soils"), approximately 5.75 acres of which would replace existing surfaces with impervious surfaces. Because the new impervious surface area would be small in proportion to the Dry Creek watershed, and because most of the runoff from the trail would tend to infiltrate into the adjoining soil, there would be no need for the construction or expansion of new offsite stormwater infrastructure. Within the project site, the proposed trails may result in the need for new, and in some cases modified, drainage facilities. These would primarily be drainage swales with underground pipes spaced at intervals to convey surface water from the uphill side of the trail to the downhill side. These facilities are included in the description of the project and analyzed throughout this EIR.

Further, the Design/Construction Standards include Best Manage Practices to address the environmental effects associated with storm water drainage. The City's adopted Findings for Mitigating Policies and Standards include a determination that the requirements of the Design/Construction Standards would mitigate this potential impact to a less-than-significant level (City of Roseville 2003). In addition, the proposed trail would also serve as a paved, all-weather access for City maintenance crews to remove blockages within the stream channel, which would have the beneficial effect of facilitating the City's ability to maintain conveyance of stormwater.

Conclusion

Prior to construction a SWPPP would be prepared and City staff would conduct regular inspections of the site to verify that effective stormwater BMPs are implemented and maintained. The proposed project would not alter existing drainage patterns except for the installation of drainage swales where needed to ensure slope stability, as required by City of Roseville Design Standards. Therefore, the proposed project would have a **less-than-significant** impact on stormwater drainage.

Alignment Option 1A

Alignment Option 1A would be subject to the same requirements for preparation of a SWPPP to manage stormwater during construction and use as the Proposed Trail Alignment. Further, as described above for the Proposed Trail Alignment, the new impervious surface area would be small in proportion to the Dry Creek watershed. And, because most of the runoff from the trail would tend to infiltrate into the adjoining soil, there would be no need for the construction or expansion of new offsite stormwater infrastructure. For the reasons described above for the Proposed Trail Alignment, this option would not result in the construction of new stormwater drainage facilities or expansion of existing facilities, and the impact would be **less than significant**.

Alignment Option 1C

Alignment Option 1C would be subject to the same requirements for preparation of a SWPPP to manage stormwater during construction and use as the Proposed Trail Alignment. Further, as described above for the Proposed Trail Alignment, the new impervious surface area would be small in proportion to the Dry Creek watershed. And, because most of the runoff from the trail would tend to infiltrate into the adjoining soil, there would be no need for the construction or expansion of new offsite stormwater infrastructure. For the reasons described above for the Proposed Trail Alignment, this

option would not result in the construction of new stormwater drainage facilities or expansion of existing facilities, and the impact would be **less than significant**.

Alignment Option 5A

Alignment Option 5A would be subject to the same requirements for preparation of a SWPPP to manage stormwater during construction and use as the Proposed Trail Alignment. Further, as described above for the Proposed Trail Alignment, the new impervious surface area would be small in proportion to the Dry Creek watershed. And, because most of the runoff from the trail would tend to infiltrate into the adjoining soil, there would be no need for the construction or expansion of new offsite stormwater infrastructure. For the reasons described above for the Proposed Trail Alignment, this option would not result in the construction of new stormwater drainage facilities or expansion of existing facilities, and the impact would be **less than significant**.

Mitigation Measures

None required.

Impact 4.14-3	Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs or fail to comply with federal, state, and local statutes and regulations related to solid waste.
Applicable Policies and Regulations	City of Roseville Design/Construction Standards
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

Construction Impacts

Clearing vegetation and removal of existing asphalt and gravel during construction would generate small amounts of solid waste, but this would not measurably affect landfill capacity because the amounts would not be substantial and would occur over a short period of time. Solid waste would be disposed of at the Western Regional Sanitary Landfill, which complies with all federal, state, and local regulations. As specified in the City's Design/Construction Standards for solid waste (Section 151), the City would ensure that its contractor meets with the designated Roseville Environmental Utilities inspector prior to beginning work to ensure that an approved plan is in place to store and dispose of all construction debris, according to relevant federal, state, and local statutes.

Use-related Impacts

As stated above, the proposed project would not result in the construction of new housing or other project elements that would increase the permanent resident population in the City. Therefore, the project would not generate an increased demand for solid waste disposal related to a new population. Trash receptacles would be located at the trailhead. The amount of trash collected would be minimal and would not substantially reduce the lifespan of the Western Regional Sanitary Landfill.

Conclusion

Solid waste generated by construction and use of the multi-use trail would be minimal. This impact would be **less than significant**.

Alignment Option 1A
Option 1A would not substantially alter the potential for construction of the trail to produce construction debris and would have no effect on the availability of trash receptacles at the trailhead. The impact would be **less than significant** for the same reasons discussed above from the Proposed Trail Alignment.

Alignment Option 1C
Option 1C would not substantially alter the potential for construction of the trail to produce construction debris and would have no effect on the availability of trash receptacles at the trailhead. The impact would be **less than significant** for the same reasons discussed above from the Proposed Trail Alignment.

Alignment Option 5A
Option 5A would not substantially alter the potential for construction of the trail to produce construction debris and would have no effect on the availability of trash receptacles at the trailhead. The impact would be **less than significant** for the same reasons discussed above from the Proposed Trail Alignment.

Mitigation Measures

None required.

Impact 4.14-4	Result in a substantial increase in electrical demand.
Applicable Policies and Regulations	None
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment
Lighting would be installed where the trail passes under roadways and would be covered for a substantial span, such as the Interstate 80 and Rocky Ridge Drive undercrossings. Lights could also be installed on the bridges, at at-grade road crossings (Oakridge Drive, N. Cirby Way, Champion Oaks Drive), and in the trailhead parking lot. Conventional high-pressure sodium streetlights typically draw between 70 and 200 watts apiece for an average of 11 hours per day. If high-efficiency light-emitting diodes (LED) models are used, energy savings of 56 to 62 percent could be expected compared to high-pressure sodium streetlights (Sunnyvale et al. 2009). New lighting would connect to existing infrastructure. If required, conduit would be extended during grading for trail construction and would be placed under the trail shoulders.

In California, the household average daily energy consumption used for lighting is 3,804 watt-hours (U.S. Department of Energy 2012). Conservatively assuming a maximum of eight lights at the trailhead parking lot, four lights at the two identified undercrossings and at each of the eight bridges and three at-grade crossings, there would be 60 lights drawing a maximum of 12,000 watt-hours daily. If LED lights are used, this demand could be reduced to 5,280 watt-hours. Therefore, use of the project would result in a similar energy demand for lighting as between 1.4 to 3.2 residences.

Conclusion
The amount of electricity needed for the proposed lights would not have a substantial effect on electricity demand. This impact would be **less than significant**.

Alignment Option 1A
Option 1A would not substantially alter the electrical demand of the trail, although this option would require one less bridge, which would result in a nominal decrease in electricity demand because of fewer lights. The impact would be **less than significant** for the same reasons discussed above from the Proposed Trail Alignment.

Alignment Option 1C
Option 1C would not substantially alter the electrical demand of the trail. The impact would be **less than significant** for the same reasons discussed above from the Proposed Trail Alignment.

Alignment Option 5A
Option 5A would not substantially alter the electrical demand of the trail. The impact would be **less than significant** for the same reasons discussed above from the Proposed Trail Alignment.

Mitigation Measures
None required.

Impact 4.14-5	Disrupt existing utility service.
Applicable Policies and Regulations	PRC 4216
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

Construction Impacts
Effects on utilities during construction could include lack of access to existing utilities, accidental disruption or utility rupture, and planned outages and relocations. No high priority utilities, as described in California Government Code, Section 4216 and adopted in the California Department of Transportation *Project Development Procedures Manual* (2016), including high-pressure natural gas lines, petroleum pipelines, pressurized sanitary sewer pipelines, electric supply lines over 60 kV, and hazardous materials pipelines that are potentially harmful to workers or the public if damaged, have been identified on the project site. Where utility lines are located within the project site, construction activities could temporarily interfere with the ability of City Public Works Department staff to perform maintenance activities. However, the project would be required to follow the City's project processing guidelines, which includes early consultation with all City service providers related to potential temporary obstruction of access.

Constructing the Dry Creek Greenway East Trail Project could result in scheduled and accidental interruptions of utility services. The City would positively locate public utilities within the potential impact area (by probing, potholing, electronic detection, as-built designs, or to other means) prior to construction, in compliance with state law (i.e., California Government Code 4216). The potential for disruption of utility systems during construction is low because of the established practices of utility identification.

Utilities along the corridor that would require relocation or modifications during construction include an existing sewer trunk line. Where the Proposed Trail Alignment crosses or parallels the sewer line, adjustments to the grade of the trail or manholes may be needed, or the trail alignment would be shifted slightly to avoid the manholes. Other facilities including water, telecommunications, and gas lines may also require relocation and/or adjustments of valves and manholes to grade.

Existing gas and water lines at the Darling Way Bridge and Sunrise Avenue Bridge would need to be relocated. Standard, mandatory construction techniques have been established to identify and avoid conflict with, or disruption of, existing utilities. Identification of utilities in this manner is a standard condition of construction approvals. Therefore, although the project would require the relocation of existing utility facilities and would occur in an area that includes underground utilities, because the exact location of all utility lines within project boundaries would be required to be identified before grading or earthmoving activities, contractors would avoid conflicts with these utilities. Relocations would occur in coordination with the resource provider to limit the potential for temporary service disruptions to the greatest extent possible.

Use-related Impacts

Utilities within the permanent project footprint would be either relocated or modified so that there is no damage or impairment to the use of these utilities. During use, the project would limit the potential for lengthy outages. Since Class I trails are designed to facilitate maintenance vehicle access to open space per the City's Design/Construction Standards, establishing trails in proximity to utility lines would benefit maintenance and emergency access to the lines.

Conclusion

Although the project would require the relocation of existing utility facilities, relocations would occur in coordination with the resource provider to limit the potential for temporary service disruptions to the greatest extent possible. The project would also be designed to facilitate maintenance vehicle access to benefit maintenance and emergency access to the lines. This impact would be **less than significant**.

Alignment Option 1A

Option 1A would not substantially alter the potential for the trail to conflict with existing utilities. The impact would be **less than significant** for the same reasons discussed above from the Proposed Trail Alignment.

Alignment Option 1C

Option 1C would not substantially alter the potential for the trail to conflict with existing utilities. The impact would be **less than significant** for the same reasons discussed above from the Proposed Trail Alignment.

Alignment Option 5A

Option 5A would not substantially alter the potential for the trail to conflict with existing utilities. The impact would be **less than significant** for the same reasons discussed above from the Proposed Trail Alignment.

Mitigation Measures

None required.

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5 OTHER CEQA CONSIDERATIONS

5.1 CUMULATIVE IMPACTS

The State CEQA Guidelines (Section 15130) requires that an environmental impact report (EIR) discuss cumulative impacts of a project and determine whether the project's incremental effect is "cumulatively considerable." The definition of cumulatively considerable is provided in Section 15065(a)(3):

> "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

According to the State CEQA Guidelines (Section 15130[b])

> The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact.

For purposes of this EIR, the project would have a significant cumulative effect if it meets either one of the following criteria:

- The cumulative effects of related projects (past, current, and probable future projects) without the project are not significant but the project's incremental impact is substantial enough, when added to the cumulative effects, to result in a significant impact; or
- The cumulative effects of related projects (past, current, and probable future projects) without the project are already significant and the project represents a considerable contribution to the already significant effect. The standards used herein to determine "considerable contribution" are that the impact either must be substantial or must exceed an established threshold of significance.

Mitigation measures are to be developed, where feasible, that reduce the project's contribution to cumulative effects to less than considerable.

5.1.1 Geographic Scope of the Cumulative Analysis

The analysis of cumulative environmental impacts associated with development of the proposed project addresses the potential incremental impacts of the project in combination with those of other past, present, and probable future projects and land use changes. The geographic area that could be affected by development of the proposed project varies depending on the type of environmental resource being considered. The general geographic area associated with various environmental effects of construction and operation of the proposed project defines the boundaries of the area used for compiling the list of projects considered in the cumulative impact analysis. Table 5-1 presents the general geographic areas associated with the different resources addressed in this Draft EIR and evaluated for this cumulative analysis.

Table 5-1 Geographic Scope of Cumulative Impacts

Resource Issue	Geographic Area
Aesthetics	Local (immediate project vicinity)
Air Quality	Regional (Sacramento Valley Air Basin —pollutant emissions that have regional effects) Local (immediate project vicinity—pollutant emissions that are highly localized)
Biological Resources	Regional (Central Valley)
Cultural Resources	Regional (Central Valley)
Geology and Soils	Local (immediate project vicinity)
Greenhouse Gas Emissions and Climate Change	Global
Hazards and Hazardous Materials	Local (immediate project vicinity)
Hydrology and Water Quality	Local (immediate project vicinity—local watershed)
Land Use and Planning	Local (City of Roseville)
Noise	Local (immediate project vicinity)
Public Services	Local (City of Roseville)
Recreation	Local (City of Roseville)
Utilities	Regional (regional utility area)

Source: Data compiled by Ascent Environmental in 2015

5.1.2 Analysis of Cumulative Impacts

Aesthetics

Cumulative Impact 4.1-1: Substantially degrade the visual character or quality of the site and its surroundings.

Aesthetic and visual resources impacts are project-specific and highly localized. The proposed project would be aligned within the creek corridors of developed neighborhoods and business districts in the City of Roseville. With the exception of a few scattered parcels, the properties surrounding the creek corridors are fully developed. The properties adjacent to the proposed trail corridor include a mix of residential, commercial, parks, open space and public/quasi-public uses. Because of the project site's topography and vegetation, future projects outside of the immediate project vicinity, which is largely developed, would not be visible in combination with the proposed project. Therefore, the proposed project and alignment alternatives would not result in a considerable contribution to the cumulative degradation of the visual character or quality of the site. This cumulative impact would be **less than significant** for the proposed project and Option 1A, Option 1C, and Option 5A.

Cumulative Impact 4.1-2: Create a new source of substantial light or glare that would adversely affect day or nighttime views of the area.

The project may include lit undercrossings in locations where the trail passes under roadways, including Darling Way east of Riverside Avenue, Interstate 80 (I-80) north of Cirby Way, Sunrise Avenue south of Coloma Way, Rocky Ridge Drive north of Cirby Way, and Old Auburn Road north of South Cirby Way. Bridges may also be illuminated and would have a weathered steel finish to blend into the natural environment and not cause glare. Lighting may also be installed at the trailhead parking lot and at-grade roadway crossings to enhance visibility of bicyclists and pedestrians to motorists. Lighting of the complete trail alignment is not proposed. In adherence with adopted City standards, all

proposed lighting would be limited to the amount required to safely illuminate roadways and sidewalks. Therefore, project lighting would be localized and would not contribute considerably to cumulative increases in light or glare. This cumulative impact would be **less than significant** for the proposed project and Option 1A, Option 1C, and Option 5A.

Air Quality

Cumulative Impact 4.2-1: Short-term construction-generated emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$.

Ozone impacts are the result of cumulative emissions from numerous sources in the region and transported from outside the region. Ozone is formed in chemical reactions involving oxides of nitrogen (NO_X), reactive organic gases (ROG), and sunlight. All but the largest individual sources emit NO_X and ROG in amounts too small to have a measurable effect on ambient ozone concentrations by themselves. However, when all sources throughout the region are combined, they can result in ambient concentration of ozone that exceed the national and state standards. PM_{10} and $PM_{2.5}$ have a similar cumulative regional emphasis when particulates are entrained into the atmosphere and build to unhealthful concentrations over time. PM_{10} and $PM_{2.5}$ also have the potential to cause local impacts during periods of dry conditions accompanied by high winds and during periods of heavy earth disturbing activities. PM_{10} and $PM_{2.5}$ may have cumulative local impacts if, for example, several unrelated grading or earth moving activities are underway simultaneously at nearby sites. Operational-related PM_{10} and $PM_{2.5}$ are less likely to result in local cumulative impacts as operational sources of PM_{10} and $PM_{2.5}$ tend to be spread throughout the region (i.e., vehicles traveling on roads), not affecting any one receptor. Therefore, emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ from cumulative development are significant in the air basin; the discussion below addresses whether the project's contribution of these criteria air pollutants and precursors are considerable.

Table 4.2-3 summarizes the daily emissions of ROG and NOx from project construction estimated for each year of construction activity. Emissions generated by construction would be below Placer County Air Pollution Control District's (PCAPCD) recommended CEQA project-level significance thresholds of 82 lbs/day of ROG and 82 lbs/day of PM_{10}. However, construction emissions would exceed PCAPCD's recommended CEQA project-level significance threshold of 82 lbs/day of NO_x. Implementation of Mitigation Measure 4.2-1 would reduce the magnitude of this impact to a less-than-significant level. Because the area surrounding the proposed project and alternate alignments is mostly built out and because construction emissions would be temporary, the short-term construction-generated emissions would not result in a considerable contribution to a cumulative impact. This cumulative impact would be **less than significant with mitigation** for the proposed project and Option 1A, Option 1C, and Option 5A.

Cumulative Impact 4.2-2: Long-term use-related emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$.

Over the long term, the proposed multi-use trail with accompanying parking lot is expected to decrease motor vehicle travel. Emissions generated by trail use would be below PCAPCD's project-level significance thresholds, and the project would not substantially contribute to air pollutant concentrations that exceed the National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS). Therefore, the proposed project and alignment alternatives would not contribute to a cumulative increase in emissions, and this cumulative impact would be **less than significant** for the proposed project and Option 1A, Option 1C, and Option 5A.

Cumulative Impact 4.2-3: Generation of local mobile-source CO emissions.

Concentrations of carbon monoxide (CO), which are examined under Impact 4.2-3, are pollutants of localized concern because CO disperses rapidly with distance from the source under normal meteorological conditions. Thus, it is unlikely that the concentration of CO at a single receptor would be the result of more than one source of CO, unless multiple sources of CO are located close together. The analysis under Impact 4.2-3 examines whether changes in vehicle trips generated under the

proposed project could result in localized CO concentrations that exceed the NAAQS and CAAQS for CO. The analysis determined that, over the long term, it is expected that trail use would contribute to decreased motor vehicle travel. Therefore, the proposed project would not result in a considerable contribution to a cumulative impact. This cumulative impact would be **less than significant** for the proposed project and Option 1A, Option 1C, and Option 5A.

Cumulative Impact 4.2-4: Exposure of sensitive receptors to toxic air contaminant (TAC) emissions.

Toxic air contaminants (TACs), which are examined under Impact 4.2-4, are also pollutants of localized concern. Diesel particulate matter emissions are the primary TAC of concern regarding the construction and operation of new urban land uses and infrastructure. The project would not be a substantial source of TAC emissions. However, a portion of the proposed trail improvements would be located near or directly adjacent to the I-80 freeway, which could result in the exposure of trail users to mobile source TAC emissions. The exposure period of trails users would be relatively short and temporary in nature. Therefore, the proposed project would not result in a considerable contribution to a cumulative impact. This cumulative impact would be **less than significant** for the proposed project and Option 1A, Option 1C, and Option 5A.

Biological Resources

Generally, the geographic extent of cumulative impacts on biological resources consists of the City of Roseville, western Placer County and the Central Valley region of California that supports similar biological resource values and functions to those of the project area. Past and present actions by humans have substantially altered biological resources in the Central Valley region of California. Past, present, and foreseeable future urbanization in Roseville and western Placer County has contributed substantially to the loss of grassland, wetland, and agricultural habitats that are important to many species in the region.

Cumulative Impact 4.3-1: Disturbance and loss of waters of the United States, waters of the state, and riparian habitat.

Executive Order 11990, Protection of Wetlands (1997), calls for no net loss of habitats referred to as wetlands and established a policy to avoid adverse effects on wetlands wherever there is a practicable alternative. Permanent impacts to jurisdictional wetlands would be mitigated with implementation of Mitigation Measure 4.3-1 to comply with the Clean Water Act and the standard of no net loss of wetlands. Additionally, impacts to wetlands and other waters and associated riparian habitat have been minimized during project design and is limited to bridge footings and stream bank stabilization/restoration measures intended to increase habitat function over the long term. The project would not isolate or fragment any wetlands or other waters, or change the function of the urban creek corridor. As a result of the mitigation to achieve no net loss of wetlands, and project design to ensure minimal wetlands impacts, the project contribution to the cumulative loss of wetlands and Waters would not be cumulatively considerable, and this cumulative impact would be **less than significant with mitigation** for the proposed project and Option 1A, Option 1C, and Option 5A.

Cumulative Impact 4.3-2: Interfere substantially with the movement of Central Valley steelhead and Central Valley fall-run Chinook salmon.

With avoidance and implementation of minimization measures, the proposed project would not substantially affect the distribution, population viability, or the regional population of Central Valley Steelhead, or Central Valley fall-run Chinook salmon; or cause a change in species diversity locally or regionally. Construction-related effects would be temporary and would be minimized with implementation of Mitigation Measure 4.3-2. Therefore, the project's contribution to the cumulative impact would not be cumulatively considerable, and this cumulative impact would be less than significant with mitigation for the proposed project and Option 1A, Option 1C, and Option 5A.

Cumulative Impact 4.3-3: Disturbance or loss of Valley Elderberry Longhorn Beetle or its habitat.

With avoidance and implementation of Mitigation Measure 4.3-3, the proposed project would not substantially affect the distribution, population viability, or the regional population of valley elderberry longhorn beetle; or cause a change in species diversity locally or regionally. Therefore, the project's contribution to the cumulative impact would not be cumulatively considerable, and this cumulative impact would be **less than significant with mitigation** for the proposed project and Option 1A, Option 1C, and Option 5A.

Cumulative Impact 4.3-4: Disturbance or loss of Swainson's hawk, white-tailed kite, and other nesting raptors; Cumulative Impact 4.3-5: Disturbances to special-status song birds; Cumulative Impact 4.3-6: Disturbance or loss of Western pond turtle; and **Cumulative Impact 4.3-7: Disturbance or loss of special-status bats – pallid bat and silver-haired bat.**

The proposed project would result in the construction and operation of a multi-use trail in areas that provide suitable habitat for special-status wildlife, as addressed in the project-specific impact in Section 4.3. If special-status wildlife are present in those areas, project construction could cause the disturbance or loss of those species. Implementation of the proposed project and the cumulative projects in the region would result in conversion and fragmentation of habitat, introduction of additional non-motorized and pedestrian traffic, sources of noise, and other effects that could disturb the foraging and movement patterns of individuals, affect breeding activities and reproductive success, cause direct mortality or injury, and disturb or remove suitable habitat for some special-status wildlife species. When combined with the cumulative projects with similar biological effects, implementation of the proposed project without mitigation could have an adverse cumulative effect on special-status wildlife species. However, Mitigation Measures 4.3-4, 4.3-5, 4.3-6, and 4.3-7 require conducting focused preconstruction surveys for special-status wildlife and, if needed, limiting construction operations during the sensitive breeding periods. Implementation of these measures would avoid the potential disturbance or loss of individuals, nests, and roost sites of these species during construction of the proposed project. Furthermore, implementation of Mitigation Measures 4.3-1, 4.3-2, and 4.3-8 requires that sensitive habitats (i.e., wetlands, riverine, riparian, valley oak woodland) are avoided to the extent feasible and that sensitive habitats that cannot be avoided are restored following construction, or if the habitat cannot be restored, that the City compensates for unavoidable losses. With recommended mitigation measures, the project would not substantially affect the distribution, breeding productivity, population viability, or the regional population of any special-status species; nor would it cause a change in species diversity locally or regionally, either directly through loss of individuals or indirectly through habitat modification. Therefore, with implementation of project-specific mitigation measures, the project's contribution to the cumulative impacts on special-status species would not be cumulatively considerable, and these cumulative impacts would be **less than significant with mitigation** for the proposed project and Option 1A, Option 1C, and Option 5A.

Cumulative Impact 4.3-8: Cumulative disturbance or loss of City protected trees, Valley Oak Woodland and other Sensitive Vegetation Alliances and Associations; and **Cumulative Impact 4.3-9: Cumulative Disturbance or loss of special-status plants – Sanford's arrowhead.**

Construction of the proposed trail in combination with other cumulative development in the region could result in permanent loss or temporary disturbance of wetland, perennial stream, riparian, and oak woodland habitats. These potential impacts would be cumulatively significant. Construction activities for the proposed project and other cumulative projects would be required to comply with existing federal, state, and local regulations and permitting requirements that protect wetland, riparian, and other sensitive habitats through avoidance, restoration, enhancement, and other means such that sensitive habitat values are maintained. For the proposed project, implementation of Mitigation Measures 4.3-1, 4.3-2, and 4.3-8 requires that sensitive habitats (i.e., wetlands, riverine, riparian, valley oak woodland) are avoided to the extent feasible and that sensitive habitats that cannot be avoided are restored

following construction, or if the habitat cannot be restored, that the City compensates for unavoidable losses. Mitigation Measure 4.3-9 would require the City to identify and avoid Sanford's arrowhead plants or provide compensation for loss of Sanford's arrowhead plants through enhancement of existing populations, creation, conservation easements and management of offsite populations. Because the project would implement the protective provisions of existing regulations as well as project-specific design features and mitigation measures, the project's contribution to these cumulative impacts would not be cumulatively considerable, and these cumulative impacts would be **less than significant with mitigation** for the proposed project and Option 1A, Option 1C, and Option 5A.

Cumulative Impact 4.3-10: Impacts on movement of native resident or migratory fish or wildlife species or migratory wildlife corridors or impede the use of native wildlife nursery sites.

All trail maintenance activities would be conducted consistent with the City's Open Space Preserve Overarching Management Plan and related US Fish and Wildlife Service Biological Opinion and the City's California Department of Fish and Wildlife Streambed Alteration Agreement for Routine Maintenance. The Overarching Plan and Routine Maintenance Agreement include requirements for worker training and pre-maintenance nesting surveys as well as monitoring and reporting when nests are found. In addition, the creation of impervious surfaces associated with the Proposed Trail Alignment could result in indirect impacts to Dry, Linda, and Cirby Creeks and other downstream waters as a consequence of runoff that could affect Central Valley steelhead and Central Valley fall-run Chinook salmon. Therefore, impacts on terrestrial wildlife movement corridors and/or terrestrial wildlife nursery sites would be less than significant. The project would have to secure permits from federal and state agencies (i.e. Sections 401, 404, and 1602 permits) that would restrict work windows to those when these species are not expected to be within the stream corridor and would require the City to mitigate for the loss of aquatic and riparian habitat, it would not result in substantial effects migratory fish movement or to their breeding or nursery sites. Therefore, with implementation of project-specific Mitigation Measures 4.3-1 and 4.3-2, the project's contribution to cumulative impacts on special-status species would not be cumulatively considerable, and this cumulative impact would be **less than significant with mitigation** for the proposed project and Option 1A, Option 1C, and Option 5A.

Cultural Resources

The cumulative context for the cultural resources analysis considers a broad regional system of which the resources are a part. The cumulative context for archaeological resources and human remains is the Nisenan territory. Nisenan territory comprised the drainages of the Yuba, Bear, and American rivers, and the lower drainages of the Feather River.

Cumulative Impact 4.4-1: Cumulatively disturb archaeological resources, including tribal cultural resources.

Because all significant archaeological resources are unique and nonrenewable members of finite classes, all adverse effects or negative impacts erode a dwindling resource base. The loss of any one archaeological site affects all others in a region because these resources are best understood in the context of the entirety of the cultural system of which they are a part. The boundaries of an archaeologically important site extend beyond the site boundaries. As a result, a meaningful approach to preserving and managing cultural resources must focus on the likely distribution of cultural resources, rather than on project or parcel boundaries. The cultural system is represented archaeologically by the total inventory of all sites and other cultural remains in the region. The proposed project, in combination with other development in the region, could cause a substantial adverse change in the significance of an historical resource or unique archaeological resource. Project-related earth-disturbing activities could potentially damage archaeological resources; however, implementation of Mitigation Measure 4.4-1 would ensure that the proposed project would not contribute to a cumulative effect on cultural resources because it would require the performance of professionally accepted and legally compliant procedures for the discovery of previously undocumented significant archaeological resources. Thus, the project's contribution to cumulative impacts on archaeological resources would not

be considerable, and this cumulative impact would be **less than significant with mitigation** for the proposed project and Option 1A, Option 1C, and Option 5A.

Cumulative Impact 4.4-2: Cumulative accidental discovery of human remains.

Although no evidence suggests that any prehistoric- or historic-era, marked or unmarked human interments are present within or in the immediate vicinity of the proposed multi-use trail alignment, the proposed project, in combination with other development in the region, could contribute to the disturbance of human remains because of project-related construction activities. However, compliance with California Health and Safety Code Sections 7050.5 and 7052 and Public Resources Code (PRC) Section 5097 and Mitigation Measure 4.4-2 would ensure that the treatment and disposition of the remains occur in a manner consistent with Native American Heritage Commission guidance. Thus, the project's contribution to cumulative impacts on human remains would not be considerable, and this cumulative impact would be **less than significant with mitigation** for the proposed project and Option 1A, Option 1C, and Option 5A.

Geology and Soils

Geology, soils, and paleontological resource impacts are project specific and highly dependent on localized geologic and soil conditions. Therefore, the geographic extent for considering cumulative impacts for these resources is project sites within the vicinity of the proposed trail alignment.

Cumulative Impact 4.5-1: Cumulatively expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, or landslides; and **Cumulative Impact 4.5-3: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially cumulatively result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.**

With the adoption of construction practices consistent with the City's Design and Construction Standards, and the incorporation of design features to prevent localized creep, slumping, and small landslides, the potential effects of localized ground failure would be less than significant. Seismic risk in the City is low and the project would not increase the number of people living or working in the region who would be exposed to seismic hazards. Therefore, the proposed project would not result in a considerable contribution to a cumulative impact. This cumulative impact would be **less than significant** for the proposed project and Option 1A, Option 1C, and Option 5A.

Cumulative Impact 4.5-2: Cumulatively result in substantial soil erosion or the loss of topsoil; and **Cumulative Impact 4.5-4: Be located on expansive soil, creating a cumulatively substantial risk to life or property.**

The project, like all projects that would disturb more than 1 acre, would be required to adhere to the erosion control requirements of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. The permit requires construction projects to implement best management practices (BMPs) to control earthwork activities and prevent erosion. For this reason, the City and adjacent cities have generally found geologic hazards not to be substantial issues in the project vicinity. The project, as well as other current and future projects, would implement BMPs and would adhere to the NPDES Phase II MS4 drainage control requirements during the operational phases. Through these actions, the overall contribution to erosion and loss of topsoil would not be substantial and there would be no significant cumulative impact. Therefore, the proposed project would not result in a considerable contribution to a cumulative impact. This cumulative impact would be **less than significant** for the proposed project and Option 1A, Option 1C, and Option 5A.

Cumulative Impact 4.5-5: Cumulatively destroy a unique paleontological resource.

Paleontological resources have been discovered in the region, and some regional geologic units are considered to have a high paleontological sensitivity. Unique paleontological resources are a nonrenewable resource. Destruction or loss of these resources during construction would contribute to a regional cumulative loss because paleontological resources are finite and contribute to our scientific repository of knowledge regarding the region. As described under Impact 4.5-5, the types of soil formations that underlay the project site have a low sensitivity for important paleontological resources, and there is no evidence to suggest that the proposed project, in combination with past, present, and reasonably foreseeable future projects, would result in a significant cumulative impact on paleontological resources. Therefore, the project's contribution to a cumulative impact on paleontological resources would not be cumulatively considerable, and this cumulative impact would be **less than significant** for the proposed project and Option 1A, Option 1C, and Option 5A.

Greenhouse Gas Emissions and Climate Change

Cumulative Impact 4.6-1: Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

The quantity of greenhouse gas (GHG) emissions required to induce climate change is not precisely known; however, it is clear that the quantity is enormous, and no single project alone would measurably contribute to a noticeable incremental change in the global average temperature, or to global, local, or micro climate. Therefore, from the standpoint of CEQA, the contributions of any single project's GHG emissions to global climate change are inherently cumulative. Accordingly, the project-level impact analysis in Section 4.6 addresses whether the project's contribution of GHG emissions to global climate change is cumulatively considerable. As noted, the project's GHG emissions would not exceed the mass emission thresholds. In addition, the project would be consistent with adopted long-range plans and policies designed to reduce communitywide GHG emissions, consistent with Assembly Bill 32 and other local and State policies. Therefore, the project would not result in a cumulatively considerable contribution to a significant cumulative impact related to global climate change.

Hydrology and Water Quality

Cumulative Impact 4.8-1: Cumulative potential to violate any water quality standards or waste discharge requirements, or to otherwise degrade water quality.

Implementing the proposed project would result in construction activity and ground disturbance that would increase the potential for pollution of waterways. However, because the proposed project and all other foreseeable development and infrastructure projects in the region would be required to comply with applicable protective regulations, the potential for construction-related adverse water quality impacts would not be cumulatively considerable. Runoff from urban development can carry pollutants that can degrade water quality. However, because State Water Resources Control Board (SWRCB), Central Valley Regional Water Quality Control Board (CVRWQCB), and City of Roseville regulations are in place to minimize erosion and transport of sediment and other pollutants during construction, and appropriate project-specific measures would be defined to secure necessary permits and approvals, construction-related impacts would be minimized and would not result in substantial adverse effect on water quality. Additionally, water quality effects from long-term use and maintenance of the trail would be minimized through compliance with the existing California Department of Fish and Wildlife (CDFW) Streambed Alteration Agreement for the City of Roseville Routine Maintenance of Streams and Drainage Facilities project (Agreement). This Agreement covers routine activities, such as trail maintenance, channel alignment maintenance, debris removal, facilities repair or replacement, vegetation control in channels, minor erosion control work, and bridge washing and painting. Development projects in the area would be required to comply with low-impact development (LID) measures in Roseville and western Placer County (including in the Placer County LID Manual and the *West Placer Storm Water Quality Design Manual*) that implement the CVRWQCB municipal NPDES

permits. Because the proposed project and other foreseeable projects within the region would be required to comply with water quality measures for construction and operation, the proposed project would not make a considerable contribution to a significant cumulative impact related to water quality. This cumulative impact would be **less than significant** for the proposed project and Option 1A, Option 1C, and Option 5A.

Cumulative Impact 4.8-2: Cumulative potential to substantially alter existing drainage patterns or to create runoff volume that would exceed the capacity of drainage systems or result in erosion, siltation, or flooding; and **Cumulative Impact 4.8-3: Cumulatively alter or redirect 100-year flood flows, or expose people or structures to risk of injury or damage by flood waters.**

The cumulative context for hydrologic impacts is the Dry Creek Watershed. The Dry Creek Watershed has experienced significant degradation as urban development has increased (Placer County 2003). Many stream channels have been modified or straightened and much of the native vegetation has been removed. As urban development has spread through the watershed, impervious surfaces have increased resulting in a corresponding increase in peak stormwater flows and bank erosion. This has resulted in an existing cumulative adverse condition. Open space preservation, prohibitions against development within floodways, and stream restoration projects, have begun to improve hydrologic conditions within the watershed. The development of multi-use trails within the 100-year flood plain was identified by the Dry Creek Watershed Resources Management Plan (Placer County 2003) as a potential opportunity to improve existing conditions through long-term management.

Federal, State, and Local protections for water bodies and flood plains have strengthened over the years. The proposed project would be required to comply with stormwater runoff controls and water quality objectives during construction and use of the proposed multi-use trail through compliance with SWRCB NPDES and City of Roseville Permit Conditions. These permits also require that the potential increase in stormwater runoff generated by the trails impervious surfaces be infiltrated by the adjacent natural area and through the installation of permanent BMPs. Finally, the trail would comply with the City of Roseville Design Standards for Bikeways in Floodplains and would not create a significant increase in base flood elevations. For these reason, the proposed project would not contribute to the existing cumulative adverse hydrologic condition within the Dry Creek Watershed. Therefore, the project's contribution to a cumulative impact would not be cumulatively considerable, and this cumulative impact would be **less than significant** for the proposed project and Option 1A, Option 1C, and Option 5A.

Land Use

Cumulative Impact 4.9-1: Consistency with applicable land use plans.

The City of Roseville General Plan provides goals and policies related to land use in the City. The Zoning Ordinance implements the City's General Plan and Specific Plans, and establishes regulations governing the use, placement, spacing and size of land and buildings. The Zoning Ordinance also describes various permits available through the Planning Division, when they are needed, and the process for obtaining permits. The City's Bicycle Master Plan includes a plan for development of over 28 miles of Class I trails in Roseville, including the Dry Creek Greenway East Trail. The General Plan, Zoning Ordinance, and Bicycle Master Plan are long-term planning documents, therefore buildout under these plans is inherently cumulative in nature. In the course of environmental review, permitting, and approval, projects proposed in the City are reviewed for consistency with adopted land use guidance documents. Land use compatibility was considered for most of the facilities proposed in the Bicycle Master Plan during the adoption of the 2035 General Plan, and the City's various specific plans. The Bicycle Master Plan proposed several new Class I bike trails, including the proposed project, that were not previously included within any of these documents. The new Class I bike trails included in the 2008 Bicycle Master Plan were proposed within open space and park parcels. Class I bike trails are considered primary uses of open space areas and are principally permitted as within open space, parks and most other land uses as part of the Resource Related Recreation use type. The designation of new

bike trails within open space and parks and recreation areas would not result in a conflict with any adopted land use plan, policy or regulation, and the proposed project would be consistent with the intent of the City of Roseville General Plan, Zoning Ordinance, and Bicycle Master Plan. Therefore, **no cumulative impact** related to conflicts with any relevant land use plans, policies, designations, or zoning would occur under the proposed project, Option 1A, Option 1C, and Option 5A.

Cumulative Impact 4.9-2: Physically divide an established community.

As discussed under the project-specific impact, although constructing the multi-use trail would create a linear travel corridor, the corridor would provide linkages through, rather than divide, the community. In addition, the project would not involve any change in access to the parcels requiring right-of-way acquisition or construction easements, and this was identified as a beneficial impact. Because no significant impact to the established community would occur on a project-specific basis, the project would not contribute to any potential cumulative land use impacts. Therefore, the project's contribution to a cumulative impact would not be cumulatively considerable, and this cumulative impact would be less than significant for the proposed project and Option 1A, Option 1C, and Option 5A.

Noise

Cumulative Impact 4.10-1: Cumulative short-term construction-related noise.

Noise dissipates rapidly from its source. For construction impacts, only the immediate area around the project site would be included in the cumulative context. For example, construction impacts related to noise dissipate/attenuate quickly as the distance between the construction site and the receptor increases. As a result, only those construction projects located within a distance of no more than 1,000 feet would be considered within the cumulative context of construction noise. Cumulative impacts from construction-generated noise could result if construction activities of other planned projects were to take place at the same time in close proximity to the proposed project such that noise effects would cumulatively combine. The project area is predominately built out and no large-scale development and specific plan-type projects are planned for the surrounding area during the same construction timeline as the proposed project. As a result, the potential for the project construction noise to combine with other offsite construction activities at nearby receptors is considered unlikely. Implementation of Mitigation Measure 4.10-1 would reduce the magnitude of the project-specific noise impact, but not to a less-than-significant level. Recognizing the significant unavoidable project noise impact during the construction period, even though a combining of the project's construction noise with other temporary activities or substantial noise sources would be unlikely, for CEQA purposes the potential cannot be dismissed for a contribution by the significant project noise to other nearby noise generation, Therefore, this would remain a **potentially significant and unavoidable cumulative impact**.

Cumulative Impact 4.10-2: Cumulative long-term increases in use-related noise.

Long-term uses associated with the proposed project would be non-motorized activities and would not expose persons to or generate use-related noise levels in excess of adopted standards. Therefore, the project's contribution to a cumulative impact would not be cumulatively considerable, and the cumulative noise impact would be **less than significant** for the proposed project and Option 1A, Option 1C, and Option 5A.

Cumulative Impact 4.10-3: Exposure to construction-related groundborne vibrations.

Cumulative impacts from construction-generated vibration could result if other future planned construction activities were to take place very close to other construction activities and cumulatively combine with construction vibration from the project. Vibration associated with construction activities is of primary concern within proximity (e.g., 550 feet) of sensitive land uses. At increasing distances from the source, vibration levels dissipate rapidly and have less potential to cause disturbance to people or damage to structures. In addition, vibration generated from construction is typically associated with foundation

construction activities that only occur during discrete phases of construction and for intermittent and brief periods at a time. For these reasons, and because of the unlikelihood of construction activities to combine during the proposed project timeframe, vibration impacts would remain local and would not combine with vibration source from other construction activities. Project-generated vibration levels would be mitigated with implementation of Mitigation Measure 4.10-3 for the proposed project and Option 1A and 1C. The impact would remain significant and unavoidable under Option 5A. However, because vibration levels would be limited to the vicinity of construction activities and would be minimized to the extent feasible, the cumulative short-term construction-generated vibration impact would be **less than significant** for the proposed project and Option 1A, Option 1C, and Option 5A.

Public Services

Cumulative Impact 4.11-1: Effects on fire protection and emergency services; and Cumulative Impact 4.11-2: Effects on police protection services.

The cumulative context for police protection, fire protection, and emergency services is the city of Roseville, which is the service area for both the City of Roseville Fire Department and Police Department. As described in Section 4.11, Public Services, the City of Roseville is currently capable of meeting public service needs, including law enforcement and fire protection. As described in Impacts 4.11-1 and 4.11-2, construction and operation of the Dry Creek Greenway East Trail Project would not increase the risks to public safety associated with fire and public safety issues. Thus, implementation of the project would not contribute to a cumulative impact in these areas because the project site is already served by these agencies and the project would not increase the service area or add additional population that would require service. Therefore, the project's contribution to a cumulative impact would not be cumulatively considerable, and the cumulative public services impacts would be **less than significant** for the proposed project and Option 1A, Option 1C, and Option 5A.

Recreation

Cumulative Impact 4.12-1: Increased use of existing neighborhood and regional parks.

The cumulative context for recreation is the City of Roseville. Roseville maintains approximately 12 acres of park land per 1,000 residents. The City of Roseville Department of Parks and Recreation strives to ensure new public parks and recreation facilities, open space, paseos, landscape areas and greenways are provided with adequate funding for initial development, as well as ongoing maintenance and operation. Thus, there is not an existing cumulative effect related to degradation of neighborhood and regional parks related to increased use. As discussed in Section 4.12, "Recreation," the proposed project would not result in any new permanent residents and would therefore not directly generate new recreation users such that new facilities would need to be built to accommodate increased use. On-going maintenance and funding for operation would continue for the foreseeable future. In addition, ratios related to acreage of park per resident would not be increased due to implementation of the project. Thus, the project would not combine with other reasonably foreseeable projects such that a significant cumulative effect would occur related to increased used of neighborhood and regional parks. The project's contribution to a cumulative impact would not be cumulatively considerable, and the cumulative recreation impact would be **less than significant** for the proposed project and Option 1A, Option 1C, and Option 5A.

Transportation and Circulation

Cumulative Impact 4.13-1: **Safety-related traffic impacts.**

Design and operation of the proposed project would conform to applicable standards and be consistent with traffic safety and operational requirements, and no significant safety-related traffic effects would occur from use of the trail and parking lot after completion of the trail and trailhead improvements. Construction activity with its related truck and worker traffic could result in a significant construction-related safety impact. Implementation of Mitigation Measure 4.13-1 would require the preparation and

implementation of a traffic management plan. The traffic management plan would be specific to the portion of the project alignment under construction and would take into account existing conditions at the time and require regular inspections to assess contractor compliance. Therefore, the project's contribution to a cumulative impact would not be cumulatively considerable, and the cumulative impact would be **less than significant with mitigation** for the proposed project and Option 1A, Option 1C, and Option 5A.

Cumulative Impact 4.13-2: Conflict with an applicable plan, ordinance or policy which establishes measures of effectiveness for the performance of the circulation system or with an alternative transportation plan.

Generally, any increase in bicycle use would be consistent with the overarching goals and objectives of an alternative transportation plan, including the City Bicycle Master Plan. As explained above under "Land Use," the Bicycle Master Plan is a long-term planning document, therefore buildout under this plan is inherently cumulative in nature. The designation of new bike trails within open space and parks and recreation areas would not result in a conflict with any adopted land use plan, policy or regulation, and the proposed project would be consistent with the intent of the City of Roseville's alternative transportation plans and Bicycle Master Plan. Therefore, the project's contribution to a cumulative impact would not be cumulatively considerable, and the cumulative impact would be **less than significant** for the proposed project and Option 1A, Option 1C, and Option 5A.

Utilities

Cumulative Impact 4.14-1: Insufficient water supplies available to serve the project from existing entitlements and resources, or result in the construction of new water treatment facilities; Cumulative Impact 4.14-3: Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs or fail to comply with federal, state, and local statutes and regulations related to solid waste; Cumulative Impact 4.14-4: Result in a substantial increase in electrical demand; and **Cumulative Impact 4.14-5: Disrupt existing utility service.**

As discussed in Section 4.14, "Utilities," the proposed project would not result in the construction of new housing or other project elements that would increase the permanent resident population in the City. Therefore, the project would not generate a substantial increased demand for electricity, solid waste disposal, water, or water treatment related to use of the trail. The project could require small amounts of electricity for bridge and undercrossing lighting and water to establish new plantings and maintain landscaping. The project would not result in the need for new or expanded water supplies or construction of new water treatment facilities. Thus, implementation of the project would not contribute to a cumulative impact in these areas because the project site is already served by providers with adequate capacity to serve the project and the project would not increase the service area or add additional population that would require service. Therefore, the project's contribution to a cumulative impact would not be cumulatively considerable, and the cumulative utilities impacts would be **less than significant** for the proposed project and Option 1A, Option 1C, and Option 5A.

Cumulative Impact 4.14-2: Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

As explained above under Cumulative Impact 4.8-2, as urban development has spread through the Dry Creek watershed, impervious surfaces have increased resulting in a corresponding increase in peak stormwater flows. This has resulted in an existing cumulative adverse condition. Open space preservation, prohibitions against development within floodways, and stream restoration projects, have begun to improve hydrologic conditions within the watershed. The development of multi-use trails within the 100-year flood plain was identified by the Dry Creek Watershed Resources Management Plan (Placer County 2003) as a potential opportunity to improve existing conditions through long-term

management. The proposed project would be required to comply with stormwater runoff controls during construction and use of the proposed multi-use trail through compliance with SWRCB NPDES and City of Roseville Permit Conditions. These permits also require that the potential increase in stormwater runoff generated by the trails impervious surfaces be infiltrated by the adjacent natural area and through the installation of permanent BMPs. Finally, the trail would comply with the City of Roseville Design Standards for Bikeways in Floodplains and would not create a significant increase in base flood elevations. For these reason, the proposed project would not contribute to the existing cumulative adverse hydrologic condition within the Dry Creek Watershed. Therefore, the project's contribution to a cumulative impact would not be cumulatively considerable, and this cumulative impact would be **less than significant** for the proposed project and Option 1A, Option 1C, and Option 5A.

5.2 GROWTH-INDUCING IMPACTS

CEQA specifies that growth-inducing impacts of a project must be addressed in an EIR (PRC Section 21100[b][5]). Specifically, the State CEQA Guidelines (Section 15126.2[d]) states that the EIR shall discuss the ways in which the proposed project could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this analysis are projects which would remove obstacles to population growth (a major expansion of a wastewater treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also, the EIR should discuss the characteristics of the project which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

Direct growth inducement would result if a project involved construction of new housing. Indirect growth inducement would result, for instance, if implementing a project resulted in any of the following:

- substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises);
- substantial short-term employment opportunities (e.g., construction employment) that indirectly stimulates the need for additional housing and services to support the new temporary employment demand; and/or
- removal of an obstacle to additional growth and development, such as removing a constraint on a required public utility or service (e.g., construction of a major sewer line with excess capacity through an undeveloped area).

The State CEQA Guidelines do not distinguish between planned and unplanned growth for purposes of considering whether a project would foster additional growth. Therefore, for purposes of this EIR, to reach the conclusion that a project is growth-inducing as defined by CEQA, the EIR must find that the project would foster (i.e., promote or encourage) additional growth in economic activity, population, or housing, regardless of whether the growth is already approved by and consistent with local plans. The conclusion does not determine that induced growth is beneficial or detrimental, consistent with the State CEQA Guidelines (Section 15126.2[d]).

If the analysis conducted for the EIR results in a determination that a project is growth-inducing, the next question is whether that growth may cause adverse effects on the environment. Environmental effects resulting from induced growth fit the CEQA definition of "indirect" effects in the State CEQA Guidelines (Section 15358[a][2]). These indirect or secondary effects of growth may result in significant environmental impacts. CEQA does not require that the EIR speculate unduly about the precise location and site-specific characteristics of significant, indirect effects caused by induced growth, but a good-faith effort is required to disclose what is feasible to assess. Potential secondary effects of growth

could include consequences – such as conversion of open space to developed uses, increased demand on community and public services and infrastructure, increased traffic and noise, degradation of air and water quality, or degradation or loss of plant and wildlife habitat – that are the result of growth fostered by the project.

The decision to allow those projects that result from induced growth is the subject of separate discretionary processes by the lead agency(ies) responsible for considering such projects. Because the decision to allow growth is subject to separate discretionary decision making, and such decision making is itself subject to CEQA, the analysis of growth-inducing effects is not intended to determine site-specific environmental impacts and specific mitigation for the potentially induced growth. Rather, the discussion is intended to disclose the potential for environmental effects to occur more generally, such that decision makers are aware that additional environmental effects are a possibility if growth-inducing projects are approved. The decision of whether impacts do occur, their extent, and the ability to mitigate them is appropriately left to consideration by the agency responsible for approving such projects at such times as complete applications for development are submitted.

5.2.1 Growth-Inducing Impacts

Mechanisms by which a project may directly induce growth may include creating jobs that attract economic or population growth to the area, promoting the construction of homes that would bring new residents to the area, or removing an obstacle that impedes growth in the area. The proposed project does not include the construction of new homes and, therefore, would not directly bring new residents into the project area.

As described in Chapter 3, “Project Description,” construction of the project would occur in phases and a phasing plan would be developed to provide a logical sequence of implementation for each of the future phases. The project could be constructed over a total of up to four construction seasons. The project workforce would vary according to construction phase and type of design element being constructed; however, the number of construction workers at any given time would not be large. The maximum number of workers commuting to the project construction site any given time would be approximately 15 (see Section 4.13, “Transportation and Circulation”). Workers would come from the regional labor pool already available in the City and region. No substantial relocation of workers would occur, and no new demand for housing and public services would result. Therefore, project construction would not be growth inducing.

Post-project maintenance would be conducted by existing City employees and would not require additional employees. Therefore, long-term operation of the proposed project would not result in workers relocating to the area and would not be growth inducing.

The project site is located along the creek corridors of developed neighborhoods and business districts in the City of Roseville and would not result in an expansion of urban services or the pressure to expand beyond the City’s existing Sphere of Influence. It would not open additional undeveloped land to future growth or provide expanded utility capacity to serve future development.

Because construction and operation of the project would not create jobs that would fuel economic or population growth, promote the construction of homes that would bring new residents to the area, or remove an obstacle that impedes growth, the proposed project would not be growth inducing.

5.3 SIGNIFICANT ENVIRONMENTAL EFFECTS

Chapter 2, "Summary," and Sections 4.1 through 4.14 of this Draft EIR provide a comprehensive identification of the proposed project's environmental effects, including the level of significance both before and after mitigation. Project impacts found to be significant and requiring mitigation are listed below.

4.2-1 Short-term construction-generated and long-term use-related emissions of ROG, NO_X, $PM_{10,}$ and $PM_{2.5}$.

4.3-1 Disturbance and loss of waters of the United States, waters of the state and riparian habitat.

4.3-2 Central Valley steelhead and Central Valley fall/late fall-run Chinook salmon.

4.3-3 Disturbance or loss of valley elderberry longhorn beetle or its habitat.

4.3-4 Disturbance or loss of Swainson's hawk, white-tailed kite, and other nesting raptors.

4.3-5 Disturbances to special-status song birds.

4.3-6 Disturbance or loss of Western pond turtle.

4.3-7 Disturbance or loss of special-status bats – pallid bat and silver-haired bat.

4.3-8 Disturbance or loss of City protected trees, oak woodlands and other sensitive vegetation alliances and associations.

4.3-9 Disturbance or loss of special-status plants – Sanford's arrowhead.

4.3-10 Impacts on movement of native resident or migratory fish or wildlife species or migratory wildlife corridors or impede the use of native wildlife nursery sites.

4.4-1 Disturb archaeological resources, including tribal cultural resources.

4.4-2 Accidental discovery of human remains.

4.7-5 Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are located adjacent to urbanized areas or where residences are intermixed with wildlands.

4.10-3 Exposure to construction-related groundborne vibrations. (proposed project, Option 1A, Option 1C)

4.13-1 Safety-related traffic impacts during construction.

5.3.1 Significant and Unavoidable Impacts

Section 15126.2(b) of the State CEQA Guidelines requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. Chapter 4, "Environmental Setting, Impacts, and Mitigation Measures," provides a detailed analysis of all potentially significant, direct and indirect, environmental impacts of the proposed project; identifies feasible mitigation measures that could reduce or avoid the project's significant impacts; and describes whether these mitigation measures would reduce these impacts to less-than-significant levels. The

proposed project's significant cumulative impacts are discussed at the beginning of this chapter. If a specific impact cannot be reduced to a less-than-significant level, it is considered a significant and unavoidable impact.

As discussed under "Cumulative Impacts" above and in the technical sections of this Draft EIR, all but one potentially significant impact would be reduced to a less-than-significant level with mitigation:

4.10-1 Short-term construction-related noise.

4.10-3 Exposure to construction-related groundborne vibrations. (Option 5C only)

5.3.2 Significant and Irreversible Environmental Effects

The State CEQA Guidelines requires a discussion of any significant irreversible environmental changes that would be caused by the proposed project. Specifically, the Section 15126.2(c) states:

> Use of nonrenewable resources during the initial and continued phases of the project may be irreversible, since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Generally, a project would result in significant irreversible environmental changes if:

- the primary and secondary impacts would generally commit future generations to similar uses;
- the project would involve a large commitment of nonrenewable resources;
- the proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy); or
- the project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project.

The Dry Creek Greenway East Trail project is a 4.25-mile multi-use trail that would follow creek corridors along portions of Dry, Cirby, and Linda Creeks. The multi-use trail would consist of a 10-foot wide paved trail with two-foot wide shoulders. The project would also include the construction of up to eight bridges to provide creek crossings along with areas of bank stabilization and retaining walls. Implementation would require the removal of aquatic, riparian, and oak woodland habitat, and the loss or disturbance of elderberry shrubs within the disturbance area (see Section 4.3, "Biological Resources"). This loss of habitat would be permanent as a result of paving and other necessary construction components. Uses of nonrenewable resources during construction of the project may be irreversible because a large commitment of such resources makes removal or reuse thereafter unlikely. Implementation of the project would result in permanent changes to the existing environment that have been described throughout this Draft EIR. Construction activities associated with the project would result in the irreversible consumption of nonrenewable resources. The irreversible commitment of limited resources is inherent in any construction project. Resources anticipated to be irreversibly committed would include: sand, gravel, concrete, petrochemicals, construction materials, and water. The project would also require the consumption of fossil fuels to meet energy demands associated with construction vehicles.

Implementation of the proposed project would result in the consumption of energy and materials. Fossil fuels would be required for construction of the project, as well as maintenance. Construction associated with the new bridges, the paved trail, and the areas of bank stabilization and retaining walls would require the manufacture of new materials (e.g., asphalt, concrete, rebar, paint, prefabricated steel). The

raw materials and energy required for the manufacture of the materials would result in an irretrievable commitment of natural resources.

The project does not provide for an appreciable increase in use of hazardous materials relative to existing conditions and would transport, use, and generate only small volumes of hazardous materials associated with construction. The construction contractor would prepare relevant hazardous materials management plans, including a Hazardous Materials Contingency Plan. With continued compliance with existing federal, state, and local laws and regulations related to hazardous materials, the proposed project would not be expected to result in environmental accidents that have the potential to cause irreversible damage to the natural or human environment (see Section 4.7, “Hazards and Hazardous Materials”).

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6 ALTERNATIVES

6.1 INTRODUCTION

The California Code of Regulations (CCR) Section 15126.6(a) (State CEQA Guidelines) requires EIRs to describe "… a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather, it must consider a range of potentially feasible alternatives that will avoid or substantially lessen the significant adverse impacts of a project, and foster informed decision making and public participation. An EIR is not required to consider alternatives that are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason." This section of the State CEQA Guidelines also provides guidance regarding what the alternatives analysis should consider. Subsection (b) further states the purpose of the alternatives analysis is as follows:

> Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code [PRC] Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

The State CEQA Guidelines require that the EIR include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed Dry Creek Greenway Multi-Use Trail. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative must be discussed, but in less detail than the significant effects of the project as proposed (CCR Section 15126.6[d]).

The State CEQA Guidelines further require that the "no project" alternative be considered (CCR Section 15126.6[e]). The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving a proposed project with the impacts of not approving the proposed project. If the no project alternative is the environmentally superior alternative, CEQA requires that the EIR "…shall also identify an environmentally superior alternative among the other alternatives." (CCR Section 15126[e][2]).

In defining "feasibility" (e.g., "… feasibly attain most of the basic objectives of the project …"), CCR Section 15126.6(f) (1) states, in part:

> Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives.

In determining what alternatives should be considered in the EIR, it is important to consider the objectives of the project, the project's significant effects, and unique project considerations. These

factors are crucial to the development of alternatives that meet the criteria specified in Section 15126.6(a). Although, as noted above, EIRs must contain a discussion of "potentially feasible" alternatives, the ultimate determination as to whether an alternative is feasible or infeasible is made by the lead agency's decision-making body, here the City of Roseville City Council. (See PRC Sections 21081.5, 21081[a] [3].)

6.2 CONSIDERATIONS FOR SELECTION OF ALTERNATIVES

The purpose of the alternatives analysis is to determine whether or not a variation of the Dry Creek Greenway Multi-Use Trail Project would reduce or eliminate significant project impacts, while attaining most of the project's basic objectives.

6.2.1 Project Purpose and Objectives

One of the key factors in considering alternatives is whether they can feasibly attain most of the basic objectives of the project. As described in Chapter 3, "Project Description" of this Draft EIR, during development of the 2009 Dry Creek Greenway Planning and Feasibility Study the following Purpose and Need Statement was drafted by the Stakeholder Representative Group (SRG) and accepted by the City Council:

> "The Dry Creek Greenway multi-use trail is envisioned as a paved, off-street trail along Dry, Cirby, and Linda Creeks that will provide residents a place for bicycling, walking, running, and dog-walking, for fun, education, recreation, health, and transportation.
>
> The Dry Creek Greenway trail is a vital component of the City of Roseville Bikeway and Trail system because it will provide a safe, comfortable, convenient, and highly connected bike route as an alternative to using City streets in an area of the City that is underserved by bicycle facilities. The Dry Creek Greenway trail will connect schools and businesses to residential neighborhoods. The trail will also provide important regional connections as it is part of a series of existing and planned paths that will form a loop around the greater South Placer/Sacramento area."

The objectives for the Dry Creek Greenway Multi-Use Trail are to:

- Develop a safe and continuous trail alignment that maximizes opportunities for bicycle and pedestrian travel separate from roadway vehicle traffic by connecting neighborhoods, shopping and employment, schools, parks, transit, and other existing and planned trails, bikeways and walkways.
- Enhance access to the Dry Creek, Cirby Creek, and Linda Creek open space areas for public recreational and educational opportunities, utility maintenance, open space maintenance, and emergency response.
- Protect the natural habitat and special-status wildlife species of the Dry Creek, Cirby Creek, and Linda Creek open space areas, minimize the potential for loss of life and property due to flooding, enhance compatibility with private properties, and reduce the need for right-of-way acquisition.
- Seek the most effective and efficient balance of capital cost, operational and maintenance costs, environmental and community impacts, and public benefits.
- Direct consideration of cost is not required under CEQA. However, efforts to attain this objective are part of the design process employed by the City in meeting its health, welfare and economic obligations to the citizens of Roseville.

6.2.2 Significant Effects of the Dry Creek Greenway Multi-Use Trail

Impacts associated with implementation of the proposed project are evaluated in Chapters 4 and 5 of this Draft EIR. As identified in Table 2-1, "Summary of Impacts and Mitigation Measures," construction and/or use of the proposed project would have the potential to cause the following significant but mitigable environmental impacts:

4.2-1 Short-term construction-generated and long-term use-related emissions of ROG, NO_X, $PM_{10,}$ and $PM_{2.5}$.

4.3-1 Disturbance and loss of waters of the United States, waters of the state and riparian habitat.

4.3-2 Central Valley steelhead and Central Valley fall/late fall-run Chinook salmon.

4.3-3 Disturbance or loss of valley elderberry longhorn beetle or its habitat.

4.3-4 Disturbance or loss of Swainson's hawk, white-tailed kite, and other nesting raptors.

4.3-5 Disturbances to special-status song birds.

4.3-6 Disturbance or loss of Western pond turtle.

4.3-7 Disturbance or loss of special-status bats – pallid bat and silver-haired bat.

4.3-8 Disturbance or loss of City protected trees, oak woodlands and other sensitive vegetation alliances and associations.

4.3-9 Disturbance or loss of special-status plants – Sanford's arrowhead.

4.3-10 Impacts on movement of native resident or migratory fish or wildlife species or migratory wildlife corridors or impede the use of native wildlife nursery sites.

4.4-1 Disturb archaeological resources, including tribal cultural resources.

4.4-2 Accidental discovery of human remains.

4.7-5 Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are located adjacent to urbanized areas or where residences are intermixed with wildlands.

4.10-3 Exposure to construction-related groundborne vibrations.

4.13-1 Safety-related traffic impacts during construction.

As discussed in the technical sections of this Draft EIR, all but one potentially significant impact would be reduced to a less-than-significant level with mitigation under the proposed project:

4.10-1 Short-term construction-related noise.

6.3 ALTERNATIVES CONSIDERED AND ELIMINATED FROM FURTHER EVALUATION

The State CEQA Guidelines state that an EIR should identify alternatives that were initially considered by the lead agency, but were rejected as infeasible and explain the reasons for the determination (Section 15126.6[c]). As described in Chapter 3, "Project Description" of this Draft EIR, the City has conducted an extensive planning process and consideration of alternatives for the proposed project, as reported in the 2009 Dry Creek Greenway Planning and Feasibility Study. For planning purposes, the path alignment was initially divided into twelve segments, numbered from west to east. Connections were considered to Hillcrest, Cirby Side, Sierra Gardens, Meadow Oaks, and Maidu neighborhoods, Eich Intermediate and Sierra Gardens Elementary Schools, and to Maidu Regional Park. The alternatives analysis considered 30 different creek crossing alternatives and in the end, eliminated 12 creek crossings from consideration. The 18 remaining creek crossings were carried forward to the next stage of project planning. Of these, 3 were existing bridges. Four areas along the path were recommended as trailhead access points: 1) Riverside Avenue; 2) Rocky Ridge Drive; 3) Eastwood Park; and 4) Old Auburn Road (north and south).

The study outlined the existing conditions, opportunities and constraints, alignment options, evaluation criteria, and a recommended alignment for a paved multi-use trail from Riverside Avenue and Darling Way to the City limits just south of Old Auburn Road. The SRG selected a preferred alignment based on criteria that included consideration of property owners, path users, public safety, environmental concerns, and municipal operations. There were two segments of the trail where the SRG did not reach a consensus on a recommended alignment. These were referred to as Segment 1 – Hillcrest and Segment 5 – Sunrise Avenue in the feasibility study. Segment 1 is the first portion of the proposed trail between the end of the Saugstad/Royer Trail at Darling Way to the area south of Machado Lane, west of the I-80 underpass. Segment 5 is located in the Cirby Side neighborhood to the east and west of Sunrise Avenue. Segment 5 begins near the Cirby Creek/Linda Creek confluence west of Sunrise Avenue to just east of the Sunrise Avenue bridge near the Meadow Gate connection. Four alignment options were identified for Segment 1 (1A, 1B, 1C, and 1D) and three alignment options were identified for Segment 5 (5A, 5B, and 5C).

The City then conducted an Alternatives Analysis in 2012 and 2013 to provide further information regarding alternative trail alignment options. Each of the alignment options were evaluated using criteria developed during for the 2009 Planning and Feasibility Study, in conjunction with the SRG, and based on the ability of each option to meet the project goals and objectives, as well as the feasibility criteria. A matrix was used to compare benefits, constraints, advantages, and disadvantages of each option. During this process, two of the options, Alternative 1D and Alternative 5C, were dismissed from further evaluation. The remainder of the alternative trail alignment options were carried forward. Options 1B and 5B were incorporated into the Proposed Trail Alignment and are part of the proposed project; Options 1A, 1C, and 5A are referred to as alignment options in this EIR and are described below and analyzed in each technical section of this EIR.

6.3.1 Alternative 1D

This alignment option would begin just before the existing terminus of the Saugstad/Royer trail, travel under the bridge on the east side of Dry Creek and continue south for approximately 700 ft. The trail alignment would continue along the east side of Dry Creek and Cirby Creek for approximately 500 feet before crossing Cirby Creek via Bridge #4 to the southern bank of Cirby Creek, and continue within the floodplain along the south side of Cirby Creek toward the I-80 underpass. Access to the proposed trailhead parking would be via Riverside Avenue. Ultimately access to the trailhead parking and future trail extension to lower Vernon Street, would be provided via Bridge #2.

As a result of limited access and no direct connection to the trail head parking, Alternative 1D ranked poorly in terms of the potential to create additional traffic and parking in the neighborhood and trail accessibility and connectivity. Costs associated with this alternative and minimal right-of-way requirements resulted in good ranking for these criteria. It was recommended that this option not be considered by City staff for recommendation to the City Council and Transportation Commission.

6.3.2 Alternative 5C

The alignment option would begin just south of the confluence of Cirby Creek and Linda Creek and cross Linda Creek via Bridge #13 and follow the northern bank of Linda Creek within the City owned property. The trail would tie into the existing maintenance path in front of the floodwalls on the north side of Linda Creek and travel eastward under Sunrise Boulevard overcrossing. The alignment would continue east, using the existing maintenance ramp in the vicinity of the existing drainage outfall structure, before continuing further east toward Oak Ridge Drive. No direct access would be provided to Sunrise Boulevard.

Alternative 5C ranked poorly in terms of accessibility and providing connectivity to surface streets compared to the Alternatives 5A and 5B. It also ranked lower than the proposed alignment and other alternatives related to visibility and emergency access to the trail. Visual impacts to adjacent property owners were considered low for this alternative. This alternative ranked well in terms of constructability using an existing bench on north side of Linda Creek; however, the elevation of this bench at the 2-year water surface elevation (WSE) would mean the trail would be unusable for storms greater than the 2-year event. This alternative would require minimal right-of-way acquisition. It was recommended that this option not be considered by City staff for recommendation to the City Council and Transportation Commission.

6.3.3 Additional On-street Portions of the Path

The City also previously considered an alternative design that would include more on-street bikeways. This alternative would create areas within paved streets identified by striping and signs for preferential (semi-exclusive) bicycle use (Class II bike paths). Proposed retaining walls in areas susceptible to slumping would not be constructed. Areas currently subject to localized creep, slumping, and small landslides on over-steepened slopes, along incised drainages, and during periods of water saturation would continue to be subject to localized ground failure. While this alternative could reduce the proposed project's effects to biological resources and construction-related noise impacts because construction along the creek corridors would be reduced, it would not implement the City's Bicycle Master Plan by providing a Class I off-site trail. Therefore, this alternative would not meet the proposed project objectives for the Dry Creek Greenway Multi-Use Trail. For these reasons, an alternative design with additional on-street portions of the trail was dismissed from further analysis in this EIR.

6.4 ALTERNATIVES CONSIDERED FOR DETAILED EVALUATION

As discussed above, during the 2013 Alternatives Analysis Options 1B and 5B were incorporated into the Proposed Trail Alignment and are part of the proposed project; Options 1A, 1C, and 5A are referred to as alignment options in this EIR and analyzed in each technical section.

6.4.1 No Project Alternative

Under the No Project Alternative, the Dry Creek Greenway Multi-Use Trail would not be constructed. The creek corridors along portions of Dry, Cirby, and Linda creeks would continue to contain segments of existing unimproved, natural-surface paths and paved multi-use paths, some of which do not meet current City design standards. Proposed retaining walls in areas susceptible to slumping would not be constructed, other bank stabilization elements would not be constructed, and access to the creek corridor for utility maintenance, open space maintenance, and emergency response would not be enhanced.

Aesthetics

Under the No Project Alternative, there would be no alteration of the visual quality or character of the project site. Views of the project site from surrounding vantage points would not change, and no new sources of light and glare would be created. This alternative would not introduce new pavement, structures, and recreational users into new areas. The No Project Alternative would avoid the less-than-significant impacts associated with the visual character of the site and sources of new light and glare, and Impacts 4.1-1 and 4.1-2 would not occur. Overall, impacts under this alternative would be less than those that would occur with the proposed project.

Air Quality

Under the No Project Alternative, no earthwork or ground-disturbing activities would occur, nor would any associated vehicle trips related to trial construction or maintenance, and this alternative would not result in the exposure of sensitive receptors to TAC levels. The less-than-significant construction and operation-related impacts identified for the proposed project would not occur. Air quality impacts under this alternative would be less than those that would occur with the proposed project.

Biological Resources

Under the No Project Alternative, no earthwork or ground-disturbing activities would occur. There would be no potential for construction-related disturbance of special-status plant or animal species or their habitat or disturbance or loss of oak woodlands, and disturbance or loss of wetlands or other waters of the U.S. would not occur. This alternative would avoid the project's potentially significant impacts to these resources, and no mitigation would be required under this alternative.

Cultural Resources

Under the No Project Alternative, no earthwork or ground-disturbing activities would occur. There would be no potential for disturbance to undiscovered human remains or archaeological resources. Therefore, no impacts related to cultural resources would occur and Mitigation Measures 4.4-1 and 4.4-2 would not be required. Cultural resource impacts under this alternative would be less than those that would occur with the project.

Geology and Soils

Because no development would occur under the No Project Alternative, there would be no construction requiring excavation in an area with steep banks and loose, granular soils that could be susceptible to localized areas of slope failure. Proposed retaining walls in areas susceptible to slumping would not be constructed. Areas currently subject to localized creep, slumping, and small landslides on over-steepened slopes, along incised drainages, and during periods of water saturation would continue to be subject to localized ground failure and no bank stabilization elements would be constructed. Future soil and streambank erosion could continue to occur, creating adverse environmental effects. Overall, impacts under this alternative would be slightly greater than those that would occur with the proposed project.

Greenhouse Gas Emissions and Climate Change

Under the No Project Alternative, the project site would remain undeveloped land. Because no construction would occur, this alternative would not increase emissions of greenhouse gases (GHG). Under the No Project Alternative, vehicle miles traveled would not be reduced because it is unlikely that vehicle commuters would commute by bicycle instead of motor vehicles without a contiguous paved path. Implementation of the No Project Alternative would generate slightly fewer emissions overall; therefore, overall impacts under this alternative would be less than those that would occur with the project.

Hazards and Hazardous Materials

Under the No Project Alternative, there would be no use of hazardous materials onsite for construction or operation, because the site would remain undeveloped land. This alternative would avoid exposing people or structures to wildland fire during construction activities that could ignite the dry grasses on, and adjacent to, the project site. This alternative would not result in a potentially significant impact related to public health and safety related to hazardous materials or hazards, and Mitigation Measure 4.7-5 would not be required. Overall, hazards and hazardous materials impacts under this alternative would be less than those that would occur with the project.

Hydrology and Water Quality

Under the No Project Alternative, no construction or soil disturbance would occur; therefore, there would be no construction-related water quality impacts and no potential to introduce oil, grease, litter, and chemical pollutants into Dry, Linda, and Cirby Creeks during long term maintenance and repair of the multi-use path. Additionally, there would be no encroachments within the regulated floodway. As discussed above under Geology and Soils, future soil and streambank erosion could continue to occur because retaining walls in areas susceptible to slumping would not be constructed and bank stabilization elements would not be constructed. Overall, impacts under this alternative would be slightly greater than those that would occur with the proposed project.

Land Use and Planning

The No Project Alternative would not construct the proposed multi-use trail. While this alternative would not require the acquisition of right-of-way from the 38 parcels, it would also not create a linear travel corridor that would provide linkages through the community. This alternative would not implement the City's Bicycle Master Plan, which includes a plan for development of Class I trails in Roseville. This alternative would not result in the beneficial impact associated with the proposed project related to the provision of linkages through the existing community. Overall, the No Project Alternative would result in less-than-significant impacts related to land use and planning that would be slightly greater than with the proposed project.

Noise

Under the No Project Alternative, no construction activities would take place, and there would be no increases in short-term construction-related noise or vibration. No increase in operational noise would occur, and this alternative would not expose persons to, or generate, operational noise levels in excess of adopted standards. The No Project Alternative would avoid the less-than-significant impacts associated with construction and operational noise impacts. It would also avoid the potentially significant vibration impact related to construction. Overall, impacts under this alternative would be less than those that would occur with the project, and Mitigation Measures 4.10-1a, 4.10-1b, 4.10-1c, and 4.10-3 would not be required.

Public Services

Under the No Project Alternative, the project site would remain undeveloped land and would not generate additional visitors along the creek, including neighbors and transitory users. This alternative would not facilitate utility or open space maintenance access, or emergency vehicle access, including fire apparatuses along the creek corridor. The RFD has stated that without the trail, their ability to

respond to a fire in the open space is hampered. Similarly, the RPD has indicated that the trail assists police efforts to reduce loitering or illegal camping in the open space. The No Project Alternative would result in less-than-significant impacts related to public services that would be slightly greater than with the proposed project.

Recreation

Unlike the proposed project, the No Project Alternative includes no new recreation facilities and would not include connections to local or regional tails or other recreation facilities. The proposed project results in less-than-significant impacts related to recreation. No recreation-related impacts would occur under the No Project Alternative.

Utilities

Under the No Project Alternative, the project site would remain undeveloped and there would be no need for preparation of a SWPPP to manage stormwater during construction and use as with the Proposed Trail Alignment. However, under this alternative the proposed trail would not be available to provide maintenance and emergency access for the City Environmental Utilities Department, open space and storm water maintenance crews, and the Roseville Fire Department. Overall, impacts under this alternative would be less than those that would occur with the project.

ABILITY TO ACHIEVE PROJECT OBJECTIVES

The No Project Alternative would not meet the project's basic objectives. Access to the Dry Creek, Cirby Creek, and Linda Creek open space areas would not be enhanced for public recreational and educational opportunities, utility maintenance, open space maintenance, and emergency response. Effects to the natural habitat and special-status wildlife species of the Dry Creek, Cirby Creek, and Linda Creek open space areas would not occur; therefore, they would continue to be protected in the same manner as under existing conditions. The No Project Alternative would not meet the objective to develop a continuous trail alignment that maximizes opportunities for bicycle and pedestrian travel separate from roadway vehicle traffic by connecting neighborhoods, shopping and employment, schools, parks, transit, and other existing and planned trails, bikeways and walkways. In addition, the proposed retaining walls in areas susceptible to slumping would not be constructed. Areas currently subject to localized creep, slumping, and small landslides on over-steepened slopes, along incised drainages, and during periods of water saturation would continue to be subject to localized ground failure.

6.4.2 Option 1A Alternative Alignment

Option 1A Alternative Alignment would begin at the existing terminus of the Saugstad/Royer trail, travel across Darling Way bridge (potentially requiring widening of the bridge) and loop under the bridge on the west side of Dry Creek. The alternative would continue south for approximately 900 feet, crossing Dry Creek via Bridge #3 to the southern bank of Cirby Creek, from where it would traverse the existing steep slope down to the existing bench located above the 2-year water surface elevation, and continue within the floodplain along the south side of Cirby Creek toward the I-80 undercrossing. This alternative would require a retaining wall on the south side of Cirby Creek, east of the confluence with Dry Creek. Prior to Bridge #3 (on the north side of Dry Creek), access would be provided to the proposed trail-head parking area at Riverside Avenue and to the future trail extension to Vernon Street. Option 1A Alternative Alignment would require Bridge #3, but would eliminate the need for Bridge #2 and Bridge #4. See Chapter 3, "Project Description," for a description of this alternative, including Exhibit 3-13 of the proposed Option 1A alignment.

As explained on page 4-3 of this Draft EIR, this alternative is analyzed in Chapter 4, and each technical section includes a discussion of the substantial evidence supporting the impact significance conclusion for the Option 1A Alternative Alignment. The discussion that follows is a summary of the technical

analyses for this alternative to explain how this alternative compares to the proposed project. For a full evaluation, please see the appropriate resource section in Chapter 4, "Environmental Setting, Impacts, and Mitigation Measures." See Table 6-1 at the end of this chapter for a summary comparison of impacts between the Option 1A Alternative Alignment and the proposed project.

Aesthetics

The Option 1A Alternative Alignment would cross under Darling Way as described for the Proposed Trail Alignment, but would remain on the south side of the creek, closer to the commercial uses on Riverside Avenue and further from the residences that front Machado Lane. The Option 1A Alternative Alignment would also cross Dry Creek with one bridge (Bridge #3) rather than the two bridges (Bridges #2 and #4) required for the Proposed Trail Alignment. The retaining wall for this option would be located on the south side of Dry Creek, closer to the commercial uses. For these reasons, the trail may be less visible to existing residents under this alternative than with the Proposed Trail Alignment. As with the Proposed Trail Alignment, the actual visual change due to implementation of the Option 1A Alternative Alignment would be relatively low. As discussed for the Proposed Trail Alignment, there would not be light and glare impacts associated with the construction of this alternative. Because there would be one fewer bridge with associated lighting, and the bridge would be further from residences, which have more potential to be light sensitive than commercial land uses, there would be less potential for the Option 1A Alternative Alignment to have adverse effects related to light and glare, and this would remain a less-than-significant impact (see Section 4.1, "Aesthetics").

Air Quality

Although the Option 1A Alternative Alignment would require an additional 765 linear feet of retaining walls or streambank stabilization when compared to the Proposed Trail Alignment, the total number of bridges constructed under the Option 1A Alternative Alignment would be fewer. Construction emissions would be less than under the Proposed Trail Alignment, because emissions from the type of equipment needed to construct these elements would be less than emissions for the heavy equipment needed for bridge construction. This would result in fewer emissions associated with construction activities. However, the Option 1A Alternative Alignment could still potentially exceed PCAPCD's recommended CEQA-level project significance threshold of 82 lbs/day of NO_x during construction; Mitigation Measure 4.2-1 would be required, and the impact would be less than significant after mitigation (see Section 4.2, "Air Quality").

Biological Resources

The Option 1A Alternative Alignment would permanently affect up to 0.75 acre of riparian forest (0.05 acre more than the Proposed Trail Alignment). Option 1A Alternative Alignment would permanently affect up to 4.10 acres of valley oak riparian woodland (0.2 acre less than the Proposed Trail Alignment). Although the Option 1A Alternative Alignment would affect less acreage of valley oak riparian woodland than the Proposed Trail Alignment, it would result in permanent loss and temporary disturbance of wetlands and other waters of the United States, waters of the state, and associated riparian habitat.

Because this option does not require the construction of Bridge #2 or Bridge #4, the total permanent impacts to salmonid aquatic habitat (i.e., aquatic habitat) is 0.01 acres less than the Proposed Trail Alignment (or 0.25 acres). Similarly, temporary impacts to aquatic habitat is 0.03 acres less than the Proposed Trail Alignment (or 0.55 acres). The Option 1A Alternative Alignment would permanently impact 0.023 acre of SRA habitat (or 0.017 acre less than the Proposed Trail Alignment) and would temporarily impact 0.034 acre SRA habitat (or 0.109 acre more than the Proposed Trail Alignment).

Under the Option 1A Alternative Alignment, a total of 12 elderberry shrubs (as compared to 15 elderberry shrubs under the Proposed Trail Alignment) could be adversely impacted through direct removal of elderberry shrubs, ground-disturbing construction (cut/fill) within the root zone of the shrubs, or permanent removal of riparian habitat within 165 feet of elderberry shrubs. It is anticipated that implementation of this

alternative would result in the removal of a total of 0.89 acres (as compared to 1.22 acres under the Proposed Trail Alignment) of suitable riparian habitat within 165 feet of elderberry shrubs.

Because this option does not require the construction of Bridge #2 or Bridge #4, the total permanent impacts to Sanford's arrowhead habitat is 0.01 acre less than the Proposed Trail Alignment (or 0.25 acres). Similarly, temporary impacts to Sanford's arrowhead habitat is 0.03 acres less than the Proposed Trail Alignment (or 0.55 acres).

The Option 1A Alternative Alignment would result in similar impacts to nesting raptors, nesting special-status birds, western pond turtle, roosting special-status bats, migratory fish, and similar impacts to sensitive habitats as would occur with the Proposed Trail Alignment.

On balance, the Option 1A Alternative Alignment would have slightly less impact on biological resources than the Proposed Trail Alignment; however, all mitigation measures identified for the Proposed Trail Alignment would be required (see Section 4.3, "Biological Resources").

Cultural Resources

The Option 1A Alternative Alignment would cross Dry Creek via Bridge #3. By remaining on the south bank of Cirby Creek, this alternative would not require the construction of Bridge# 2 or Bridge #4. The total number of bridges constructed under the Option 1A Alternative Alignment would be fewer than the number of bridges constructed under the Proposed Trail Alignment, which would reduce the area of construction for ground-disturbing activities that could damage or destroy as yet undiscovered archaeological resources or human remains as compared to the Proposed Trail Alignment. Mitigation Measures 4.4-1 and 4.4-2 would be required, and these impacts would be less than significant after mitigation (see Section 4.4, "Cultural Resources").

Geology and Soils

The Option 1A Alternative Alignment would reduce the area of temporary and permanent impacts by 0.40 acre and 0.29 acre, respectively. There would be a corresponding 0.72 acre reduction in construction in the area mapped as slight erosion hazard when used for roads and trail, and a 0.03 acre construction increase in areas not rated. There would be no change in the bank erosion severity along this alternative compared to the Proposed Trail Alignment. Overall, impacts under this alternative would be less than significant but to a lesser degree than those that would occur with the proposed project (see Section 4.5, "Geology and Soils").

Greenhouse Gas Emissions and Climate Change

The total number of bridges constructed under the Option 1A Alternative Alignment would be fewer than the number of bridges constructed under the Proposed Trail Alignment, which would result in fewer GHG emissions associated with bridge construction activities. Construction emissions would be less than under the Proposed Trail Alignment, because emissions from the lighter duty-type of equipment needed to construct these elements would be less than emissions for the heavy equipment needed for bridge construction. Thus, construction activities under Option 1A Alternative Alignment would be less than estimated emissions for the Proposed Trail Alignment and would also be a less-than-significant impact (see Section 4.6, "Greenhouse Gas Emissions and Climate Change").

Hazards and Hazardous Materials

The Option 1A Alternative Alignment could require more activity in the southwest corner of the access and staging area on Riverside Avenue, which is the site of the former facilities at 649 Riverside Avenue. The Option 1A Alternative Alignment would reduce the area of temporary impacts by 0.40 acre, which would result in a proportional reduction in the potential to encounter undocumented contamination that has not been characterized or remediated. Mitigation Measure 4.7-4 would be required. Overall, impacts under this alternative would be similar to those that would occur with the proposed project and would be less than significant (see Section 4.7, "Hazards and Hazardous Materials").

Hydrology and Water Quality

Where the Proposed Trail Alignment would cross Dry Creek via Bridge #2 and continue on the northern bank of Cirby Creek, the Option 1A Alternative Alignment would cross Dry Creek via Bridge #3. By remaining on the south bank of Cirby Creek, this alternative would not require the construction of Bridge #2 or Bridge #4. The streambank of Cirby Creek is moderately erosive in this area, and the proximity of private property would require the path to be located near the top of the bank. For this reason, the Option 1A Alternative Alignment would require an additional 765 linear feet of retaining walls or streambank stabilization when compared to the Proposed Trail Alignment. The Option 1A Alternative Alignment would require the construction of Bridge #3 instead of bridges #2 and #4 and would, therefore, have a smaller, but still significant, encroachment footprint within the 100-year floodplain when compared to the Proposed Trail Alignment. Additionally, the Option 1A Alternative Alignment would comply with the protective conditions of the existing CDFW Routine Maintenance Agreement and would have a less-than-significant impact on hydrology and water quality. Overall, impacts under this alternative would be slightly greater than those that would occur with the project (see Section 4.8, “Hydrology and Water Quality”).

Land Use and Planning

Consistency with relevant land use plans under the Option 1A Alternative Alignment would be the same as under the Proposed Trail Alignment because the alternative travels through the same land use designations and zoning and contains the same elements as the Proposed Trail Alignment. Effects on established communities under the Option 1A Alternative Alignment would be the same type and of the same magnitude as under the Proposed Trail Alignment, although this alternative would require the acquisition of 17,984 more square feet than the Proposed Trail Alignment. The Option 1A Alternative Alignment would include right-of-way requirements on one additional parcel and on a larger portion of one parcel than would be required under the proposed trail alignment. Overall, impacts under this alternative would be greater than those that would occur with the proposed project and would be less than significant (see Section 4.9, “Land Use and Planning”).

Noise

The location of construction activities under the Option 1A Alternative Alignment would vary slightly based on differences in the alignment of the northernmost section of the trail south of Darling Way and east of Riverside Avenue. This alternative would shift the trail alignment to the south side of Cirby Creek and would be closer to existing commercial land uses and further away from residential land uses located north of Cirby Creek. Additionally, the total number of bridges under the Option 1A Alternative Alignment would be fewer than the number of bridges constructed under the Proposed Trail Alignment, which would result in less noise overall from bridge construction activities. Furthermore, Bridge #3 would be located further away from existing residential land uses located north of Cirby Creek than Bridges #2 and #4 under the Proposed Trail Alignment. For all other sections of the trail, both the trail alignment and bridge locations would be the same as the Proposed Trail Alignment, so significant vibration impacts could occur. Mitigation Measures 4.10-1a, 4.10-1b, 4.10-1c, and 4.10-3 would be required, however impacts related to short-term construction noise would be remain significant and unavoidable after mitigation. While there would be some differences in the locations of the trail and changes in proximity to sensitive receptors would occur, the magnitude and duration of construction activities and associated noise would not be substantially different under the Option 1A Alternative Alignment compared to the Proposed Trail Alignment (see Section 4.10, “Noise”).

Public Services

The Option 1A Alternative Alignment would cross Dry Creek via Bridge #3. By remaining on the south bank of Cirby Creek, this alternative would not require the construction of Bridge# 2 or Bridge #4. This change in design would not affect potential impacts related to fire protection and police protection services. Overall, this alternative would result in the same less-than-significant impacts to existing utilities and service systems as identified for the proposed project (see Section 4.11, “Public Services”).

Recreation

Access to recreational facilities under the Option 1A Alternative Alignment would be the same type and magnitude as the Proposed Trail Alignment and is not expected to result in a substantial number of additional users at existing recreation facilities such that new facilities would need to be built to accommodate increased use. Recreation-related impacts associated under the Option 1A Alternative Alignment would be less than significant similar to the Proposed Trail Alignment (see Section 4.12, "Recreation").

Utilities

The Option 1A Alternative Alignment would cross Dry Creek via Bridge #3. By remaining on the south bank of Cirby Creek, this alternative would not require the construction of Bridge #2 or Bridge #4. This change in design would result in the same less-than-significant impacts to existing public services as identified for the Proposed Trail Alignment (see Section 4.13, "Utilities").

ABILITY TO ACHIEVE PROJECT OBJECTIVES

The Option 1A Alternative Alignment would be similar to the proposed project and would meet most of the project objectives in a similar manner as the proposed project. This alternative would meet the objective to develop a continuous trail alignment that maximizes opportunities for bicycle and pedestrian travel separate from roadway vehicle traffic by connecting neighborhoods, shopping and employment, schools, parks, transit, and other existing and planned trails, bikeways and walkways. Access to the Dry Creek, Cirby Creek, and Linda Creek open space areas would be enhanced for public recreational and educational opportunities, utility maintenance, open space maintenance, and emergency response. Effects to the natural habitat and special-status wildlife species of the Dry Creek, Cirby Creek, and Linda Creek open space areas would be similar to the proposed project. On balance, the Option 1A Alternative Alignment would have slightly less impact on biological resources than the Proposed Trail Alignment. This alternative would slightly reduce trail connectivity by not providing a connection to Hernandez Lane. Also, this alternative would reduce maintenance and public safety access to the open space behind Hernandez Lane. This alternative would not meet the project objective related to seeking the most effective and efficient balance of capital cost, operational and maintenance costs, environmental and community impacts, and public benefits because preliminary cost estimates determined that construction costs for Option 1A would be greater than the proposed project and Option 1C. In addition, construction of Option 1A would be more challenging than the proposed project because of the steep terrain.

6.4.3 Option 1C Alternative Alignment

The Option 1C Alternative Alignment would begin just before the existing terminus of the Saugstad/Royer trail, travel under the bridge on the east side of Dry Creek and continue south for approximately 700 feet. A spur to the west would provide access to the proposed trail head parking and future trail extension toward Vernon Street, via Bridge # 2 over Dry Creek. This alternative would continue along the east side of Dry Creek and Cirby Creek for approximately 400 feet before crossing Cirby Creek via Bridge #4 to the southern bank of Cirby Creek, from where it would continue within the floodplain along the south side of Cirby Creek toward the I-80 undercrossing. The Option 1C Alternative Alignment would not require the widening of the Darling Way bridge. However, three retaining walls on the east side of Dry Creek would be required. Similar to the Proposed Trail Alignment, this alternative would include the construction of two bridges (#2 and #4). See Chapter 3, "Project Description," for a description of this alternative, including an Exhibit 3-14 of the proposed Alignment Option 1C.

The discussion that follows is a summary of how this alternative compares to the proposed project for each resource topic. For a full evaluation, please see the appropriate resource section in Chapter 4, "Environmental Setting, Impacts, and Mitigation Measures." See Table 6-1 at the end of this chapter for

a table summarizing the comparison of impacts between the Option 1C Alternative Alignment and the proposed project.

Aesthetics

The Option 1C Alternative Alignment would require the same bridges and a similar undercrossing as the Proposed Trail Alignment, but would be located closer to the residences that front Hernandez and Machado Lanes. Because this alternative would result in constructing elements of the trail closer to residences than the Proposed Trail Alignment, there could be more potential for the perceived visual character or quality of the project area to be effected by construction or operation of the trail since it would be more visible to area residents. As discussed for the Proposed Trail Alignment, there would not be light and glare impacts associated with the construction of the Option 1C Alternative Alignment. This alternative would require the same bridges and a similar undercrossing as the Proposed Trail Alignment. The Darling Way undercrossing would be on the side of the creek closer to residences, but is unlikely to affect these receptors because any lighting would be below street level, and this would remain a less-than-significant impact (see Section 4.1, “Aesthetics”).

Air Quality

The Option 1C Alternative Alignment would not require the widening of the Darling Way bridge, which would result in fewer emissions associated with bridge construction activities. Thus, construction and use-related activities combined under the Option 1C Alternative Alignment would be less than estimated emissions for the Proposed Trail Alignment. However, the Option 1C Alternative Alignment could still potentially exceed PCAPCD’s recommended CEQA-level project significance threshold of 82 lbs/day of NO_x during construction; Mitigation Measure 4.2-1 would be required, and the impact would be less than significant after mitigation (see Section 4.2, “Air Quality”).

Biological Resources

Under the Option 1C Alternative Alignment permanent impacts to wetlands and/or waters would be 0.01 acre less than the Proposed Trail Alignment, and the Option 1C Alternative Alignment temporary impacts would be 0.05 acre less than the Proposed Trail Alignment. The Option 1C Alternative Alignment would permanently affect up to 1.25 acres of riparian forest (0.55 acre more than the Proposed Trail Alignment) and temporarily disturb up to 0.90 acre of riparian forest (0.20 acre more than the Proposed Trail Alignment). Project implementation with the Option 1C Alternative Alignment would permanently affect up to 4.25 acres of valley oak riparian woodland (0.05 acre less than the Proposed Trail Alignment) and temporarily disturb up to 4.85 acres of valley oak riparian woodland (0.05 acre less than the Proposed Trail Alignment).

Under the Option 1C Alternative Alignment permanent impacts to salmonid habitat (i.e., aquatic habitat) would be 0.01 acres less than the Proposed Trail Alignment (or 0.25 acres), and the Option 1C Alternative Alignment temporary impacts would be 0.05 acres less than the Proposed Trail Alignment. Implementation of the Option 1C Alternative Alignment would result in an anticipated removal of 0.032 acre of SRA (or 0.019 acre more than the Proposed Trail Alignment) and temporary effects on SRA to be 0.25 acre (or 0.072 acre more than the Proposed Trail Alignment).

Under the Option 1C Alternative Alignment, a total of 14 elderberry shrubs (as compared to 15 elderberry shrubs under the Proposed Trail Alignment) could be adversely impacted through direct removal of elderberry shrubs, ground-disturbing construction (cut/fill) within the root zone of the shrubs, or permanent removal of riparian habitat within 165 feet of elderberry shrubs. It is anticipated that implementation of the project would result in the removal of a total of 0.87 acres (as compared to 1.22 acres under the Proposed Trail Alignment) of suitable riparian habitat.

Under the Option 1C Alternative Alignment permanent impacts to Sandford’s arrowhead potential habitat would be 0.01 acres less than the Proposed Trail Alignment (or 0.25 acres), and Option 1C Alternative Alignment temporary impacts would be 0.05 acres less than the Proposed Trail Alignment.

The Option 1C Alternative Alignment would result in similar impacts to nesting raptors, nesting special-status birds, western pond turtle, roosting special-status bats, migratory fish, and similar impacts to sensitive habitats as would occur with the Proposed Trail Alignment.

On balance, the Option 1C Alternative Alignment would have slightly less impact on biological resources than the Proposed Trail Alignment, however all mitigation measures identified for the Proposed Trail Alignment would be required (see Section 4.3, “Biological Resources”).

Cultural Resources

The Option 1C Alternative Alignment would not require the widening of the Darling Way Bridge, which would reduce the amount of excavation and other ground-disturbing activities that could damage or destroy as yet undiscovered archaeological resources or human remains as compared to the Proposed Trail Alignment. Mitigation Measures 4.4-1 and 4.4-2 would be required, and these impacts would be less than significant after mitigation (see Section 4.4, “Cultural Resources”).

Geology and Soils

With implementation of the Option 1C Alternative Alignment, the trail would be located in an additional area of high risk, as identified in the trail risk assessment (PSOMAS 2014). The section of trail along the east side of Dry Creek downstream of the Darling Way Bridge would be located in proximity to the eroding creek bank in an area where the stream power is high. Key constraints in this area include the distance between the top of the creek bank and the existing fence line of the adjacent private properties, an existing sewer trunk line, and a number of large trees. A reinforced concrete retaining wall would be constructed along the property line, and the trail would be located up against the property line to maximize setback from the creek. Trail width would be reduced to 8 feet, and a post and cable fence would be constructed on the western side of the trail.

The Option 1C Alternative Alignment would decrease temporary impacts by approximately 0.57 acre, while increasing permanent impacts by 0.59 acre. This would result in a net increase of 0.02 acre mapped as slight erosion hazard when used for trails and roads. There would also be an increase in the length of bank affected; an additional 146.29 linear feet of moderately eroded bank would be affected (67.98 feet of temporary impacts and 78.31 acres of permanent impacts). Overall, impacts under this alternative would be less than significant but to slightly greater degree than those that would occur with the proposed project (see Section 4.5, “Geology and Soils”).

Greenhouse Gas Emissions and Climate Change

The Option 1C Alternative Alignment would not require the widening of the Darling Way bridge, which would result in fewer emissions associated with bridge construction activities. Thus, construction and use-related activities under the Option 1C Alternative Alignment would be less than estimated emissions for the Proposed Trail Alignment, and this would be a less-than-significant impact (see Section 4.6, “Greenhouse Gas Emissions and Climate Change”).

Hazards and Hazardous Materials

The Option 1C Alternative Alignment would shift trail construction at the westernmost end of the project site from the west side of Dry Creek to the east side. This would separate earthwork that could encounter hazardous materials from the industrial and commercial properties along Riverside Avenue more than the Proposed Trail Alignment. The Option 1C Alternative Alignment would also reduce the area of temporary impacts by approximately 0.57 acre, which would result in a proportional reduction in the potential to encounter undocumented contamination that has not been characterized or remediated. Mitigation Measure 4.7-4 would be required and impacts would be less than significant after mitigation. Overall, impacts under this alternative would be less than those that would occur with the proposed project (see Section 4.7, “Hazards and Hazardous Materials”).

Hydrology and Water Quality

The Option 1C Alternative Alignment is the same as the Proposed Trail Alignment with the exception that in the Sheet 1 Segment, the multi–use trail would be located on the northeastern side of Dry Creek. In the Sheet 1 Segment, the northeastern bank of Dry Creek is steep and erosive with little distance between the top of the bank and the adjacent private property (CBEC 2014). Because of this, implementation of this alternative would require an additional 1,080 linear feet of streambank stabilization. The Option 1C Alternative Alignment would have the same bridges and undercrossings described above under the Proposed Trail Alignment, with the exception of the widening of the Darling Way Bridge (Bridge #1), and this alternative would have the same construction and use-related impacts. Because the Option 1C Alternative Alignment would not require the widening of Darling Way Bridge (Bridge #1), it would therefore have a smaller encroachment footprint within the 100-year floodplain when compared to the Proposed Trail Alignment. Option 1C would have a less-than-significant impact on hydrology and water quality. Overall, impacts under this alternative would be slightly greater than those that would occur with the proposed project (see Section 4.8, “Hydrology and Water Quality”).

Land Use and Planning

Consistency with relevant land use plans under the Option 1C Alternative Alignment would be the same as under the Proposed Trail Alignment because the alternative travels through the same land use designations, zoning, and contains the same elements as the Proposed Trail Alignment. Effects on established communities under the Option 1C Alternative Alignment would be the same type and magnitude of as under the Proposed Trail Alignment, although this alternative would require the acquisition of 55,881 fewer square feet than the Proposed Trail Alignment, and this impact would be less than significant. Compared to the proposed project, Option 1C Alternative Alignment would include small right-of-way requirements on two parcels on the east side of Dry Creek and one parcel north of Darling Way. It would require less acquisition on five parcels along Riverside Avenue. Overall, impacts under this alternative would be less than those that would occur with the proposed project (see Section 4.9, “Land Use and Planning”).

Noise

The location of construction activities under the Option 1C Alternative Alignment would vary somewhat based on differences in the alignment of the northernmost section of trail near Darling Way and east of Riverside Avenue. The location of the trail alignment under this alternative would shift to the east side of Dry Creek and would be within 50 feet or less of existing residential land uses. This alternative would not require the widening of the Darling Way bridge; therefore, the total number of bridges requiring construction under the Option 1C Alternative Alignment in the areas near Darling Way and east of Riverside Avenue would be fewer than the number of bridges constructed under the Proposed Trail Alignment, which would result in less noise overall from bridge construction activities; however, a series of retaining walls would be constructed under this alternative along the trail alignment both north and south of Darling Way and north of Bridge #2. For all other sections of the trail, both the trail alignment and bridge locations would be the same as the Proposed Trail Alignment. The construction of retaining walls would result in construction activity occurring closer to residences under Option 1C Alternative Alignment than under the Proposed Trail Alignment. Mitigation Measures 4.10-1a, 4.10-1b, 4.10-1c, and 4.10-3 would be required, however impacts related to short-term construction noise would remain significant and unavoidable after mitigation. Although the magnitude, frequency, and duration of construction activities would be similar to those under the Proposed Trail Alignment, the activities may occur closer to residences under Option 1C Alternative Alignment compared to the Proposed Trail Alignment (see Section 4.10, “Noise”).

Public Services

The Option 1C Alternative Alignment would not require the widening of the Darling Way Bridge, but would include the construction of Bridge #2 and Bridge #4. This change in design would not affect potential impacts related to fire protection and police protection services. Overall, this alternative would

result in the same less-than-significant impacts to existing utilities and service systems as identified for the proposed project (see Section 4.11, “Public Services”).

Recreation

Access to recreational facilities under the Option 1C Alternative Alignment would be the same type and magnitude as the Proposed Trail Alignment and is not expected to result in a substantial number of additional users at existing recreation facilities such that new facilities would need to be built to accommodate increased use. Recreation-related impacts associated under the Option 1C Alternative Alignment would be less than significant and would be similar to the Proposed Trail Alignment (see Section 4.12, “Recreation”).

Utilities

The Option 1C Alternative Alignment would not require the widening of the Darling Way Bridge, but would include the construction of Bridge #2 and Bridge #4. This change in design would result in the same less-than-significant impacts to existing utilities and service systems as identified for the Proposed Trail Alignment (see Section 4.13, “Utilities”).

ABILITY TO ACHIEVE PROJECT OBJECTIVES

The Option 1C Alternative Alignment would be similar to the proposed project and would meet the project objectives in a similar manner as the proposed project. This alternative would meet the objective to develop a continuous trail alignment that maximizes opportunities for bicycle and pedestrian travel separate from roadway vehicle traffic by connecting neighborhoods, shopping and employment, schools, parks, transit, and other existing and planned trails, bikeways and walkways. Access to the Dry Creek, Cirby Creek, and Linda Creek open space areas would be enhanced for public recreational and educational opportunities, utility maintenance, open space maintenance, and emergency response. Effects to the natural habitat and special-status wildlife species of the Dry Creek, Cirby Creek, and Linda Creek open space areas would be similar to the proposed project. On balance, the Option 1C Alternative Alignment would have slightly less impact on biological resources than the Proposed Trail Alignment. This alternative would attain the project objective related to seeking the most effective and efficient balance of capital cost, operational and maintenance costs, environmental and community impacts, and public benefits in a similar manner as the proposed project because preliminary cost estimates were similar for Option 1C and Option 1B (the proposed project).

6.4.4 Option 5A Alternative Alignment

The Option 5A Alternative Alignment would begin just south of the confluence of Cirby Creek and Linda Creek and remain on the south side, following the southern bank of Linda Creek within City-owned property. The trail would travel eastward and pass beneath Sunrise Avenue. Connecting ramps would provide access to both sides of Sunrise Avenue. This alternative would continue to just east of the existing drainage outfall structure at which point it would cross to the north side of Linda Creek via Bridge #14, before continuing further east toward Oak Ridge Drive. The Option 5A Alternative Alignment would eliminate the need for Bridge #13 (see Chapter 3, “Project Description” Exhibit 3-15 Alignment Option 5A).

The discussion that follows is a summary of how this alternative compares to the proposed project for each resource. For a full evaluation, please see the appropriate resource section in Chapter 4, “Environmental Setting, Impacts, and Mitigation Measures.” See Table 6-1 at the end of this chapter for a summary comparison of impacts between the Option 5A Alternative Alignment and the proposed project.

Aesthetics

The Option 5A Alternative Alignment would cross under Sunrise Avenue on the south side of Linda Creek, rather than the north side as described for the Proposed Trail Alignment. With this alternative, the bridge over Linda Creek (Bridge #14) would be constructed on the eastern side of Sunrise Avenue, immediately adjacent to residences on either side of the creek. This bridge may be visible from nearby residences, while the corresponding bridge for the Proposed Trail Alignment (Bridge #13) would most likely not, because the residences located to the north of Bridge #13 are screened by at least 200 feet of dense vegetation. This alternative also includes a connection to the residences on Meadow Gate Drive, which would increase the visibility of the project. As discussed for the Proposed Trail Alignment, the actual visual change due to implementation of this alternative would be relatively low. Construction of the Option 5A Alternative Alignment would not result in substantial light or glare for the same reasons discussed for the Proposed Trail Alignment. In this commercial area, which already has ample street and business lighting, this change would not substantially affect views of the project area. Installation of Bridge #14 instead of Bridge #13 would result in a bridge with associated illumination in closer proximity to residences than the Proposed Trail Alignment. These impacts would be less than significant (see Section 4.1, “Aesthetics”).

Air Quality

Implementing the Option 5A Alternative Alignment would change the location of one bridge (#14 rather than #13), but would not change the number of bridges proposed, which would result in approximately the same emissions associated with bridge construction activities. Thus, estimated emissions for construction and use-related activities under the Option 5A Alternative Alignment would be the same as the Proposed Trail Alignment. However, Option 5A Alternative Alignment could still potentially exceed PCAPCD’s recommended CEQA-level project significance threshold of 82 lbs/day of NO_x during construction; Mitigation Measure 4.2-1 would be required, and the impact would be less than significant after mitigation (see Section 4.2, “Air Quality”).

Biological Resources

The Option 5A Alternative Alignment would have the same permanent and temporary riparian forest impact as the Proposed Trail Alignment. However, the Option 5A Alternative Alignment would permanently affect 4.60 acres of valley oak riparian woodland (0.30 acre more than the Proposed Trail Alignment) and temporarily disturb 5.10 acres of valley oak riparian woodland (0.20 acre more than the Proposed Trail Alignment). Project implementation would result in permanent loss and temporary disturbance of wetlands and other waters of the United States, waters of the state, and associated riparian habitat.

The permanent impacts to salmonid habitat under Option 5A Alternative Alignment would be 0.0005 acre more than the Proposed Trail Alignment, and the temporary impacts to wetlands and/or waters would be 0.001 acres less than the Proposed Trail Alignment. No riparian impacts are expected from implementation of Option 5A Alternative Alignment. However, based on the analysis for SRA, implementation of the Option 5A Alternative Alignment would result in an anticipated removal of 0.022 acre of SRA (or 0.009 acre more than the Proposed Trail Alignment) and temporary effects on SRA to be 0.16 acre (or 0.059 acre more than the Proposed Trail Alignment).

Adverse impacts to VELB habitat would be the same under Option 5A Alternative Alignment as compared to the Preferred Trail Alignment. Under Option 5A Alternative Alignment, total of 15 elderberry shrubs could be adversely impacted through direct removal of elderberry shrubs, ground-disturbing construction (cut/fill) within the root zone of the shrubs, or permanent removal of riparian habitat within 165 feet of elderberry shrubs. It is anticipated that implementation of the project would result in the removal of a total of 1.22 acres of suitable riparian habitat.

The permanent impacts to Sanford's arrowhead potential habitat under Option 5A Alternative Alignment would be 0.0005 acre more than the Proposed Trail Alignment, and the temporary impacts to Sadford's arrowhead potential habitat would be 0.001 acres less than the Proposed Trail Alignment.

The Option 5A Alternative Alignment would result in similar impacts to nesting raptors, nesting special-status birds, western pond turtle, roosting special-status bats, migratory fish, and similar impacts to sensitive habitats as would occur with the Proposed Trail Alignment.

On balance, the Option 5A Alternative Alignment would have slightly more impact on biological resources than the Proposed Trail Alignment, however all mitigation measures identified for the Proposed Trail Alignment would be required (see Section 4.3, "Biological Resources").

Cultural Resources

The Option 5A Alternative Alignment would change the location of one bridge (#14 rather than #13), but would not change the number of bridges proposed. Therefore, the amount of excavation and other ground-disturbing activities that could damage or destroy as yet undiscovered archaeological resources or human remains would be the same as the Proposed Trail Alignment. Mitigation Measures 4.4-1 and 4.4-2 would be required, and these impacts would be less than significant after mitigation (see Section 4.4, "Cultural Resources").

Geology and Soils

The Option 5A Alternative Alignment would increase temporary and permanent impacts by 0.13 acre and 0.22 acre, respectively. There would be a corresponding increase of 0.43 acre mapped as slight erosion hazard for roads and trails and a decrease of 0.07 acre not rated. Areas with moderate erosion hazard would be slightly less effected during construction (a reduction of 0.03 acre), but would make up slightly more of the project footprint (an increase of 0.02 acre). There would be no change in the bank erosion severity along the alignment. Overall, impacts under this alternative would be less than significant but to a greater degree than those that would occur with the proposed project (see Section 4.5, "Geology and Soils").

Greenhouse Gas Emissions and Climate Change

Implementing the Option 5A Alternative Alignment would change the location of one bridge (#14 rather than #13), but would not change the number of bridges proposed, which would result in the same emissions associated with bridge construction activities. Thus, construction and use-related activities under this alternative would be the same as estimated emissions for the Proposed Trail Alignment, and this would be a less-than-significant impact (see Section 4.6, "Greenhouse Gas Emissions and Climate Change").

Hazards and Hazardous Materials

The Option 5A Alternative Alignment would increase the area of temporary impacts by 0.13 acre, which would result in a proportional increase in the potential to encounter undocumented contamination that has not been characterized or remediated. Mitigation Measure4.7-5 would be required, and impacts would be less than significant after mitigation. Overall, impacts under this alternative would be slightly greater than those that would occur with the proposed project (see Section 4.7, "Hazards and Hazardous Materials").

Hydrology and Water Quality

The Option 5A Alternative Alignment deviates from the Proposed Trail Alignment just west of Bridge #13. Bridge #13 would not be constructed, and this alternative would remain on the south bank of Cirby Creek until crossing to the north bank via Bridge #14. The Option 5A Alternative Alignment would include both an undercrossing of Sunrise Avenue and connecting paths to both sides of Sunrise Avenue. Both the Proposed Trail Alignment and this alternative would make extensive use of retaining walls through this section of the path; however, this alternative would require an additional 635 linear

feet when compared to the Proposed Trail Alignment. Under the Option 5A Alternative Alignment, Bridge #13 would not be constructed, and this alternative would not result in the significant impact related to the 100-year floodway described under the Proposed Trail Alignment. This alternative would cross Linda Creek via Bridge #14 and would result in no encroachments within the regulated floodway and, therefore, would not result in an increase in the 100-year WSE; and the magnitude of the impacts would be less than those that would occur with the proposed project. Option 5A Alternative Alignment would have a less-than-significant impact on hydrology and water quality. (see Section 4.8, “Hydrology and Water Quality”).

Land Use and Planning

Consistency with relevant land use plans under the Option 5A Alternative Alignment would be the same as under the Proposed Trail Alignment because the alternative travels through the same land use designations, zoning, and contains the same elements as the Proposed Trail Alignment. Effects on established communities under the Option 5A Alternative Alignment would be the same type and magnitude of as under the Proposed Trail Alignment, although this alternative would require the acquisition of 14,603 fewer square feet than the Proposed Trail Alignment, and the impact would be less than significant. Compared to the proposed project, Option 5A Alternative Alignment would not require acquisition from five parcels north of Linda Creek, but it would require acquisition from three parcels south of Linda Creek. Overall, impacts under this alternative would be less than those that would occur with the proposed project (see Section 4.9, “Land Use and Planning”).

Noise

The location of construction activities under the Option 5A Alternative Alignment would vary from the Proposed Trail Alignment due to differences in the trail near Sunrise Avenue along Linda Creek. The location of the trail under this alternative would shift to the south side of Linda Creek, which would result in trail paving and construction activities located further away from existing residential land uses on the north side of Linda Creek. The alignment under this alternative would be closer to existing commercial uses and some existing residential uses south of Linda Creek based on a trail spur that would connect to Meadow Gate Drive. A series of retaining walls would be constructed under the Option 5A Alternative Alignment on both sides of Sunrise Avenue, compared to only on the north side of Linda Creek under the Proposed Trail Alignment. This alternative would also require the construction of Bridge #14 over Linda Creek east of Sunrise Avenue, rather than Bridge #13 west of Sunrise Avenue. Thus, although the magnitude, frequency, and duration of construction activities under Option 5A Alternative Alignment would be similar than compared to the Proposed Trail Alignment, the activities may occur closer to residences under Option 5A Alternative Alignment compared to the Proposed Trail Alignment. Mitigation Measures 4.10-1a, 4.10-1b, 4.10-1c, and 4.10-3 would be required, however impacts related to short-term construction noise would be remain significant and unavoidable after mitigation (see Section 4.10, “Noise”). If the caisson drilling for Bridge #14 cannot feasibly be located greater than 43 feet from occupied structures, vibration human disturbance impacts would also remain significant and unavoidable after mitigation.

Public Services

Implementing the Option 5A Alternative Alignment would change the location of one bridge (#14 rather than #13), but would not change the number of bridges proposed. This change in design would not affect potential impacts related to fire protection and police protection services. Overall, this alternative would result in the same less-than-significant impacts to existing utilities and service systems as identified for the proposed project (see Section 4.11, “Public Services”).

Recreation

Access to recreational facilities under the Option 5A Alternative Alignment would be the same type and magnitude as the Proposed Trail Alignment and is not expected to result in a substantial number of additional users at existing recreation facilities such that new facilities would need to be built to accommodate increased use. Recreation-related impacts associated under the Option 5A Alternative

Alignment would be less than significant and would be similar to the Proposed Trail Alignment (see Section 4.12, “Recreation”).

Utilities

Implementing the Option 5A Alternative Alignment would change the location of one bridge (#14 rather than #13), but would not change the number of bridges proposed. This change in design would result in the same less-than-significant impacts to existing utilities and service systems as identified for the Proposed Trail Alignment (see Section 4.13, “Utilities”).

ABILITY TO ACHIEVE PROJECT OBJECTIVES

The Option 5A Alternative Alignment would be similar to the proposed project and would meet the basic project objectives in a similar manner as the proposed project. This alternative would meet the objective to develop a continuous trail alignment that maximizes opportunities for bicycle and pedestrian travel separate from roadway vehicle traffic by connecting neighborhoods, shopping and employment, schools, parks, transit, and other existing and planned trails, bikeways and walkways. This alternative would enhance trail connectivity when compared to proposed project by providing access to the west side of Sunrise Avenue and to Meadow Gate Drive neighborhood. Access to the Dry Creek, Cirby Creek, and Linda Creek open space areas would be enhanced for public recreational and educational opportunities, utility maintenance, open space maintenance, and emergency response. Effects to the natural habitat and special-status wildlife species of the Dry Creek, Cirby Creek, and Linda Creek open space areas would be similar to the proposed project. On balance, the Option 5A Alternative Alignment would have slightly more impact on biological resources than the Proposed Trail Alignment. This alternative would be similar to the proposed project in attaining the project objective related to seeking the most effective and efficient balance of capital cost, operational and maintenance costs, environmental and community impacts, and public benefits because estimated construction costs would be similar. However, preliminary cost estimates for Option 5A were slightly higher than Option 5B (the proposed project).

6.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Guidelines Section 15126.6(e)(2) states that when the No Project Alternative is identified as the environmentally superior alternative, the EIR must also identify an environmentally superior alternative from among the other alternatives. Per the analysis conducted for this Draft EIR for the Dry Creek Greenway Multi-Use Trail Project, the environmentally superior alternative would be the No Project Alternative because it would not result in new impacts on the project site. However, as discussed above, the No Project Alternative would not achieve any of the project’s objectives. Among the other alternatives, Option 1A Alignment Alternative would be the environmentally superior alternative.

As discussed above and in the analyses in Chapter 4, the magnitude of several impacts would be less than the proposed project with Option 1A Alignment Alternative (see Table 6-1). This alternative would result in the construction of one fewer bridge than under the proposed project because it would construct Bridge #3, rather than Bridges #2 and #4, but additional retaining walls would be required. This would result in less construction than under the proposed project. Under Alternative 5A, Impact 4.8-3 (Alter or redirect 100-year flood flows, or expose people or structures to risk of injury or damage by flood waters) would be less than significant because this alternative would not include the construction of Bridge #13.

Table 6-1 Comparison of the Environmental Impacts of the Alternatives in Relation to the Proposed Project

Environmental Topic	Proposed Project	No Project	Option 1A Alternative Alignment	Option 1C Alternative Alignment	Option 5A Alternative Alignment
Aesthetics	LTS	NI	LTS (Less)	LTS (Greater)	LTS (Greater)
Air Quality	LTS	NI	LTS (Less)	LTS (Less)	LTS (Similar)
Biological Resources	LTSM	NI	LTSM (Less)	LTSM (Less)	LTSM (Greater)
Cultural Resources	LTSM	NI	LTSM (Less)	LTSM (Less)	LTSM (Similar)
Geology and Soils	LTS	LTS (Greater)	LTS (Less)	LTS (Greater)	LTS (Greater)
Greenhouse Gas Emissions and Climate Change	LTS	LTS (Less)	LTS (Less)	LTS (Less)	LTS (Similar)
Hazards and Hazardous Materials	LTSM	NI	LTSM (Similar)	LTSM (Less)	LTSM (Greater)
Hydrology and Water Quality	LTS	LTS (Greater)	LTS (Greater)	LTS (Greater)	LTS (Less)
Land Use and Planning	LTS/Beneficial	LTS (Greater)	LTS/Beneficial (Greater)	LTS/Beneficial (Less)	LTS/Beneficial (Less)
Noise	SU	NI	SU (Similar)	SU (Greater)	SU (Greater)
Public Services	LTS	LTS (Greater)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Recreation	LTS	NI	LTS (Similar)	LTS (Similar)	LTS (Similar)
Utilities	LTS	NI	LTS (Similar)	LTS (Similar)	LTS (Similar)
Meet Project Objectives?	Yes	No	No	Yes	Yes

Impact Status:

NI=No Impact LTS = Less Than Significant Impact LTSM = LTS with Mitigation

Source: Data compiled by Ascent Environmental in 2016

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8 REPORT PREPARATION

City of Roseville (Lead Agency)

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Mark Morse..... Environmental Coordinator, City Manager Department
Mike Wixon..... Public Works - Alternative Transportation (Former)
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Francisca Ruger ..... Project Manager
Alta Cunningham ..... Assistant Project Manager/Cultural Resources
Honey Walters ... Senior Reviewer: Air Quality, Noise, Greenhouse Gas Emissions and Climate Change
Erik de Kok, AICP ..... Air Quality, Greenhouse Gas Emissions and Climate Change, Noise
Brenda Hom ..... Air Quality, Greenhouse Gas Emissions and Climate Change, Noise
Zachary Miller ..... Air Quality, Greenhouse Gas Emissions, and Transportation and Circulation
Carlos Alvarado ..... Biological Resources
Shannon Hickey..... Biological Resources
Jessica Babcock..... Aesthetics, Geology and Soils, Hazards and Hazardous Materials, Utilities
Rachel Kozloski ..... Hydrology and Water Quality; Senior Reviewer: Geology and Soils
Marianne Lowenthal ..... Land Use and Planning, Public Services, Recreation
Lisa Kashiwase..... GIS/Graphic Artist
Corey Alling ..... Graphic Artist
Gayiety Lane ..... Document Publishing
Michele Mattei ..... Document Publishing

PSOMAS (Project Engineer)

Tim Hayes ..... Project Manager
Brian Wright..... Project Engineer

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Appendix A

Notice of Preparation

PUBLIC WORKS - ALTERNATIVE TRANSPORTATION

401 Vernon Street, Roseville, CA 95678 (916) 746-1304

NOTICE OF PREPARATION

Date: November 18, 2013

To: State Clearinghouse
Responsible Agencies
Trustee Agencies
Interested Parties

Subject: Notice of Preparation of an Environmental Impact Report for the proposed Dry Creek Greenway Multi-Use Trail and a Notice of Public Scoping Meeting

Project Title/File Number: Dry Creek Greenway Multi-Use Trail

NOP Comment Period: Written comments are due to the City's Public Works Department no later than December 19, 2013 by 5:00 p.m.

Public Scoping Meeting: In accordance with Public Resources Code Section 21083.9, notice is hereby given that the City of Roseville will conduct a public scoping meeting on **December 3, 2013 starting at 6 p.m., Maidu Community Center**, 1550 Maidu Drive, Roseville, CA 95661

Project Location: The proposed multi-use trail would extend along Dry, Cirby, and Linda Creeks from the existing Saugstad/Royer Park trail near the intersection of Riverside Avenue and Darling Way for 4.25 miles eastward to the City limits, just past the Old Auburn Road/South Cirby Way intersection.

Lead Agency and Contact Person:
City of Roseville Public Works - Alternative Transportation
Mike Dour, Alternative Transportation Analyst - Bikeways
401 Vernon Street
Roseville, CA 95678
Phone: (916) 746-1304
Fax: (916) 746-1333
Email: mdour@roseville.ca.us
Website: www.roseville.ca.us/pw

1 INTRODUCTION

This Notice of Preparation (NOP) has been issued to notify interested parties that an Environmental Impact Report (EIR) will be prepared, and to solicit feedback on the scope and content of the analysis in the EIR. The City of Roseville (City) will be the lead agency and will prepare an EIR for the Dry Creek Greenway Multi-Use Trail (referred to herein as the "proposed project" or "proposed trail"), which includes the project approvals listed in Section 4 of this NOP. The proposed project is also subject to compliance with the National Environmental Policy Act (NEPA). Caltrans, though a delegation agreement with the Federal Highway Administration, will be the NEPA lead agency. The proposed project description and vicinity and location maps are provided in this NOP.

NOP Comment Period: Due to the time limits mandated by state law, your response to this NOP must be sent at the earliest possible date and submitted to the City, but not later than 30 calendar days after November 18, 2013 (the date this notice was first posted). Please submit comments to the City of Roseville no later than 5 p.m. on December 19, 2013. Please provide written comments to:

Mike Dour, Alternative Transportation Analyst - Bikeways
Public Works - Alternative Transportation
City of Roseville
401 Vernon Street
Roseville, CA 95678
Phone: (916) 746-1304
Fax: (916) 746-1333
Email: mdour@roseville.ca.us

Public Scoping Meeting: A Public Scoping Meeting regarding the proposed project will be held on December 3, 2013 to receive comments from interested parties regarding the issues that should be addressed in the EIR. The time and location of the Public Scoping Meeting is provided on the first page of this NOP.

2 REGULATORY BACKGROUND

This NOP provides notification that an EIR will be prepared for the proposed project. This NOP has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Division 13 Section (§) 21000 et seq., and the State CEQA Guidelines, Title 14 California Code of Regulations §15000 et seq. According to CEQA Guidelines §15064, an EIR must be prepared if there is substantial evidence in light of the whole record that the proposed project may have a significant effect on the environment.

This NOP describes the proposed project in Section 3, and describes the requested project approvals in Section 4. The list of potential and probable environmental effects of the proposed project and the proposed scope of analysis for the EIR is identified in Section 5, and Section 6 discusses the project alternatives analysis. Section 7 discusses the cumulative impacts analysis, and Section 8 references previous studies and reports used in this analysis.

3 PROJECT DESCRIPTION

The Dry Creek Greenway Multi-Use Trail Project (proposed project or proposed trail) is a proposed 4.25 mile paved multi-use trail in the City of Roseville (City) (see Exhibit 1, Project Vicinity). The proposed project would be a shared-use trail for pedestrians, bicyclists and other non-motorized vehicle users that would connect neighborhoods, parks, schools, businesses, natural areas, and the on-street bikeway system across the south side of the City.

3.2 PROJECT LOCATION AND SETTING

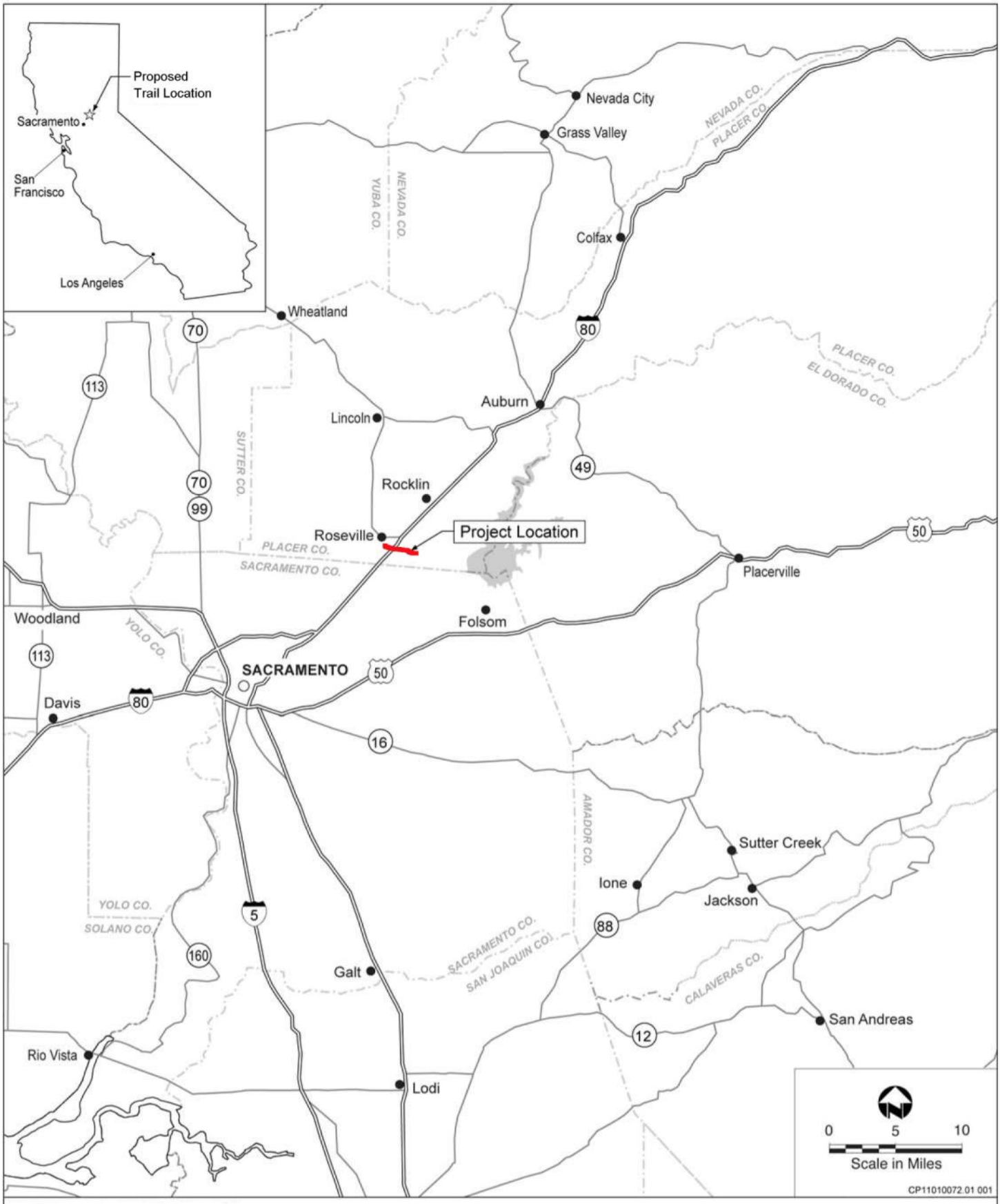
The proposed 4.25 mile multi-use trail would extend from the existing Saugstad/Royer Park trail near the intersection of Riverside Avenue and Darling Way eastward to the City limits, just past the Old Auburn Road/South Cirby Way intersection (see Exhibit 2, Project Location). The trail would follow creek corridors along portions of Dry, Cirby, and Linda Creeks. These corridors currently contain segments of existing unimproved natural surface paths and paved multi-use trails, some of which do not meet current City design standards. Much of the corridor has been used historically for recreation, infrastructure maintenance access and transportation, and today it continues to be used for these purposes along both improved and unimproved segments.

EXISTING CONDITIONS

The proposed project would be located primarily within City-owned property zoned Open Space with Floodway or Floodway Fringe Overlays. Small segments of the trail would also be located on property zoned for residential, commercial, and parks and recreation use with the Floodway or Floodway Fringe Overlays, with some affected properties being privately owned. Trail development is a permitted use in all of these zone districts.

The proposed project would run through the creek corridors of developed neighborhoods and business districts in the City of Roseville. With the exception of a few scattered parcels, the properties surrounding the creek corridors are fully developed. The properties adjacent to the proposed trail corridor include a mix of residential, commercial, parks, open space and public/quasi-public uses. Flood control improvements, including floodwalls, berms, bypass channel, and bypass culverts are located along the length of the proposed project from Interstate 80 (I-80), easterly to Old Auburn Road. Commercially-zoned properties are concentrated along Sunrise Avenue to the north and south of the project site along Linda Creek. Commercial areas are also found near the western part of the proposed trail along Riverside Avenue between Darling and Cirby Ways.

Within the trail corridor, biological resources habitat quality ranges from disturbed, low quality land to high quality undisturbed habitat. Annual grassland occurs in open, cleared, or disturbed areas along the proposed trail and forms the understory of mixed riparian and valley oak woodland communities. The vegetation along the stream banks, bottoms, and adjacent floodplains varies throughout the trail corridor and depends on local hydrologic and soil conditions. Central Valley fall-run Chinook salmon have been previously documented in all three creeks; the creeks provide migration and spawning habitat for adult and rearing habitat for juvenile Chinook salmon. In addition to its natural qualities, the habitat offers passive recreation and interpretive opportunities.



Source: Data adapted by Ascent Environmental in 2013

Exhibit 1 **Project Vicinity**

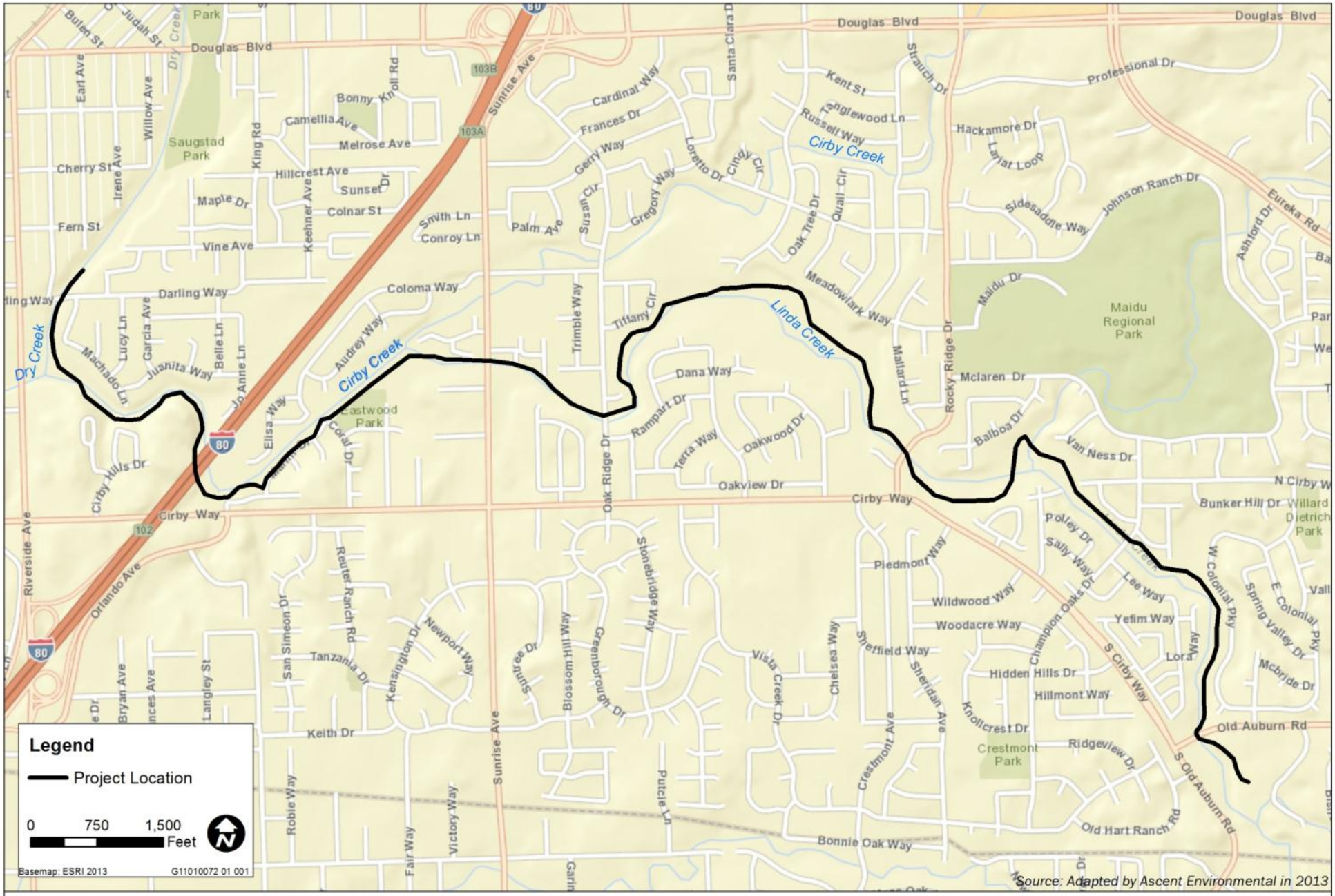


Exhibit 2

Project Location

PARKS AND NEIGHBORHOODS

The proposed trail would be located in close proximity to several parks, including Maidu Regional Park, Eastwood Park and Willard Dietrich Park as shown on Exhibit 2. An existing multi-use trail along the east side of Rocky Ridge Drive as well as on-street bike lanes on Rocky Ridge Drive currently provide connections from the proposed trail to Maidu Regional Park.

The City of Roseville is organized into neighborhood associations. The purpose of the neighborhood associations is to improve the social, physical, and economic health in the Roseville community by sharing information, facilitating training and education, providing resources, and encouraging communication and participation among neighbors, neighborhoods, government, businesses and other participants. There are currently 39 neighborhood association areas. The proposed Dry Creek Greenway Multi-Use Trail would be aligned through, or adjacent to the Cherry Glen, Cirby Side, Cresthaven, Hillcrest, Maidu, Meadow Oaks, Sierra Gardens, and South Cirby neighborhood associations.

BIKEWAY AND TRANSIT CONNECTIONS

Enhancing connectivity is an integral part of planning a successful multi-use trail system. Connections to other multi-use trails, on-street bikeways, neighborhoods, business districts and transit increase trail access and promote trail use. The proposed project has a number of opportunities for connections to the community and existing and proposed transportation facilities.

Access to the trail for all users would be a key element of its success. Accessibility guidelines for trails (as defined in the Design Standards and the ADA standards of the Advanced Notice of Proposed Rulemaking for Shared Use Paths) would be met where feasible. Neighborhood access would be achieved from local streets crossing the trail. Each street crossing would be identified and directional signs would be placed at street intersections identifying destinations and distances along the trail and within the surrounding community.

Trailheads (parking areas with a formal trail entrance) would serve all trail users. They would provide information about the trail (e.g., maps) and may have trail user facilities like restrooms, trash receptacles, information kiosks, water fountains, and benches. The proposed project would include a trailhead with accompanying parking lot at the western end of the trail, off Riverside Avenue. The parking lot would include approximately 35 parking spaces.

3.3 PROJECT BACKGROUND

The City's 2008 Bicycle Master Plan (BMP) includes a plan for development of over 28 miles of Class I trails in Roseville, including the Dry Creek Greenway Multi-Use Trail. The proposed project is identified as a priority project in the BMP because of its potential to provide a safe, comfortable, and convenient bicycle route in an area of the City with limited existing options for bicyclists.

The City prepared the Dry Creek Greenway Planning and Feasibility Study in 2009. The study outlined the existing conditions, opportunities and constraints, alignment options, evaluation criteria, and a recommended alignment for a paved trail from Riverside Avenue and Darling Way to the City limits just south of Old Auburn Road. The study also included design treatment options, cost estimates, and a phasing plan. The City Council accepted the study in 2010. The study was updated in 2013 to provide further information regarding alternative trail alignments.

During preparation of the original and updated feasibility study, the City used a community-based planning approach with an emphasis on public outreach. The public outreach efforts included establishment of a

Stakeholder Representative Group (SRG) that represented a broad array of community interests. The SRG met 10 times between 2008 and 2013. The public outreach efforts also included three community meetings, an online survey and numerous neighborhood meetings. The community input received during this process informed the proposed project's design and alignment. This input also informed several of the alternatives to the proposed project.

3.4 PURPOSE AND NEED

The proposed project would serve as an alternative for pedestrian and bicyclists to using busy City streets, as well as an important recreational amenity for residents and would ultimately provide an important regional connection for the greater South Placer/Sacramento area. Because there are currently limited options in the project vicinity for safe, comfortable, and convenient bicycle travel, the City has identified the need for development of additional separated bicycle paths. The BMP identifies Class I off-street bike paths as preferred by Roseville residents because of their scenic beauty and their limited motorist interaction and crossing flows. They are most often used for recreational purposes, but they are also important for commuters where they allow bicyclists to avoid high traffic volume areas, such as highway interchanges or major arterial streets.

The proposed trail would also serve as a paved, all-weather access for City maintenance crews. This would provide access to the City's sewer, water, and drainage outfalls that follow the creeks. In addition, the trail and its access points would provide creek maintenance crews with access to remove blockages within the stream channel and improve conveyance of stormwater. The trail would also provide access for emergency service responders.

During development of the 2009 Dry Creek Greenway Planning and Feasibility Study, the following Purpose and Need Statement was drafted by the Stakeholder Representative Group and accepted by the City Council:

> "The Dry Creek Greenway multi-use trail is envisioned as a paved, off-street trail along Dry, Cirby, and Linda Creeks that will provide residents a place for bicycling, walking, running, and dog-walking, for fun, education, recreation, health, and transportation.
>
> The Dry Creek Greenway trail is a vital component of the City of Roseville Bikeway and Trail system because it will provide a safe, comfortable, convenient, and highly connected bike route as an alternative to using City streets in an area of the City that is underserved by bicycle facilities. The Dry Creek Greenway trail will connect schools and businesses to residential neighborhoods. The trail will also provide important regional connections as it is part of a series of existing and planned paths that will form a loop around the greater South Placer/Sacramento area."

3.5 PROJECT DESIGN ELEMENTS

STANDARD DESIGN AND CROSS SECTION

The proposed project would be a paved, multi-use trail would that conforms to the City of Roseville Design Standards (Section 13 Bikeways) and other provisions of the City of Roseville Construction Standards. A typical cross-section for the proposed trail would consist of a 10-foot wide paved trail with two-foot shoulders on each side (one composed of decomposed granite and one of aggregate base), for a total width of 14 feet. The trail may also include drainage swales on one or both shoulders, as needed. The proposed trail may be narrowed to an eight-foot wide paved section with one- or two-foot wide shoulders for access spurs and in "pinch-point" locations that have severe physical or environmental constraints. The narrower cross section would still support safe, two-way travel, but would limit physical disturbance where design constraints prevent implementation of the standard cross-section. The proposed trail may also be widened in areas where additional shoulder or trail

width is desired to enhance user comfort and safety. In these instances, the shoulder width may be increased to between 5 and 10 feet on one side of the trail.

The profile of the trail has been set to minimize impacts to the floodplain/floodway and minimize impacts to private property and the environment. The profile closely follows the existing topography where feasible to reduce the trail footprint. The profile is in conformance with the City of Roseville's Design Standards (Section 13 Bikeways). The maximum grades are generally five percent; although in some locations where physical constraints exist, on approaches to bridges and at undercrossing locations, the grades are increased to eight percent. Per the Design/Construction standards, the desired vertical clearance at undercrossings is 12 feet to allow for passage of fire vehicle access. In constrained areas or where fire vehicle access is not needed, the minimum vertical clearance at undercrossings is 9 feet, unless otherwise approved by the Public Works Director.

The proposed trail would, to the extent feasible, be designed to provide maintenance and emergency access for the City Environmental Utilities Department, open space and storm water maintenance crews, and the Roseville Fire Department. It would provide a safe route for walkers, joggers, cyclists, wheelchair users, and others traveling on non-motorized vehicles to access parks and other trails.

ROADWAY UNDERCROSSINGS AND BRIDGE CROSSINGS

The proposed project includes undercrossings of the following roadways:

- Darling Way, east of Riverside Avenue,
- Interstate-80, north of Cirby Way
- Sunrise Avenue, south of Coloma Way
- Rocky Ridge Drive, north of Cirby Way
- Old Auburn Road, north of South Cirby Way

With one exception, all of the roadway undercrossings would be under bridge structures where the roads cross over creeks. The exception would be Rocky Ridge Drive, which uses a series of box culverts to allow passage of Linda Creek flows. The roadway undercrossing at Rocky Ridge Drive is anticipated to utilize one of the existing box culverts, with culvert improvements designed to accommodate trail use.

Implementation of the proposed project would include the construction or modification of up to nine bridges to provide creek crossings throughout the alignment. With the exception of one, all new bridges are proposed to be pre-fabricated steel truss bridges supported on abutments located outside the floodway. The pre-fabricated steel bridge structures are proposed to be a weathered steel finish to blend into the natural environment.

RETAINING WALLS

In general, the proposed trail alignments would be located within the floodplain and would be designed to minimize earthwork and impacts to the water surface elevation. Where required by existing topography and other constraints, retaining walls would be installed at several locations along the proposed alignment. The proposed wall types would include gravity walls (reinforced concrete) and anchored walls (soil nail and tie back walls).

Where the alignment passes under existing bridge structures, tie-back retaining walls would be constructed. This would avoid impacts to the existing bridge abutments and maintain the integrity of the existing structure. Concrete cut-off walls would be proposed on steep cross slopes and where the trail alignment is adjacent to the creek to avoid the potential for undermining of the trail. Depending on the type of wall and location of these walls, an architectural facing may be applied to the walls to improve the aesthetic quality of the walls and allow them to blend more naturally into the surrounding environment.

UTILITY RELOCATION OR MODIFICATION

There are several utilities along the corridor that would require relocation or modifications during construction of the proposed trail. An existing sewer trunk line runs along the creek corridor. Where the proposed trail alignment crosses or parallels the sewer line, adjustments to the grade of the trail or manholes may be needed, or the trail alignment would be shifted slightly to avoid the manholes. Other facilities including water, telecommunications and gas lines may also require relocation and/or adjustments of valves and manholes to grade.

Existing gas and water lines at the Darling Way Bridge and Sunrise Avenue Bridge would also need to be relocated. If the Darling Way Bridge is widened, the existing six-inch gas line attached to the north side of the bridge would be relocated onto the north side of the widened bridge, and the existing 12-inch water line supported on the south side of the bridge would be raised to provide better clearance for the trail users.

LANDSCAPING

The project may include landscaping where needed or desired to create a physical and visual separation between the trail and adjacent properties. Vegetative buffers would be multi-purpose, creating a natural privacy screen, providing habitat for some of the wildlife that live in the creek corridor (e.g., birds, small mammals), and stabilizing the creek bank.

SIGNS

Signs for the Dry Creek Greenway Multi-Use Trail would include both regulatory and wayfinding signs. Trail etiquette and other information would be available at trailheads. Interpretive signs may be located at selected locations throughout the trail corridor.

CONSTRUCTION STAGING AREAS

The proposed project would include construction staging areas where equipment would be temporarily stored during project construction. At the western end of the trail, a staging area would be located on the east side of Riverside Avenue, south of Darling Way, immediately north of Dry Creek. This area is currently a vacant lot and would ultimately be converted to a trailhead.

Additional potential staging areas being considered on existing City-owned parcels include: an area east of Rocky Ridge Drive, north of Linda Creek; an area between Cirby Way and Marlin Drive; an area west of North Cirby Way, north of Linda Creek; an area west of Champion Oaks Drive, north of Linda Creek; an area west of Colonial Parkway on an north of Linda Creek; and an area south of Old Auburn Road east of Linda Creek.

PROJECT PHASING

A phasing plan would be developed for this project to provide a logical sequence of implementation for each identified phase. The phasing would consider aspects such as right-of-way requirements, environmental impacts, estimated capital costs and funding opportunities, and connectivity to key nodes such as schools, parks, trailheads and neighborhoods.

4 PROJECT APPROVALS

Several agencies would be involved in the consideration of proposed project elements. Potential State and local approvals and permits would be considered for the proposed project related to wetlands, endangered species, floodplain encroachment, right of way encroachment (Caltrans), water quality, and streambed alteration. Responsible agencies would include:

- California Department of Transportation (Caltrans),
- U.S. Army Corps of Engineers (USACE)
- Central Valley Regional Water Quality Control Board (RWQCB),
- Central Valley Flood Protection Board,
- United States Fish and Wildlife Service (USFWS)
- National Oceanic and Atmospheric Administration (NOAA) Fisheries, and
- California Department of Fish and Wildlife (CDFW)

5 PROBABLE ENVIRONMENTAL EFFECTS AND SCOPE OF THE EIR

Pursuant to section 15063 (a), of the CEQA Guidelines, an Initial Study has not been prepared for the proposed project. Rather, it is anticipated that the EIR will analyze the project-related impacts to resources in the project area within the following resource areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions and Climate Change
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services
- Recreation
- Transportation and Circulation
- Utilities

6 PROJECT ALTERNATIVES ANALYSIS

As required by CEQA, the EIR will evaluate alternatives to the proposed project. As stated in CEQA Guidelines §15126.6(c), the primary intent of the alternatives evaluation in an EIR is to evaluate a range of alternatives to the project that "could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects." CEQA also requires that the project alternatives analysis include consideration of the "no project" alternative. The "no project" alternative may be defined as "no development" or it may be defined as "some other development."

7 CUMULATIVE IMPACTS ANALYSIS

As required by CEQA, the EIR will evaluate the cumulative impacts of the proposed project. As stated in CEQA Guidelines §15065(a)(3), projects should be evaluated to determine whether the project's impacts are "cumulatively considerable," which means that the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

8 REFERENCES

The following documents that relate to the project are available for review during normal business hours at the Alternative Transportation Offices (401 Vernon Street, Roseville, California, 95678):

1. Roseville, City of. 2008.*2008 Bicycle Master Plan*;

2. Roseville, City of. 2010. *Dry Creek Greenway Planning and Feasibility Study*; and

3. Roseville, City of. October 2013. *Dry Creek Greenway Multi-Use Trail Project Updated Feasibility Analysis for Segment 1 (Hillcrest) and Segment 5 (Sunrise Avenue)*.

Appendix B

Comments Received on the NOP

STATE OF CALIFORNIA – CALIFORNIA NATURAL RESOURCES AGENCY EDMUND G. BROWN JR., GOVERNOR

CENTRAL VALLEY FLOOD PROTECTION BOARD
3310 El Camino Ave., Rm. 151
SACRAMENTO, CA 95821
(916) 574-0609 FAX: (916) 574-0682
PERMITS: (916) 574-2380 FAX: (916) 574-0682

December 2, 2013

Mr. Mike Dour
City of Roseville Public Works - Alternative Transportation
401 Vernon Street
Roseville, California 95678

Subject: Regional Bicycle and Recreational Trails Master Plan
SCH Number: 2013112042
Document Type: Notice of Preparation

Dear Mr. Dour:

Staff of the Central Valley Flood Protection Board (Board) has reviewed the subject document and provides the following comments:

The proposed project is located adjacent to or within Dry Creek, Cirby Creek, and Linda Creek, which are under the jurisdiction of the Central Valley Flood Protection Board. The Board is required to enforce standards for the construction, maintenance, and protection of adopted flood control plans that will protect public lands from floods. The jurisdiction of the Board includes the Central Valley, including all tributaries and distributaries of the Sacramento River, the San Joaquin River, and designated floodways (Title 23 California Code of Regulations (CCR), Section 2).

A Board permit is required prior to starting the work within the Board's jurisdiction for the following:

- The placement, construction, reconstruction, removal, or abandonment of any landscaping, culvert, bridge, conduit, fence, projection, fill, embankment, building, structure, obstruction, encroachment, excavation, the planting, or removal of vegetation, and any repair or maintenance that involves cutting into the levee (CCR Section 6);

- Existing structures that predate permitting, or where it is necessary to establish the conditions normally imposed by permitting. The circumstances include those where responsibility for the encroachment has not been clearly established or ownership and use have been revised (CCR Section 6);

- Vegetation plantings will require the submission of detailed design drawings; identification of vegetation type; plant and tree names (i.e. common name and scientific name); total number of each type of plant and tree; planting spacing and irrigation method that will be utilized within the project area; a complete vegetative management plan for maintenance to prevent the interference with flood control, levee maintenance, inspection, and flood fight procedures (CCR Section 131).

Vegetation requirements in accordance with Title 23, Section 131 (c) states "Vegetation must not interfere with the integrity of the adopted plan of flood control, or interfere with maintenance, inspection, and flood fight procedures."

The accumulation and establishment of woody vegetation that is not managed has a negative impact on channel capacity and increases the potential for levee over-topping. When a channel develops vegetation that then becomes habitat for wildlife, maintenance to initial baseline conditions becomes more difficult as the removal of vegetative growth is subject to federal and State agency requirements for on-site mitigation within the floodway. The project should include mitigation measures to avoid decreasing floodway channel capacity.

Hydraulic Impacts - Hydraulic impacts due to encroachments could impede flood flows, reroute flood flows, and/or increase sediment accumulation. The project should include mitigation measures for channel and levee improvements and maintenance to prevent and/or reduce hydraulic impacts. Off-site mitigation outside of the State Plan of Flood Control should be used when mitigating for vegetation removed within the project location.

The permit application and Title 23 CCR can be found on the Central Valley Flood Protection Board's website at http://www.cvfpb.ca.gov/. Contact your local, federal and State agencies, as other permits may apply.

The Board's jurisdiction, including all tributaries and distributaries of the Sacramento River and the San Joaquin River, and designated floodways, can be viewed on the Central Valley Flood Protection Board's website at http://gis.bam.water.ca.gov/bam/.

If you have any questions, please contact me by phone at (916) 574-0651, or via e-mail at James.Herota@water.ca.gov.

Sincerely,

James Herota
Senior Environmental Scientist
Projects and Environmental Branch

cc: Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, California 95814

Placer County
AIR POLLUTION CONTROL DISTRICT

110 Maple Street, Auburn, CA 95603 • (530) 745-2330 • Fax (530) 745-2373 •
www.placer.ca.gov/apcd

Thomas J. Christofk, Air Pollution Control Officer

December 19, 2013

Mike Dour, Transportation Analyst
City of Roseville Public Works – Alternative Transportation
401 Vernon Street
Roseville, CA 95678
Sent via email: mdour@roseville.ca.us

Subject: **Dry Creek Greenway Multi-Use Trail, Notice of Preparation of a Draft Environmental Impact Report**

Dear Mr. Dour:

Thank you for submitting the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Dry Creek Greenway Multi-Use Trail (Project) to the Placer County Air Pollution Control District (District) for review. The Project proposes the construction of a 4.25 mile paved multi-use trail for pedestrians, bicyclist, and other non-motorized vehicle users that would connect neighborhoods, parks, schools, businesses, natural areas, and the on-street bikeway system across the south side of the city.

The District recently developed a California Environmental Quality Act (CEQA) Air Quality Handbook (Handbook) to assist public agencies with the preparation of air quality analyses for land use projects within Placer County. This Handbook provides recommended analytical approaches and feasible mitigation measures when preparing air quality analyses for land use projects. The Handbook is available via the District's website at http://www.placer.ca.gov/departments/air/landusceqa. Additional detail relating to the following recommended items can be found within the Handbook.

1. The Project is located within the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the District. The SVAB is designated as nonattainment for federal and state ozone (O_3) standards, nonattainment for the federal particulate matter standard ($PM_{2.5}$) and state particulate matter standard (PM_{10}). Within the Air Quality section of the Initial Study, the District recommends the discussion include the area designations for the federal and state standards for the SVAB.

2. The District recommends the use of the "Construction Mitigation Calculator" available on the Sacramento Metropolitan Air Quality Management District's website: http://www.airquality.org/ceqa/mitigation.shtml. When utilizing this tool, it is recommended that special attention be given to the amount and types of default equipment for each phase and use of default values that are appropriate for bike trail construction. Please also note that this tool allows for the elimination of construction phases and activities which may not be appropriate for trail construction (i.e., grubbing, utility placement, etc.).

3. The District recommends the following Project-level Thresholds of Significance when analyzing the project-related construction and operational activities to determine potential air quality impacts.

PCAPCD Recommended Project-Level Thresholds	
82 lbs/day	Nitrogen Oxide (NOx) Reactive Organic Gas (ROG) Particulate Matter (PM_{10})

4. The District recommends as a Condition of Approval, the requirement of a Dust Control Plan to be submitted and approved by the District prior to the commencement of any ground disturbance as follows:

   Prior to approval of Grading and/or Improvement Plans, the applicant shall submit a Construction Emission / Dust Control Plan to the APCD. The applicant shall provide written

evidence, provided by APCD, to the local jurisdiction that the plan has been approved prior to the commencement of any ground disturbance.

5. The District currently does not have an established significance threshold for construction or operational related greenhouse gas (GHG) emissions. However, a determination of significance should be reached and disclosed based on the Project's potential to interfere with GHG reduction goals established by regulatory requirements. Mitigation measures should be included to reduce potentially significant levels of GHG emissions. The CAPCOA guidance document "Quantifying Greenhouse Gas Mitigation Measures" provides additional resources to identify feasible mitigation measures and quantify emission reductions[1] as well as the District's CEQA Handbook within the following appendix.

6. In the event that the air quality analyses demonstrate the potential for the Project to cause or generate significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. Additional mitigation measures can be found in the District's CEQA Handbook within the following related appendices:

   Appendix A. Recommended Mitigation Measures (Construction)

   Appendix C. Recommended Mitigation Measures (Operational)

   Appendix G. Mitigation Measures (Greenhouse Gases)

Thank you for allowing the District this opportunity to review the project proposal. Please do not hesitate to contact me at 530.745.2333 or agreen@placer.ca.gov if you have any questions.

Sincerely,

Angel Green
Associate Planner
Planning & Monitoring Section

ec: Yu-Shuo Chang, Planning & Monitoring Section Supervisor
Tom Thompson, Planning Consultant

1 http://www.capcoa.org/documents/

MIWOK MAIDU United Auburn Indian Community of the Auburn Rancheria

Gene Whitehouse, Chairman | John L. Williams, Vice Chairman | Danny Rey, Secretary | Brenda Adams, Treasurer | Calvin Moman, Council Member

December 19, 2013

City of Roseville Public Works – Alternative Transportation
Mike Dour, Alternate Transportation Analyst – Bikeways
401 Vernon Street
Roseville, CA 95678

Subject: NOP for DEIR for the Proposed Dry Creek Greenway Multi-Use Trail

Dear Mr. Dour,

Thank you for your invitation to consult on the above named project under SB18. Thank you for initiating formal consultations with the United Auburn Indian Community (UAIC) concerning the NOP for DEIR for the Proposed Dry Creek Greenway Multi-Use Trail. As you know, the UAIC is comprised of Miwok and Maidu people whose traditional homelands include portions of Placer and Nevada counties, as well as some surrounding areas. The UAIC is concerned about development within ancestral territory that has potential to impact sites and landscapes that may be of cultural or religious significance. We appreciate the opportunity to comment on this and other projects in your jurisdiction.

We would like to make a few general points for consideration in developing the scope and content of the NOP for DEIR for the Proposed Dry Creek Greenway Multi-Use Trails:

- The UAIC recommends that projects within the NOP for DEIR for the Proposed Dry Creek Greenway Multi-Use Trail jurisdiction be designed to incorporate known cultural sites into open space or other protected areas;
- The UAIC is interested in holding conservation easements for culturally significant prehistoric sites;
- The UAIC would like the opportunity to provide Tribal representatives to monitor projects if excavation and data recovery are required for prehistoric cultural sites, or in cases where ground disturbance is proposed at or near sensitive cultural resources;
- The UAIC is interested in receiving cultural materials from prehistoric sites where excavation and data recovery has been performed;
- The UAIC would like to receive copies of environmental notices and documents for projects within the jurisdiction of NOP for DEIR for the Proposed Dry Creek Greenway Multi-Use Trail.

We have reviewed the cultural resources assessment that you provided for the project and would like to arrange a meeting with your department to discuss how potential impacts to cultural resources of importance to the UAIC can best be addressed in any environmental documents. Thank you again for taking these matters into consideration, and for involving the UAIC early in the planning process. We look forward to reviewing the aforementioned documents as requested. Please contact Marcos Guerrero, Cultural Resources Manager, at (530) 883-2364 or email at mguerrero@auburnrancheria.com if you have any questions.

Sincerely,

Gene Whitehouse,
Chairman

CC: Marcos Guerrero, CRM

Scoping Meeting for the
Dry Creek Greenway Multi-Use Trail Project EIR

EIR SCOPING COMMENTS

Please hand in during the scoping meeting, mail to the City at the address on back, email to Mike Dour at mdour@roseville.ca.us, or fax to 916-746-1333. Comments must be received by 5:00 p.m. on December 19, 2013. Please include "Dry Creek Greenway Multi-Use Trail Project EIR Scoping" in your subject line.

Name: Donna Wilson

Organization (if any): Friends of Linda Creek

Address (optional): 1611 Condor Court

City, State, Zip: Roseville, CA 95661

Email (optional): Donnawilson1@surewest.net

The City of Roseville invites you to provide specific comments on the scope of the Dry Creek Greenway Multi-Use Trail Project EIR. Thank you!

Comments

These are my concerns for the bike trail:

Environmental Set Back
Friends of Linda Creek feel t
This is essential. This should be a setback of at
least 20 from the creek before they start paving a bike trail to allow us to:
---keep the riparian habitat for wildlife
---stop the cementing of the creek as much as possible, which is a band aide approach and results in tearing up the next section
---allow for the City Open Space and Storm Water Depts. to continue their successful creek restoration program with Native Plants to protect the habitat for our barely surviving wildlife

If the EIR and geomorphology study does not support an Environmental Setback along Mallard, Condor, Blue Jay and along the Eich school area then we strongly support the City to use the alternate route. This route will meet the City's goal of a Regional Bike Trail Connecting the Parks and Open Space.

One reason the City does not want to do this is cyclists want to be only in the Open Space but at what cost? Their preference should not be the only thing that matters. Secondly, we have been told frequently by Mike Dour and city staff that the Survey they did in 2008 showed the cycling is the preferred activity in the greenbelt.

However, when we read this survey that is not quite true. Most of the questions regarding this in the survey have BICYCLING AND WALKING AS A COMBINED CHOICE! Some questions walking were ahead and this was the case with the Meadow Oaks neighbors, we wonder what it would say if it was done now!

The route would follow all the existing pave bike trails that run through our greenbelt from Oakridge to just past Eich school and then up the hill to Meadow Lark as planned. It would not be built just above the wetland area in the greenbelt. It would go up onto Meadow Lark, a quiet residential street. This street is very wide and already used by cyclists. A bike lane would have more separation from the street than the bike lane on Rocky Ridge!

The bike trail would cross Rocky Ridge safely at the intersection at Maidu Park and connect to those trails. The cyclists would never have to ride on Rocky Ridge. There is approximately a 30 foot buffer area of sidewalk, with 10 feet of paved bike trail already to down along the creek. This would be considered a Class II trail. Mike Dour, at a presentation that he gave to Meadow Oaks last week, stated that having both Class I and Class II trails would affect funding.

Advantages

The greenbelt would remain undeveloped open space all the way to Rocky Ridge.
The owners on Mallard would not have to sell any land.
The service road would continue to go up on to Meadow Lark homes.
It would preserve the habitat for wildlife.
There were would be no long ramp built too close to the creek bank to go under Rocky Ridge.
It would save millions of dollars in tax payer's money.

Many cyclists and pedestrians in Meadow Oaks and Sierra Gardens feel this should be not just the alternative but the number one route for the regional bike trail.

Donna Wilson
Friends of Linda Creek
donnawilson1@surewest.net
916 801-1717

Scoping Meeting for the
Dry Creek Greenway Multi-Use Trail Project EIR

EIR SCOPING COMMENTS

Please hand in during the scoping meeting, mail to the City at the address on back, email to Mike Dour at mdour@roseville.ca.us, or fax to 916-746-1333. Comments must be received by 5:00 p.m. on December 19, 2013. Please include "Dry Creek Greenway Multi-Use Trail Project EIR Scoping" in your subject line.

Name: Donna Wilson NOP Comment Form number 2.

Organization (if any): Friends of Linda Creek regarding Meadow Oaks and Sierra Gardens section, Sunrise to Rocky Ridge

Address (optional): 1611 Condor Court

City, State, Zip: Roseville, CA 95661

Email (optional): donnawilson1@surewest.net

The City of Roseville invites you to provide specific comments on the scope of the Dry Creek Greenway Multi-Use Trail Project EIR. Thank you!

Comments

RE NOP 1. We strongly support the statement in the NOP that the proposed trail may be widened in areas where additional width is desired to enhance safety and comfort…"the shoulder width may be increased to 5' 10' on one side of the trail ". Friends of Linda Creek also emphatically supports an additional requirement that the total the total distance from the creek, be a minimum of 20 30 feet from the top of the creek bank. Our Oaks are at falling into the creek at very rapid rate and support work could also be done to save them.

We are very concerned that "minimum standards, mitigation policies allowing destruction of one area by planting young trees miles away, will be followed and devastate the creek. This could also occur because wildlife, not on the endangered or species of special concern list, like River Otters (who are considered extinct in 15 states) will be gone, or die from loss of territory and habitat including irreplaceable heritage oaks, as soon as the first front loader shows up on the creek to build this ROAD. These regulations are old and inadequate and the City of Roseville, so progressive in so many areas needs to step up and support this plan and the preservation of their treasured Open Space, in our opinion.

We are also concerned that disregard for adequate environmental setbacks (which were already used on new project planning on the west side of the City with the help of Dry Creek Conservancy and Sierra Club) will result in unnecessary cementing (armoring) which has proven to tear up the next section. We want natural creek restoration to

be used which is supported by the Parks, Recreation and Libraries Dept. as well as Storm Water Dept. This technique has already

been used successfully on 240 feet of bank along Condor Court. Linda Creek no longer breaks onto the Condor side first, since the 1995 flood, where homes, like mine are built very close to the creek. Based on the Dec. 2012 flood, it spilled over first onto the big flood plain on Mallard side which significantly decreased the overflow onto Condor side. This is huge. This is how it used to be (I am a 26 year resident and daily user of Linda Creek with first hand knowledge of impacts from flooding in this area).. The huge ramp of several hundred feet to the underpass under Rocky Ridge, could easily change this back…again as minimum standards may apply and put properties on Condor again taking the first flood water. Mother nature dominates and cannot be predicted. A ramp could change this back.

More space on back

Based on our research, first hand experience and common sense, all of this can be avoided with simple measures by the City acquiring a very small amount of additional property from 8 homes on the flood plain of Mallad

A fair price, plus, must be given to these homeowners. Most are environmentally conscious and would be much more amenable and supportive if these essential concerns were known and supported by the City. Hopefully, the City's decision to take the recommendation of Friends of Linda Creek neighbors and supporters for the Geomorphology study will support these suggestions.
Please note the Transportation Department has worked very hard for years and they are buried in regulation and their own bias of being road and bridge builders on a big scale. It is easy for them to accept spending millions on underpasses and roadways but seems to have an aversion to on spending nickels and dimes on purchasing land (my observation). This would cost a tiny amount of the $15,000,000 project and avoid other expensive impacts and possibly buying more land later from Mallard.

Thank you,

Donna Wilson

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Mike Dour, Alternative Transportation Analyst - Bikeways
Public Works - Alternative Transportation

City of Roseville
401 Vernon Street
Roseville, CA 95678

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Scoping Meeting for the
Dry Creek Greenway Multi-Use Trail Project EIR

EIR SCOPING COMMENTS

Please hand in during the scoping meeting, mail to the City at the address on back, email to Mike Dour at mdour@roseville.ca.us, or fax to 916-746-1333. Comments must be received by 5:00 p.m. on December 19, 2013. Please include "Dry Creek Greenway Multi-Use Trail Project EIR Scoping" in your subject line.

Name: Donna Wilson NOP Comments form 3 of 3

Organization (if any): Friends of Linda Creek , Meadow Oaks and Sierra Gardens Neighborhoods

Address (optional): 1611 Condor Court

City, State, Zip: Roseville, CA 95661

Email (optional): donnawilson1@surewest.net

The City of Roseville invites you to provide specific comments on the scope of the Dry Creek Greenway Multi-Use Trail Project EIR. Thank you!

Comments 1. Retaining Walls Section

The report states that the City proposes the use of gravity walls (concrete) and tie back walls (soil and tie backs)
This makes sense for areas where the bridge embankments must be supported for the underpasses.

"The city states "CONCRETE cut-off walls would be proposed on step cross slopes and where the trail alignment is adjacent to the creek to avoid the undermining of the trail….with an architectural facing". We have steep slopes along Mallard/Condor and Blue Jay, as well as along the soccer field at Eich along Meadow Gate area as well.

I am in shock that there is no mention of using Bio-Engineering and the Native Bank Restoration technique! (Please refer to my NOP Comments form 1 and 2 for more detail). This is one of the most important points made again and again in the Public hearing process by Friends of Linda Creek and others. The desires of the public and residents were ignored. This is unacceptable to those of us who live here and are the guardians of this special greenbelt. I am very concerned that staff that only cares about building with concrete and asphalt. I am so disappointed in the City that this project was not a collaborative project with the Parks and Recreations Depts., Open Space and Storm Water who manage, work directly in the Open Space and have an environmental preservation orientation. Also, that the successful work in creek bank restoration in this city is also ignored, in spite of the fact that it was used recently to repair the collapsed trail at Saugastadd Park. Please, please, please do not allow this to take place. This is so disturbing.

The only reason that concrete is proposed is because this creek is being built way too close to the creek bank. That is choice not a requirement. Again, there is more information on this in my NOP

Comments 1 and 2.
It is unbelievable that the primary reason given for this is because cyclists prefer it. At what price? The view is great from 20 or 30 feet away. Secondly, for half the cyclists the view will be a blur, or they only look straight ahead. Someone with authority and expertise do not let this go on.

We need to do all we can to save our creeks and open space for future generations if this trail is pulled back, then let Mother Nature, who is the best builder of creek banks, lead the job with the support of this City and proven techniques and gentle hands. Please EIR people, take this into consideration with the alternatives that you propose.

In addition, the use of concrete is armoring and considered a “band aid” approach by experts in this field including Dry Creek Conservancy. It will tear up the next section continuing the devastation of our creek banks through severe erosion, loss of habitat, loss of Oak tree infrastructure and the killing of wildlife. Eventually our beloved Open Space will look like a cemented and dead LA creek we have seen, done decades ago when no one knew any better. WE know better now.

I am also concerned that the Roseville Flood plan manager supports the use of cement and is actually using his position to actively talk against the benefits of native restoration. He stated at the October Oakridge Bridge meeting that bio-engineering does the same armoring as cement. I understand this is not his field or background. Experts and research do not support this (it is possible in an individual situation). I request that the city use only the opinions of experts in this field as they are the only ones qualified to make this determination. This decision is the most important one for the city to make if they want to save the creek and the habitat.

Respectfully Submitted,

Donna Wilson

More space on back

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Mike Dour, Alternative Transportation Analyst - Bikeways
Public Works - Alternative Transportation
City of Roseville
401 Vernon Street
Roseville, CA 95678

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CITY OF ROSEVILLE CALIFORNIA

Scoping Meeting for the

Dry Creek Greenway Multi-Use Trail Project EIR

EIR SCOPING COMMENTS

Please hand in during the meeting, or mail to the City (address on back), email to Mike Dour at mdour@roseville.ca.us, or fax to 916-746-1333 by December 19, 2013.
Please include "Dry Creek Greenway Multi-Use Trail Project EIR Scoping" in your subject line.

Name: Bobbi Knapp

Organization (if any):

Address (optional): 1008 Parkview Dr

City, State, Zip: Roseville Ca 95661

Email (optional): bfeay@surewest.net

The City of Roseville invites you to provide specific comments on the scope of the Dry Creek Greenway Multi-Use Trail Project EIR. Thank you!

Comments

Crossing at Oakridge
Best would be an underpass
Secondary would be a pedestrian/Bike activation light (flashing) with entry into crosswalk
(many people go thru the stop sign with a rolling stop and continue down the grade at a speed that would be hard to stop for a bike with a child or an elder stepping onto the street crossing.
note: an Elder Care home (alta mono: a six bed are on the corner

Bike/walking Trail where the junction to meadowlark and down the hill toward the existing service road.
Make sure the turn comes before the uphill climb: with enough visual space that faster bikes can see walkers on the Trail

Rocky Ridge
Be sure it is an underpass crossing as it is a school walking access for Maidu elementary: junior high plus high school. Many "run" across now & don't go to the lights to cross - would solve that dangerous practice

More space on back

CITY OF ROSEVILLE CALIFORNIA

Scoping Meeting for the

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Please include "Dry Creek Greenway Multi-Use Trail Project EIR Scoping" in your subject line.

Name: Jim Williams

Organization (if any): Roseville Senior Commision

Address (optional): 1006 Parkview Drive

City, State, Zip: Roseville, Ca. 95661

Email (optional): jim.williams@surewest.net

The City of Roseville invites you to provide specific comments on the scope of the Dry Creek Greenway Multi-Use Trail Project EIR. Thank you!

Comments

1) Coordinate planned renovation of the Oak Ridge bridge to allow trail to go under Oak Ridge rather than stop for auto traffic.

2) Keep the trail alignment flat from the Sierra Gardens, (Eich) Soccer Field to Rocky Ridge. Create an under pass at the Rocky Ridge bride. Many elderly people walk the trail but won't climb the hill to Meadowlar.

More space on back

CITY OF ROSEVILLE CALIFORNIA

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Name: David Allen

Organization (if any): Biking Roseville

Address (optional): 1034 Chippendale Wy

City, State, Zip: Roseville 95661

Email (optional): dmallen100@yahoo.com

The City of Roseville invites you to provide specific comments on the scope of the Dry Creek Greenway Multi-Use Trail Project EIR. Thank you!

Comments

Since alignment to the City's Bicycle Master Plan is an element of the EIR, I hope to see ~~the~~ an assessment of the degree to which the proposed alignment supports the goal of a highly connected trail. The proposed routing where the trail intersects Sunrise is not the best routing for providing connectivity to/from both Northbound and Southbound Sunrise.

In addition, better connectivity will result in greater use of this trail for transportation, thereby maximizing the long term environmental value of this trail as a transportation route that requires no pollution-creating vehicles.

More space on back

From: Ahnie Walker [mailto:AhnieW@hannagrp.com]
Sent: Friday, December 13, 2013 7:10 PM
To: Dour, Mike
Subject: Dry Creek Greenway Multi-Use Trail Project

Dear Mr. Dour,

I have read the NOP. My property back-ups to the proposed bike trail. I cherish the adjacent City of Roseville Open Space and while I would rather the area remain undeveloped I am currently not opposed the trail improvement and have only two comments:

It is my hope that salmon will one day return to my section of the creek and the EIR should study the impact to potential salmon run.

The EIR should also include an analysis of the environmental impact to the creek of littered dog waste and proposed measures to encourage proper disposal (if it is deemed to adversely impact the water quality of the creek). The Maidu Neighborhood Association's annual clean-up of the West Colonial Parkway open space removed an estimated 20 pounds of desiccated dog waste this fall.

Thank you for your consideration;

Andrea (Ahnie) Walker
1439 West Colonial Parkway
Roseville, CA 95611

Scoping Meeting for the
Dry Creek Greenway Multi-Use Trail Project EIR

EIR SCOPING COMMENTS

Please hand in during the scoping meeting, mail to the City at the address on back, email to Mike Dour at mdour@roseville.ca.us, or fax to 916-746-1333. Comments must be received by 5:00 p.m. on December 19, 2013. Please include "Dry Creek Greenway Multi-Use Trail Project EIR Scoping" in your subject line.

Name: Rosalyn Clement

Organization (if any):

Address (optional): 1812 Blue Jay Drive

City, State, Zip: Roseville, CA 95661

Email (optional): rosalync@surewest.net

The City of Roseville invites you to provide specific comments on the scope of the Dry Creek Greenway Multi-Use Trail Project EIR. Thank you!

Comments:

Erosion control: It is critical when constructing the underpass at Rocky Ridge or doing any creek bank work, that consideration is taken to the effects downstream. The 200 year old native oaks on the creek banks have been seriously eroded. In my 20 years on Blue Jay Drive, we have the trees go down due to that erosion while the same trees in our yard continue to thrive. Habitat has also been washed downstream. We could not see across the bank the area was so thick with plant life and trees. We have lost nearly all native habitat. We once had blue heron and many fish. Our children fished in the creek. We also had salmon behind our house yearly. The failure to control flow has caused the river to flush out water h

Protection of habitat: We have a family of river otters living close to Condor Court. If we lose the downed trees when building the Rocky Ridge underpass, we will lose our otters. Roseville clears out all fallen trees making this one of the last places for the otters to live.

We also have western pond turtles. They have been spotted for years sunning in two locations between Rocky Ridge and Oak Ridge. However, the city has been removing debris leaving them less and less places to sun.

Red winged hawks have claimed territories and need the 200 year old native oaks for their nests. This spring three young circled our entire stretch screaming and establishing territory. Their load antics took several weeks before the area was claimed and the others moved on.

Pheasants can be found in our grasses and have less and less places to go due to loss of our riparian habitat.

Protection of next generation of native oak: When walking through Meadow Oaks along the creek trail, you will notice a line of 30 year old native oaks. They are all we have once the 200 year old trees half way down the creek banks are gone. It is critical to place the bike trail in a manner to save these 30 year old trees.

Mike Dour, Alternative Transportation Analyst - Bikeways
Public Works - Alternative Transportation
City of Roseville
401 Vernon Street
Roseville, CA 95678

Scoping Meeting for the
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Name: Jim Holland

Organization (if any): Homeowner 25+ yrs

Address (optional): 1600 Meadowlark Way

City, State, Zip: Roseville Ca. 95661

Email (optional): jsholland@comcast.net

The City of Roseville invites you to provide specific comments on the scope of the Dry Creek Greenway Multi-Use Trail Project EIR. Thank you!

Comments Rain water run off for Quail Cir and Swallow is dumped on Tom Cervantes property via a 24" Pipe in the Side of his hill. His property at 1536 Meadowlark Way is adjacent to mine. The bike trail will create a dam for this water. This will create a significant pond on City Property that will back up onto To Tom and my property. The bike trail will eliminate the natural drainage path of this water with increased mosquitoes and related problems. You will need a site inspection to fully understand

More space on back

— More —

Scoping Meeting for the
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Name: Jim Holland

Organization (if any): Homeowner 25+ yrs

Address (optional): 1606 Meadow Lark Way

City, State, Zip: Roseville Ca. 95661

Email (optional): jsholland@comcast.net

The City of Roseville invites you to provide specific comments on the scope of the Dry Creek Greenway Multi-Use Trail Project EIR. Thank you!

Comments Maintenance of dense growth Oak Trees behind properties ~~beh~~ on Meadow Lark Way in open space. The trees shed limbs continuously from kindling size to 2" branches. They present a fire fuel and danger to high speed bicycling. that would require daily or at a minimum of weekly maintenance and removal. The city has not maintained this area in the past and this maintenance should be considered as an on going cost.

More space on back

(12-16-2013)

City of ROSEVILLE CALIFORNIA

Scoping Meeting for the

Dry Creek Greenway Multi-Use Trail Project EIR

EIR SCOPING COMMENTS

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Please include "Dry Creek Greenway Multi-Use Trail Project EIR Scoping" in your subject line.

Name: David E Schmidt

Organization (if any): _____

Address (optional): 204 Baldwin Ave

City, State, Zip: Roseville, CA 95678

Email (optional): (916) 624-8502

The City of Roseville invites you to provide specific comments on the scope of the Dry Creek Greenway Multi-Use Trail Project EIR. Thank you!

Comments

Meeting today (12-16-2013) with Michael Dour walking the proposed Dry creek bike path to address our concerns on parcels (APN # 472-180-013-000 and # 472-180-014-000)

It was presented to Mr. Dour the present bike path that runs along Dry creek, that has been used for decades, and is still presently being used today.

This property is owned by the City of Roseville. It was deeded in 1973 by William E Schmidt for the purpose of a paved bike path, which never materialized.

We feel this property indicated in yellow on the county plat map deeded for this purpose should be used for what it was intended for and enforce it.

Support this fully.

Respectfully

12-16-13 D E Schmidt

12/16/13 W E Schmidt

More space on back

ROSEVILLE

(12-16-13)

Scoping Meeting for the

Dry Creek Greenway Multi-Use Trail Project EIR

EIR SCOPING COMMENTS

Please hand in during the meeting, or mail to the City (address on back), email to Mike Dour at mdour@roseville.ca.us, or fax to 916-746-1333 by ***December 19, 2013.***
Please include "Dry Creek Greenway Multi-Use Trail Project EIR Scoping" in your subject line.

Name: David E Schmidt

Organization (if any): _____

Address (optional): 204 Baldwin Ave

City, State, Zip: Roseville, CA 95678

Email (optional): (916) 624-8502

The City of Roseville invites you to provide specific comments on the scope of the Dry Creek Greenway Multi-Use Trail Project EIR. Thank you!

Comments

After being on site (12-16-2013) to view proposed bike path.

We respectfully oppose it.

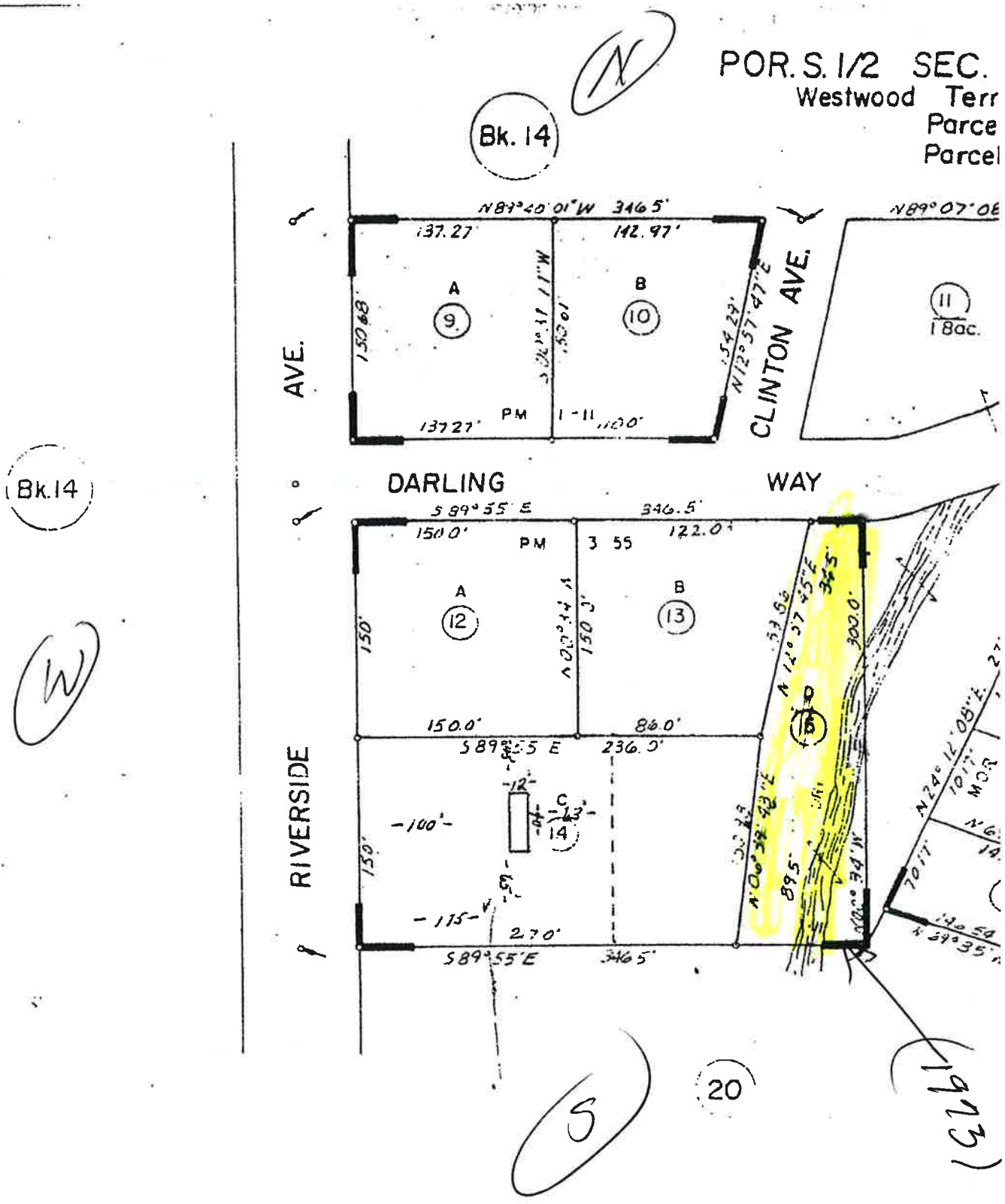
We feel said bike path going on or through PARCELS (APN # 472-180-013-000 & # 472-180-014-000) would diminish the PROPERTIES value and limit or stop future development.

Respectfully,

12-16-2013 David E Schmidt

12/16/13 W E Schmidt

More space on back


POR. S. 1/2 SEC.
Westwood Terr
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MOR

HOUSE

PLACER, County Recorder
JIM McCAULEY
DOC- 2003-0183364

Check Number 1838dn
Tuesday, OCT 28, 2003 09:36:49
REC $4.00 MIC $3.00 AUT $2.00
SBS $1.00
Ttl Pd $10.00 Nbr-0000969517
odn/DN/1-2

RECORDING REQUESTED BY
Gary R. Lieberman

AND WHEN RECORDED MAIL TO
WILLIAM E. SCHMIDT
204 Baldwin Avenue
Roseville, CA 95678

APN: 472-290-034-0000

Space above line for Recorder's Use
NO TAX DUE.R/T CODE 11930

GRANT DEED

Documentary transfer tax is NONE.
_ Unincorporated area X City of Roseville
Mail tax statements to: same address as above.

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, **GRANTOR** WILLIAM E. SCHMIDT hereby **GRANTS TO** WILLIAM E. SCHMIDT, trustee of the 2003 WILLIAM E. SCHMIDT Revocable Trust as to an undivided ½ interest, that real property in the City of Roseville, County of Placer, State of California, described in Exhibit "A" attached hereto and incorporated herein.

Dated: SEP 0 3 2003

William E Schmidt
WILLIAM E. SCHMIDT

State of California)
) ss
County of SACRAMENTO)

On SEP 0 3 2003 before me,
R. SCRIVANO, a notary public in and for the State of California, personally appeared WILLIAM E. SCHMIDT, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument, the person, or the entity upon behalf of which the person acted, executed the instrument.

WITNESS my hand and official seal.

Signature _____ (SEAL)

R. SCRIVANO
COMM. # 1393148
NOTARY PUBLIC-CALIFORNIA
SACRAMENTO COUNTY
COMM. EXP. FEB. 8, 2007

EXHIBIT A

Lot 55 of Cresthaven as per map filed August 6, 1959, in Book "F" of maps, Map No. 55 of Placer County Records.

From: Jim Williams [mailto:jim.williams@surewest.net]
Sent: Wednesday, December 18, 2013 7:03 PM
To: Dour, Mike
Cc: Pritchard, Alexa; erintarekegen@gmail.com
Subject: Dry Creek Greenway Multi-Use Trail Project EIR Scoping

Scoping Meeting for the
Dry Creek Greenway Multi-Use Trail Project EIR

EIR SCOPING COMMENTS

Name: Jim Williams

Organization (if any): City of Roseville Senior Commission

Address (optional): 1008 Parkview Drive

City, State, Zip: Roseville, Ca. 95661

Email (optional): jim.williams@surewest.net

The City of Roseville invites you to provide specific comments on the scope of the Dry Creek Greenway Multi-Use Trail Project EIR. Thank you!

Comments

I am commenting on behalf of the many and increasing number of older neighbors (Senior Citizens) who utilize the trail system for the walking needed to maintain and improve each of their body's remaining quality of life. Many of us develop various debilitating age related disorders that are best mitigated by walking at least 30 – 60 minutes every day.

Keeping the trail flat and level is vital to those with heart murmurs, Parkinson's, arthritis, prosthetic joints, etc.

- I re-emphasize my support of the unanimous resolution of the Senior Commission recommendation to the City Council to approve the presented plan to improve and develop the existing "service" road for maximum utilization
- The Dry Creek Greenway Multi-Use Trail alignment does an excellent job of avoiding use of city streets
- The uphill grade from the creek up to Meadow Lark Drive will discourage many who would otherwise continue walking further
- Frequently skateboarders and young cyclists are using that downhill grade for an extra high-speed thrill that jeopardize any pedestrians at the blind curve.

Jim Williams

This email is free from viruses and malware because avast! Antivirus protection is active.

From: Shirley Brown [mailto:smittenbykittens@yahoo.com]
Sent: Thursday, December 19, 2013 8:09 AM
To: Dour, Mike
Subject: Comments on NOP Dry Creek Greenway Multi-Use Trail

Mike Dour:

Bikes and walkers have successfully navigated this area of Linda Creek behind Eich School, and behind the houses of Mallard Court, Condor Court, and Blue Jay for years without pavement. It's a natural trail and a peaceful retreat from concrete and steel. I support leaving this area in its natural state without pavement.

Animals are barely hanging on here. This is a fragile environment. The ducks, the mink, the otter, Western Pond turtle all call this area home. Does the City of Roseville want to negatively affect what little wildlife we have left?

If the City simply cannot leave it alone, at least DO NO HARM. Keep any pavement at least 20 feet from the creek.

Sincerely,
Shirley Brown
1913 Johnson Ranch Drive
Roseville, CA 95661

Appendix D

CNDDB, USFWS, and CNPS Record Searches

CALIFORNIA DEPARTMENT OF FISH and WILDLIFE **RareFind**

Query Summary:
BIOS Selection
AND Quad IS (Citrus Heights (3812163) OR Folsom (3812162) OR Roseville (3812173) OR Rocklin (3812172))

Print Close

CNDDB Element Query Results

Scientific Name	Common Name	Taxonomic Group	Element Code	Total Occs	Returned Occs	Federal Status	State Status	Global Rank	State Rank	CA Rare Plant Rank	Other Status	Habitats
Accipiter cooperii	Cooper's hawk	Birds	ABNKC12040	113	1	None	None	G5	S4	null	CDFW_WL-Watch List, IUCN_LC-Least Concern	Cismontane woodland, Riparian forest, Riparian woodland, Upper montane coniferous forest
Agelaius tricolor	tricolored blackbird	Birds	ABPBXB0020	951	9	None	Candidate Endangered	G2G3	S1S2	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_EN-Endangered, NABCI_RWL-Red Watch List, USFWS_BCC-Birds of Conservation Concern	Freshwater marsh, Marsh & swamp, Swamp, Wetland
Alkali Meadow	Alkali Meadow	Herbaceous	CTT45310CA	8	1	None	None	G3	S2.1	null	null	Meadow & seep, Wetland
Alkali Seep	Alkali Seep	Herbaceous	CTT45320CA	10	1	None	None	G3	S2.1	null	null	Meadow & seep, Wetland
Ammodramus savannarum	grasshopper sparrow	Birds	ABPBXA0020	23	1	None	None	G5	S3	null	CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern	Valley & foothill grassland
Andrena subapasta	An andrenid bee	Insects	IIHYM35210	5	2	None	None	G1G2	S1S2	null	null	null
Antrozous pallidus	pallid bat	Mammals	AMACC10010	411	1	None	None	G5	S3	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, USFS_S-Sensitive, WBWG_H-High Priority	Chaparral, Coastal scrub, Desert wash, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, Riparian woodland, Sonoran desert scrub, Upper montane coniferous forest, Valley & foothill grassland
Ardea alba	great egret	Birds	ABNGA04040	41	1	None	None	G5	S4	null	CDF_S-Sensitive, IUCN_LC-Least Concern	Brackish marsh, Estuary, Freshwater marsh, Marsh & swamp, Riparian forest, Wetland
Ardea herodias	great blue heron	Birds	ABNGA04010	147	4	None	None	G5	S4	null	CDF_S-Sensitive, IUCN_LC-Least Concern	Brackish marsh, Estuary, Freshwater marsh, Marsh & swamp, Riparian forest, Wetland
Athene cunicularia	burrowing owl	Birds	ABNSB10010	1955	2	None	None	G4	S3	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, USFWS_BCC-Birds of Conservation Concern	Coastal prairie, Coastal scrub, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, Sonoran desert scrub, Valley & foothill grassland
Balsamorhiza macrolepis	big-scale balsamroot	Dicots	PDAST11061	43	1	None	None	G2	S2	1B.2	BLM_S-Sensitive, USFS_S-Sensitive	Chaparral, Cismontane woodland, Ultramafic, Valley & foothill grassland
Branchinecta lynchi	vernal pool fairy shrimp	Crustaceans	ICBRA03030	763	31	Threatened	None	G3	S3	null	IUCN_VU-Vulnerable	Valley & foothill grassland, Vernal pool, Wetland
Buteo swainsoni	Swainson's hawk	Birds	ABNKC19070	2443	5	None	Threatened	G5	S3	null	BLM_S-Sensitive, IUCN_LC-Least Concern, USFWS_BCC-Birds of Conservation Concern	Great Basin grassland, Riparian forest, Riparian woodland, Valley & foothill grassland
Chloropyron molle ssp. hispidum	hispid salty bird's-beak	Dicots	PDSCR0J0D1	35	1	None	None	G2T1	S1	1B.1	BLM_S-Sensitive	Alkali playa, Meadow & seep, Wetland
Clarkia biloba ssp. brandegeeae	Brandegee's clarkia	Dicots	PDONA05053	89	2	None	None	G4G5T4	S4	4.2	BLM_S-Sensitive	Chaparral, Cismontane woodland, Lower montane coniferous forest
Desmocerus californicus dimorphus	valley elderberry longhorn beetle	Insects	IICOL48011	271	16	Threatened	None	G3T2	S2	null	null	Riparian scrub
Downingia pusilla	dwarf downingia	Dicots	PDCAM060C0	126	9	None	None	GU	S2	2B.2	null	Valley & foothill grassland, Vernal pool, Wetland
Elanus leucurus	white-tailed kite	Birds	ABNKC06010	165	8	None	None	G5	S3S4	null	BLM_S-Sensitive, CDFW_FP-Fully Protected, IUCN_LC-Least Concern	Cismontane woodland, Marsh & swamp, Riparian woodland, Valley & foothill grassland, Wetland
Emys marmorata	western pond turtle	Reptiles	ARAAD02030	1291	5	None	None	G3G4	S3	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_VU-Vulnerable, USFS_S-Sensitive	Aquatic, Artificial flowing waters, Klamath/North coast flowing waters, Klamath/North coast standing waters, Marsh & swamp, Sacramento/San Joaquin flowing waters, Sacramento/San Joaquin standing waters, South coast flowing waters, South coast standing waters, Wetland
Falco columbarius	merlin	Birds	ABNKD06030	35	1	None	None	G5	S3S4	null	CDFW_WL-Watch List, IUCN_LC-Least Concern	Estuary, Great Basin grassland, Valley & foothill grassland
Fritillaria agrestis	stinkbells	Monocots	PMLIL0V010	32	2	None	None	G3	S3	4.2	null	Chaparral, Cismontane woodland, Ultramafic, Valley & foothill grassland
Gratiola heterosepala	Boggs Lake hedge-hyssop	Dicots	PDSCR0R060	99	2	None	Endangered	G2	S2	1B.2	BLM_S-Sensitive	Freshwater marsh, Marsh & swamp, Vernal pool, Wetland
Hydrochara ricksecker	Ricksecker's water scavenger beetle	Insects	IICOL5V010	13	1	None	None	G2?	S2?	null	null	Aquatic, Sacramento/San Joaquin flowing waters, Sacramento/San Joaquin standing waters
Juncus leiospermus var. leiospermus	Red Bluff dwarf rush	Monocots	PMJUN011L2	62	1	None	None	G2T2	S2	1B.1	BLM_S-Sensitive, USFS_S-Sensitive	Chaparral, Cismontane woodland, Meadow & seep, Valley & foothill grassland, Vernal pool, Wetland
Lasionycteris noctivagans	silver-haired bat	Mammals	AMACC02010	139	2	None	None	G5	S3S4	null	IUCN_LC-Least Concern, WBWG_M-Medium Priority	Lower montane coniferous forest, Oldgrowth, Riparian forest
Laterallus jamaicensis coturniculus	California black rail	Birds	ABNME03041	303	1	None	Threatened	G3G4T1	S1	null	BLM_S-Sensitive, CDFW_FP-Fully Protected, IUCN_NT-Near Threatened, NABCI_RWL-Red Watch List, USFWS_BCC-Birds of Conservation Concern	Brackish marsh, Freshwater marsh, Marsh & swamp, Salt marsh, Wetland
Legenere limosa	legenere	Dicots	PDCAM0C010	78	3	None	None	G2	S2	1B.1	BLM_S-Sensitive	Vernal pool, Wetland
Lepidurus packardi	vernal pool tadpole shrimp	Crustaceans	ICBRA10010	321	3	Endangered	None	G4	S3S4	null	IUCN_EN-Endangered	Valley & foothill grassland, Vernal pool, Wetland
Linderiella occidentalis	California linderiella	Crustaceans	ICBRA06010	434	26	None	None	G2G3	S2S3	null	IUCN_NT-Near Threatened	Vernal pool
Navarretia myersii ssp. myersii	pincushion navarretia	Dicots	PDPLM0C0X1	14	1	None	None	G2T2	S2	1B.1	null	Vernal pool, Wetland
Northern Hardpan Vernal Pool	Northern Hardpan Vernal Pool	Herbaceous	CTT44110CA	126	6	None	None	G3	S3.1	null	null	Vernal pool, Wetland
Northern Volcanic Mud	Northern Volcanic	Herbaceous	CTT44132CA	7	5	None	None	G1	S1.1	null	null	Vernal pool, Wetland

Flow Vernal Pool	Mud Flow Vernal Pool											
Oncorhynchus mykiss irideus pop. 11	steelhead - Central Valley DPS	Fish	AFCHA0209K	31	3	Threatened	None	G5T2Q	S2	null	AFS_TH-Threatened	Aquatic, Sacramento/San Joaquin flowing waters
Orcuttia viscida	Sacramento Orcutt grass	Monocots	PMPOA4G070	12	3	Endangered	Endangered	G1	S1	1B.1	null	Vernal pool, Wetland
Pandion haliaetus	osprey	Birds	ABNKC01010	502	1	None	None	G5	S4	null	CDF_S-Sensitive, CDFW_WL-Watch List, IUCN_LC-Least Concern	Riparian forest
Phalacrocorax auritus	double-crested cormorant	Birds	ABNFD01020	38	1	None	None	G5	S4	null	CDFW_WL-Watch List, IUCN_LC-Least Concern	Riparian forest, Riparian scrub, Riparian woodland
Progne subis	purple martin	Birds	ABPAU01010	71	1	None	None	G5	S3	null	CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern	Broadleaved upland forest, Lower montane coniferous forest
Riparia riparia	bank swallow	Birds	ABPAU08010	297	2	None	Threatened	G5	S2	null	BLM_S-Sensitive, IUCN_LC-Least Concern	Riparian scrub, Riparian woodland
Sagittaria sanfordii	Sanford's arrowhead	Monocots	PMALI040Q0	108	3	None	None	G3	S3	1B.2	BLM_S-Sensitive	Marsh & swamp, Wetland
Spea hammondii	western spadefoot	Amphibians	AAABF02020	461	5	None	None	G3	S3	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_NT-Near Threatened	Cismontane woodland, Coastal scrub, Valley & foothill grassland, Vernal pool, Wetland
Taxidea taxus	American badger	Mammals	AMAJF04010	543	1	None	None	G5	S3	null	CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern	Alkali marsh, Alkali playa, Alpine, Alpine dwarf scrub, Bog & fen, Brackish marsh, Broadleaved upland forest, Chaparral, Chenopod scrub, Cismontane woodland, Closed-cone coniferous forest, Coastal bluff scrub, Coastal dunes, Coastal prairie, Coastal scrub, Desert dunes, Desert wash, Freshwater marsh, Great Basin grassland, Great Basin scrub, Interior dunes, Ione formation, Joshua tree woodland, Limestone, Lower montane coniferous forest, Marsh & swamp, Meadow & seep, Mojavean desert scrub, Montane dwarf scrub, North coast coniferous forest, Oldgrowth, Pavement plain, Redwood, Riparian forest, Riparian scrub, Riparian woodland, Salt marsh, Sonoran desert scrub, Sonoran thorn woodland, Ultramafic, Upper montane coniferous forest, Upper Sonoran scrub, Valley & foothill grassland
Valley Needlegrass Grassland	Valley Needlegrass Grassland	Herbaceous	CTT42110CA	45	1	None	None	G3	S3.1	null	null	Valley & foothill grassland

IPaC Information for Planning and Consultation **U.S. Fish & Wildlife Service**

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Placer County, California

Local office

Sacramento Fish And Wildlife Office

(916) 414-6600
(916) 414-6713

Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846

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Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service.

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information.

The following species are potentially affected by activities in this location:

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Reptiles

NAME	STATUS
Giant Garter Snake Thamnophis gigas No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/4482	Threatened

Amphibians

NAME	STATUS
California Red-legged Frog Rana draytonii There is **final** critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/2891	Threatened
California Tiger Salamander Ambystoma californiense There is **final** critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/2076	Threatened

Fishes

NAME	STATUS
Delta Smelt Hypomesus transpacificus There is **final** critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/321	Threatened

Insects

NAME	STATUS
Valley Elderberry Longhorn Beetle Desmocerus californicus dimorphus There is **final** critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/7850	Threatened

Crustaceans

NAME	STATUS
Conservancy Fairy Shrimp Branchinecta conservatio There is **final** critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/8246	Endangered
Vernal Pool Fairy Shrimp Branchinecta lynchi There is **final** critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/498	Threatened

NAME	STATUS
Vernal Pool Tadpole Shrimp Lepidurus packardi There is **final** critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/2246	Endangered

Flowering Plants

NAME	STATUS
Sacramento Orcutt Grass Orcuttia viscida There is **final** critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/5507	Endangered

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any activity that results in the take (to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct) of migratory birds or eagles is prohibited unless authorized by the U.S. Fish and Wildlife Service[3]. There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured. Any person or organization who plans or conducts activities that may result in the take of migratory birds is responsible for complying with the appropriate regulations and implementing appropriate conservation measures, as described below.

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

Additional information can be found using the following links:

- Birds of Conservation Concern http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php
- Measures for avoiding and minimizing impacts to birds http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Nationwide conservation measures for birds http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or are known to have particular vulnerabilities in your project location. To learn more about the levels of concern for birds on your list, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your specific project area. To see maps of where birders and the general public have sighted birds in and around your project area, visit E-bird tools such as the E-bird data mapping tool (search for the scientific name of a bird on your list to see specific locations where that bird has been reported to occur within your project area over a certain time-frame) and the E-bird Explore Data Tool (perform a query to see a list of all birds sighted in your county or region and within a certain time-frame). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list can be found below.

NAME	BREEDING SEASON
Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC), but is of concern in this area either because of the Eagle Act, or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Mar 20 to Sep 15
Black Swift Cypseloides niger This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8878	Breeds Jun 15 to Sep 10
Black-chinned Sparrow Spizella atrogularis This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9447	Breeds Apr 15 to Jul 31
Burrowing Owl Athene cunicularia This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9737	Breeds Mar 15 to Aug 31
California Thrasher Toxostoma redivivum This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jan 1 to Jul 31
Clark's Grebe Aechmophorus clarkii This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jan 1 to Dec 31

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Costa's Hummingbird Calypte costae This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9470	Breeds Jan 15 to Jun 10
Golden Eagle Aquila chrysaetos This is not a Bird of Conservation Concern (BCC), but is of concern in this area either because of the Eagle Act, or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Apr 1 to Aug 31
Lewis's Woodpecker Melanerpes lewis This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9408	Breeds Apr 20 to Sep 30
Long-billed Curlew Numenius americanus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/5511	Breeds elsewhere
Marbled Godwit Limosa fedoa This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9481	Breeds elsewhere
Nuttall's Woodpecker Picoides nuttallii This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9410	Breeds Apr 1 to Jul 20
Oak Titmouse Baeolophus inornatus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9656	Breeds Mar 15 to Jul 15
Rufous Hummingbird selasphorus rufus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8002	Breeds elsewhere
Short-billed Dowitcher Limnodromus griseus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9480	Breeds elsewhere
Tricolored Blackbird Agelaius tricolor This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3910	Breeds Mar 15 to Aug 10
Whimbrel Numenius phaeopus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9483	Breeds elsewhere
White Headed Woodpecker Picoides albolarvatus This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9411	Breeds May 1 to Aug 15
Willet Tringa semipalmata This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Wrentit Chamaea fasciata This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 10
Yellow-billed Magpie Pica nuttalli This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9726	Breeds Apr 1 to Jul 31

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Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds.

Probability of Presence ( )

Each green bar represents the bird's relative probability of presence in your project's counties during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

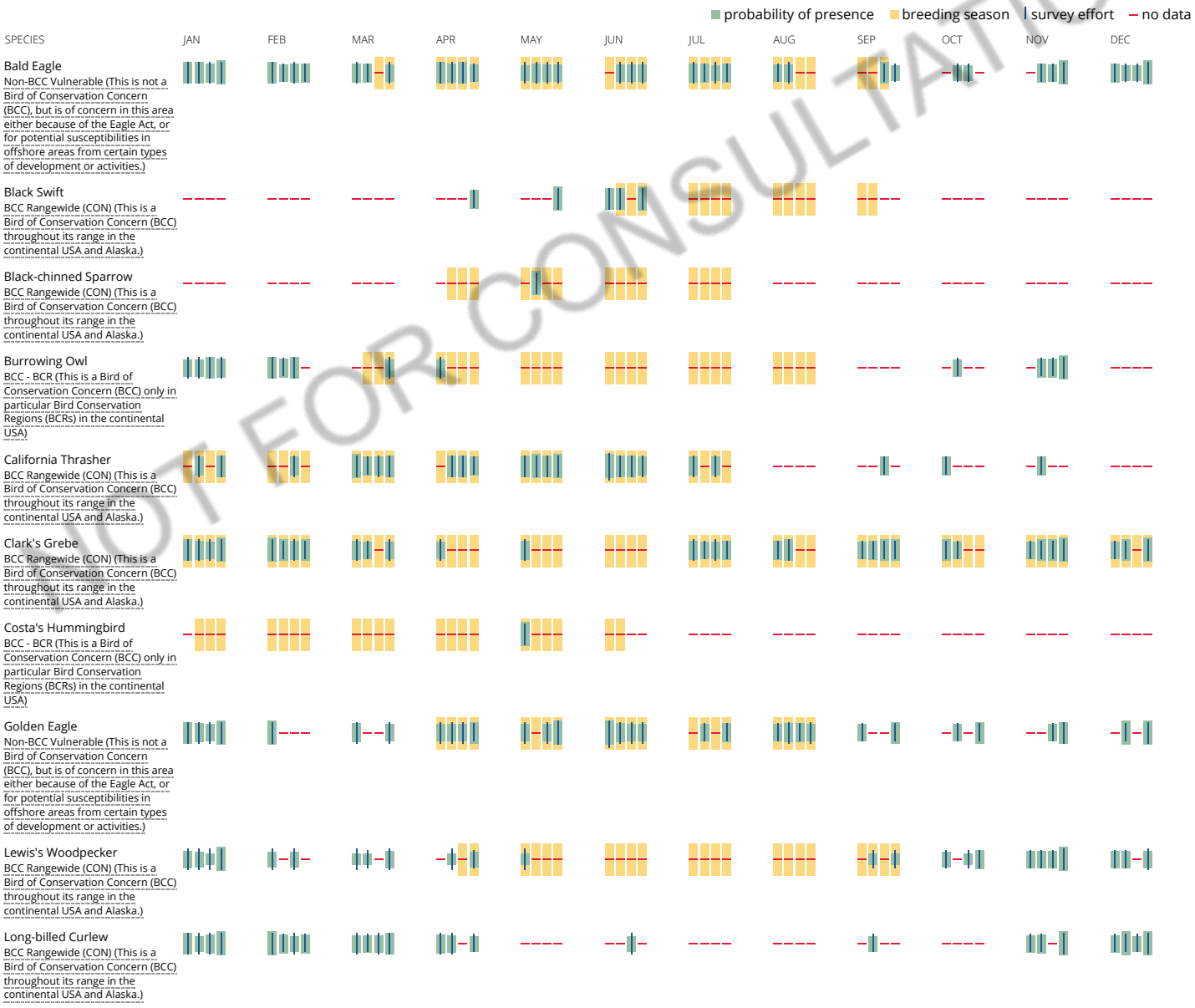
Breeding Season (▪)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the counties of your project area. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information.



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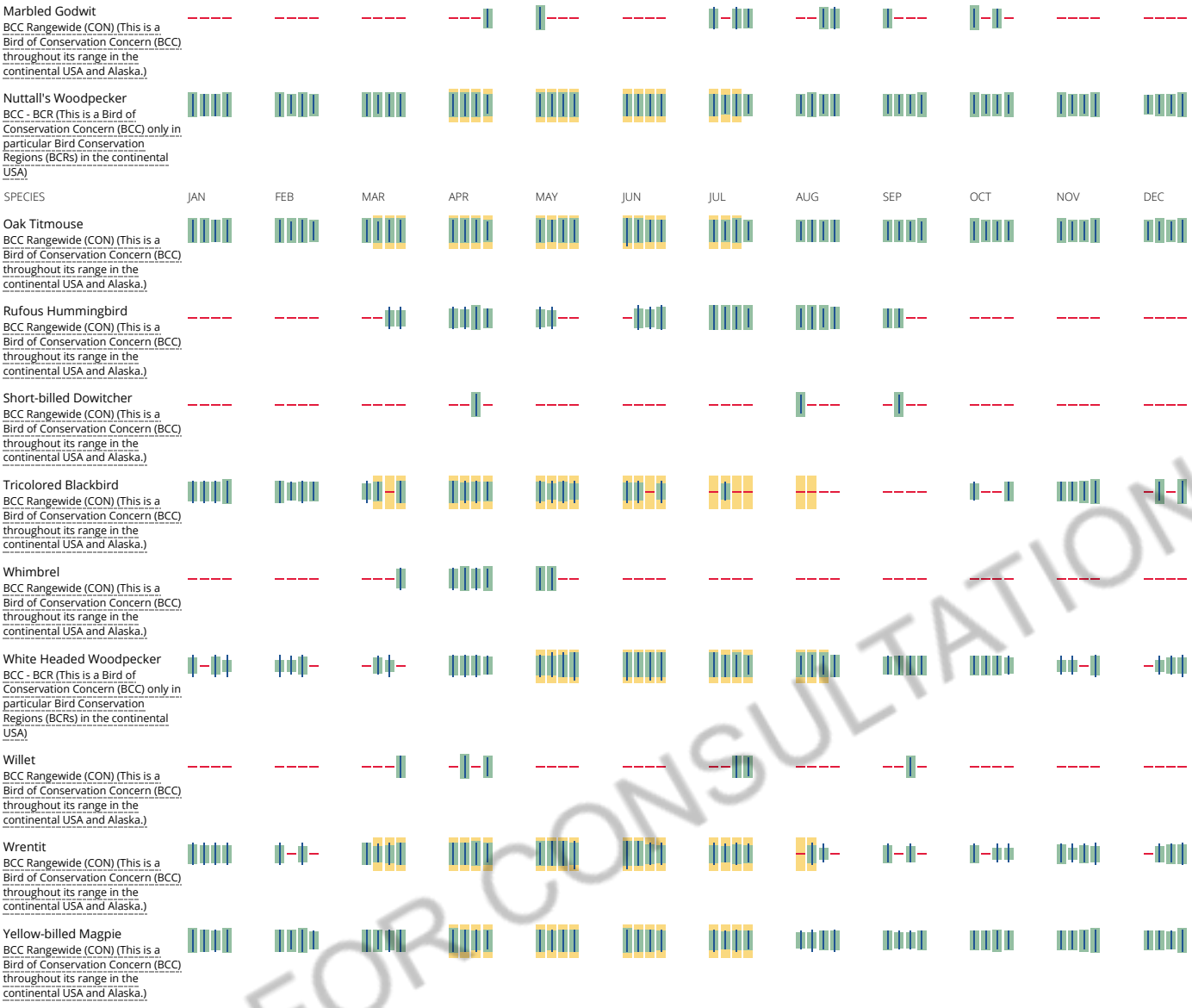

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Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Such measures are particularly important when birds are most likely to occur in the project area. To see when birds are most likely to occur in your project area, view the Probability of Presence Summary. Special attention should be made to look for nests and avoid nest destruction during the breeding season. The best information about when birds are breeding can be found in Birds of North America (BNA) Online under the "Breeding Phenology" section of each species profile. Note that accessing this information may require a subscription. Additional measures and/or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) that might be affected by activities in your project location. These birds are of priority concern because it has been determined that without additional conservation actions, they are likely to become candidates for listing under the Endangered Species Act (ESA).

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets. The AKN list represents all birds reported to be occurring at some level throughout the year in the counties in which your project lies. That list is then narrowed to only the Birds of Conservation Concern for your project area.

Again, the Migratory Bird Resource list only includes species of particular priority concern, and is not representative of all birds that may occur in your project area. Although it is important to try to avoid and minimize impacts to all birds, special attention should be made to avoid and minimize impacts to birds of priority concern. To get a list of all birds potentially present in your project area, please visit the E-bird Explore Data Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird entry on your migratory bird species list indicates a breeding season, it is probable the bird breeds in your project's counties at some point within the time-frame specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Avoidance and minimization measures should be implemented to reduce impacts to birds on your list, and all other birds that may occur in your project area. Nationwide Standard Conservation Measures can be applied for any project, regardless of project type or location.

If measures exist that are specific to your activity or to any of the species on your list that are confirmed to exist at your project area, these should also be considered for implementation in addition to the Nationwide Standard Conservation Measures. Implementation of avoidance and minimization measures is particularly important for BCC birds of rangewide concern.

If your project has the potential to disturb or kill eagles, you will need to obtain a permit to avoid violating the BGEPA should such impacts occur.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

This location overlaps the following wetlands:

FRESHWATER FORESTED/SHRUB WETLAND
PFOA

A full description for each wetland code can be found at the National Wetlands Inventory website: https://ecos.fws.gov/ipac/wetlands/decoder

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical

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scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

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CNPS California Native Plant Society **Inventory of Rare and Endangered Plants**

Plant List

14 matches found. *Click on scientific name for details*

Search Criteria

Found in Quads 3812174, 3812173, 3812172, 3812164, 3812163, 3812162, 3812154 3812153 and 3812152;

Modify Search Criteria | Export to Excel | Modify Columns | Modify Sort | Display Photos

Scientific Name	Common Name	Family	Lifeform	Blooming Period	CA Rare Plant Rank	State Rank	Global Rank
Balsamorhiza macrolepis	big-scale balsamroot	Asteraceae	perennial herb	Mar-Jun	1B.2	S2	G2
Chloropyron molle ssp. hispidum	hispid bird's-beak	Orobanchaceae	annual herb (hemiparasitic)	Jun-Sep	1B.1	S1	G2T1
Clarkia biloba ssp. brandegeeae	Brandegee's clarkia	Onagraceae	annual herb	May-Jul	4.2	S4	G4G5T4
Downingia pusilla	dwarf downingia	Campanulaceae	annual herb	Mar-May	2B.2	S2	GU
Fritillaria agrestis	stinkbells	Liliaceae	perennial bulbiferous herb	Mar-Jun	4.2	S3	G3
Gratiola heterosepala	Boggs Lake hedge-hyssop	Plantaginaceae	annual herb	Apr-Aug	1B.2	S2	G2
Juncus leiospermus var. ahartii	Ahart's dwarf rush	Juncaceae	annual herb	Mar-May	1B.2	S1	G2T1
Juncus leiospermus var. leiospermus	Red Bluff dwarf rush	Juncaceae	annual herb	Mar-Jun	1B.1	S2	G2T2
Legenere limosa	legenere	Campanulaceae	annual herb	Apr-Jun	1B.1	S2	G2
Navarretia myersii ssp. myersii	pincushion navarretia	Polemoniaceae	annual herb	Apr-May	1B.1	S2	G2T2
Navarretia nigelliformis ssp. nigelliformis	adobe navarretia	Polemoniaceae	annual herb	Apr-Jun	4.2	S3	G4T3
Orcuttia tenuis	slender Orcutt grass	Poaceae	annual herb	May-Sep(Oct)	1B.1	S2	G2
Orcuttia viscida	Sacramento Orcutt grass	Poaceae	annual herb	Apr-Jul(Sep)	1B.1	S1	G1
Sagittaria sanfordii	Sanford's arrowhead	Alismataceae	perennial rhizomatous herb (emergent)	May-Oct(Nov)	1B.2	S3	G3

Suggested Citation

California Native Plant Society, Rare Plant Program. 2017. Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39). Website http://www.rareplants.cnps.org [accessed 19 December 2017].

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Appendix C

Air Quality CalEEMod Modeling

	April				May				June				July				August			
	ROG	Nox	PM10	PM2.5	ROG	Nox	PM10	PM2.5	ROG	Nox	PM10	PM2.5	ROG	Nox	PM10	PM2.5	ROG	Nox	PM10	PM2.5
SEGMENT A (2021/2022)																				
Initial Clearing and Rough Grading(6 weeks)	2.3	24.3	4.5	2.8	2.3	24.3	4.5	2.8	2.3	24.3	4.5	2.8								
New Bridge #2 Construction(10 weeks)									1.2	11.6	0.6	0.5	1.2	11.6	0.6	0.5	1.2	11.6	0.6	0.5
New Bridge #4 Construction(10 weeks)													1.6	16.5	0.8	0.7	1.6	16.5	0.8	0.7
Darling Bridge Widening(12 weeks)																				
Finish grading(3 weeks)													1.0	12.2	1.1	0.5	1.0	12.2	1.1	0.5
Retaining Walls/Railings and Undercrossings(8 weeks)													1.3	12.7	0.7	0.6	1.3	12.7	0.7	0.6
Drainage, Utilities and Bank Stabilization(4 weeks)													0.4	3.2	0.2	0.1	0.4	3.2	0.2	0.1
Paving (trail and trailhead)(6 weeks)																				
Planting/Erosion Control/Miscellaneous(4 weeks)																				
SEGMENT TOTAL	**2.3**	**24.3**	**4.5**	**2.8**	**2.3**	**24.3**	**4.5**	**2.8**	**3.5**	**36.0**	**5.1**	**3.3**	**5.4**	**56.2**	**3.6**	**2.5**	**5.4**	**56.2**	**3.6**	**2.5**
SEGMENT B (2021/2022)																				
Initial Clearing and Rough Grading					1.6	17.0	1.2	0.8	1.6	17.0	1.2	0.8	1.6	17.0	1.2	0.8				
New Bridge #13 Construction																	1.4	14.0	0.8	0.7
Retaining Walls/Railings Undercrossing													0.5	4.9	0.3	0.2	0.5	4.9	0.3	0.2
Drainage and Bank Stabilization																	0.4	3.7	0.3	0.2
Finish grading													0.9	9.9	0.9	0.4	0.9	9.9	0.9	0.4
Paving																				
Planting/Erosion Control/Miscellaneous																				
SEGMENT TOTAL	**0.0**	**0.0**	**0.0**	**0.0**	**1.6**	**17.0**	**1.2**	**0.8**	**1.6**	**17.0**	**1.2**	**0.8**	**3.0**	**31.9**	**2.4**	**1.4**	**3.1**	**32.6**	**2.3**	**1.5**
SEGMENT C (2021/2022)																				
Initial Clearing and Rough Grading																				
Drainage and Bank Stabilization																				
Finish grading																				
Paving																				
Planting/Erosion Control/Miscellaneous																				
SEGMENT TOTAL	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
SEGMENT D (2023/2024)																				
Initial Clearing and Rough Grading	1.8	18.0	4.4	2.5	1.8	18.0	4.4	2.5	1.8	18.0	4.4	2.5								
Rocky Ridge Undercrossing													1.9	18.8	1.0	0.8	1.9	18.8	1.0	0.8
New Bridge #20 Construction									1.1501	11.4754	0.6296	0.518	1.1501	11.4754	0.6296	0.518	1.1501	11.4754	0.6296	0.518
New Bridge #30 Construction																				
Existing Bridge #21 Rehab/Widening																	0.9261	9.0372	0.5464	0.4323
Old Auburn Undercrossing																				
Finish grading													0.7774	8.6927	1.0594	0.3782	0.7774	8.6927	1.0594	0.3782
Drainage and Bank Stabilization													0.2269	1.7947	0.1632	0.0792	0.2269	1.7947	0.1632	0.0792
Paving																	0.6163	6.1868	0.4116	0.2983
Planting/Erosion Control/Miscellaneous																				
SEGMENT TOTAL	**1.8**	**18.0**	**4.4**	**2.5**	**1.8**	**18.0**	**4.4**	**2.5**	**3.0**	**29.5**	**5.0**	**3.0**	**4.1**	**40.7**	**2.8**	**1.8**	**5.6**	**56.0**	**3.8**	**2.6**

Summary Tables

	April				May				June				July				August			
	ROG	Nox	PM10	PM2.5	ROG	Nox	PM10	PM2.5	ROG	Nox	PM10	PM2.5	ROG	Nox	PM10	PM2.5	ROG	Nox	PM10	PM2.5
Segments 1-3 Combined Emissions	2.3	24.3	4.5	2.8	4.0	41.4	5.6	3.5	5.2	53.0	6.3	4.1	8.4	88.1	6.0	3.9	8.5	88.8	5.8	3.9
Segment 4	1.8	18.0	4.4	2.5	1.8	18.0	4.4	2.5	3.0	29.5	5.0	3.0	4.1	40.7	2.8	1.8	5.6	56.0	3.8	2.6
Threshold	82	82	82	N/A	82	82	82	N/A	82	82	82	N/A	82	82	82	N/A	82	82	82	N/A
Segments 1-3 Exceeded? (False/True)	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE
Segment 4 Exceeded? (False/True)	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE

	Years Combined				Year 1				Year 2			
	ROG	**Nox**	**PM10**	**PM2.5**	**ROG**	**Nox**	**PM10**	**PM2.5**	**ROG**	**Nox**	**PM10**	**PM2.5**
Segment A (Emissions (Max)	5.4	56.2	5.1	3.3	5	56	5	3	5	51	4	3
Segment B (Emissions (Max)	3.1	32.6	2.4	1.5	3	33	2	1	2	17	1	1
Segment C (Emissions (Max)	3.8	39.7	9.0	5.0	1	11	1	1	4	40	9	5
Segment D (Emissions Max)	5.6	56.0	5.0	3.0	6	56	5	3	3	29	5	3
Segments A-C Combined Emissions (Max)	9.9	105.6	13.4	7.9	8	89	6	4	10	106	13	8
Threshold	82	82	82	N/A								
Segments 1-3 Exceeded? (False/True)	FALSE	TRUE	FALSE	FALSE								
Segment 4 Exceeded? (False/True)	FALSE	FALSE	FALSE	FALSE								

	September				October				April				May				June			
	ROG	Nox	PM10	PM2.5	ROG	Nox	PM10	PM2.5	ROG	Nox	PM10	PM2.5	ROG	Nox	PM10	PM2.5	ROG	Nox	PM10	PM2.5
SEGMENT A (2021/2022)																				
Initial Clearing and Rough Grading(6 weeks)									2.3	24.3	4.5	2.8								
New Bridge #2 Construction(10 weeks)																				
New Bridge #4 Construction(10 weeks)	1.6	16.5	0.8	0.7																
Darling Bridge Widening(12 weeks)													2.5	26.1	1.3	1.2	2.5	26.1	1.3	1.2
Finish grading(3 weeks)																				
Retaining Walls/Railings and Undercrossings(8 weeks)	1.3	12.7	0.7	0.6													1.3	12.7	0.7	0.6
Drainage, Utilities and Bank Stabilization(4 weeks)																				
Paving (trail and trailhead)(6 weeks)	0.7	7.7	0.5	0.4	0.7	7.7	0.5	0.4												
Planting/Erosion Control/Miscellaneous(4 weeks)					0.4	3.6	0.2	0.2												
SEGMENT TOTAL	**3.6**	**36.8**	**2.1**	**1.7**	**1.2**	**11.3**	**0.7**	**0.6**	**2.3**	**24.3**	**4.5**	**2.8**	**2.5**	**26.1**	**1.3**	**1.2**	**3.8**	**38.8**	**2.0**	**1.8**
SEGMENT B (2021/2022)																				
Initial Clearing and Rough Grading									1.6	17.0	1.2	0.8								
New Bridge #13 Construction	1.4	14.0	0.8	0.7	1.4	14.0	0.8	0.7												
Retaining Walls/Railings Undercrossing													0.5	4.9	0.3	0.2	0.5	4.9	0.3	0.2
Drainage and Bank Stabilization																				
Finish grading																				
Paving	0.7	7.0	0.5	0.4	0.7	7.0	0.5	0.4												
Planting/Erosion Control/Miscellaneous					0.3	2.1	0.2	0.1												
SEGMENT TOTAL	**2.1**	**20.9**	**1.3**	**1.0**	**2.3**	**23.0**	**1.5**	**1.2**	**1.6**	**17.0**	**1.2**	**0.8**	**0.5**	**4.9**	**0.3**	**0.2**	**0.5**	**4.9**	**0.3**	**0.2**
SEGMENT C (2021/2022)																				
Initial Clearing and Rough Grading									1.8	18.2	1.4	0.8	1.8	18.2	1.4	0.8	1.8	18.2	1.4	0.8
Drainage and Bank Stabilization																	0.2621	2.2585	0.1824	0.097
Finish grading																	1.7817	19.2064	7.3782	4.1247
Paving	0.8294	8.3422	0.5311	0.4121	0.8294	8.3422	0.5311	0.4121												
Planting/Erosion Control/Miscellaneous					0.2989	2.4093	0.7255	0.1824												
SEGMENT TOTAL	**0.8**	**8.3**	**0.5**	**0.4**	**1.1**	**10.8**	**1.3**	**0.6**	**1.8**	**18.2**	**1.4**	**0.8**	**1.8**	**18.2**	**1.4**	**0.8**	**3.8**	**39.7**	**9.0**	**5.0**
SEGMENT D (2023/2024)																				
Initial Clearing and Rough Grading									1.8	18.0	4.4	2.5	1.8	18.0	4.4	2.5				
Rocky Ridge Undercrossing	1.9	18.8	1.0	0.8																
New Bridge #20 Construction																				
New Bridge #30 Construction													1.0844	10.7288	0.5749	0.466	1.0844	10.7288	0.5749	0.466
Existing Bridge #21 Rehab/Widening	0.9261	9.0372	0.5464	0.4323																
Old Auburn Undercrossing																				
Finish grading																				
Drainage and Bank Stabilization																	0.2269	1.7947	0.1632	0.0792
Paving	0.6163	6.1868	0.4116	0.2983																
Planting/Erosion Control/Miscellaneous					0.631	6.432	0.8426	0.2901												
SEGMENT TOTAL	**3.5**	**34.0**	**1.9**	**1.6**	**0.6**	**6.4**	**0.8**	**0.3**	**1.8**	**18.0**	**4.4**	**2.5**	**2.9**	**28.7**	**5.0**	**3.0**	**1.3**	**12.5**	**0.7**	**0.5**

Summary Tables

	September				October				April				May				June			
	ROG	Nox	PM10	PM2.5	ROG	Nox	PM10	PM2.5	ROG	Nox	PM10	PM2.5	ROG	Nox	PM10	PM2.5	ROG	Nox	PM10	PM2.5
Segments 1-3 Combined Emissions	6.5	66.1	3.9	3.1	4.6	45.0	3.5	2.3	5.7	59.6	7.1	4.3	4.8	49.3	3.1	2.2	8.1	83.4	11.4	7.0
Segment 4	3.5	34.0	1.9	1.6	0.6	6.4	0.8	0.3	1.8	18.0	4.4	2.5	2.9	28.7	5.0	3.0	1.3	12.5	0.7	0.5
Threshold	82	82	82	N/A	82	82	82	N/A	82	82	82	N/A	82	82	82	N/A	82	82	82	N/A
Segments 1-3 Exceeded? (False/True)	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE
Segment 4 Exceeded? (False/True)	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE

	July				August				September				October			
	ROG	Nox	PM10	PM2.5	ROG	Nox	PM10	PM2.5	ROG	Nox	PM10	PM2.5	ROG	Nox	PM10	PM2.5
SEGMENT A (2021/2022)																
Initial Clearing and Rough Grading(6 weeks)																
New Bridge #2 Construction(10 weeks)																
New Bridge #4 Construction(10 weeks)																
Darling Bridge Widening(12 weeks)	2.5	26.1	1.3	1.2												
Finish grading(3 weeks)	1.0	12.2	1.1	0.5												
Retaining Walls/Railings and Undercrossings(8 weeks)	1.3	12.7	0.7	0.6												
Drainage, Utilities and Bank Stabilization(4 weeks)					0.4	3.2	0.2	0.1								
Paving (trail and trailhead)(6 weeks)									0.7	7.7	0.5	0.4				
Planting/Erosion Control/Miscellaneous(4 weeks)													0.4	3.6	0.2	0.2
SEGMENT TOTAL	**4.8**	**51.0**	**3.2**	**2.2**	**0.4**	**3.2**	**0.2**	**0.1**	**0.7**	**7.7**	**0.5**	**0.4**	**0.4**	**3.6**	**0.2**	**0.2**
SEGMENT B (2021/2022)																
Initial Clearing and Rough Grading																
New Bridge #13 Construction																
Retaining Walls/Railings Undercrossing	0.5	4.9	0.3	0.2												
Drainage and Bank Stabilization					0.4	3.7	0.3	0.2								
Finish grading	0.9	9.9	0.9	0.4	0.9	9.9	0.9	0.4								
Paving									0.7	7.0	0.5	0.4	0.7	7.0	0.5	0.4
Planting/Erosion Control/Miscellaneous													0.3	2.1	0.2	0.1
SEGMENT TOTAL	**1.3**	**14.9**	**1.2**	**0.6**	**1.3**	**13.7**	**1.1**	**0.6**	**0.7**	**7.0**	**0.5**	**0.4**	**1.0**	**9.0**	**0.7**	**0.5**
SEGMENT C (2021/2022)																
Initial Clearing and Rough Grading	1.8	18.2	1.4	0.8												
Drainage and Bank Stabilization	0.2621	2.2585	0.1824	0.097												
Finish grading	1.7817	19.2064	7.3782	4.1247												
Paving					0.8294	8.3422	0.5311	0.4121	0.8294	8.3422	0.5311	0.4121				
Planting/Erosion Control/Miscellaneous									0.2989	2.4093	0.7255	0.1824				
SEGMENT TOTAL	**3.8**	**39.7**	**9.0**	**5.0**	**0.8**	**8.3**	**0.5**	**0.4**	**1.1**	**10.8**	**1.3**	**0.6**	**0.0**	**0.0**	**0.0**	**0.0**
SEGMENT D (2023/2024)																
Initial Clearing and Rough Grading																
Rocky Ridge Undercrossing																
New Bridge #20 Construction																
New Bridge #30 Construction																
Existing Bridge #21 Rehab/Widening																
Old Auburn Undercrossing	0.696	6.2337	0.3553	0.2556	0.696	6.2337	0.3553	0.2556								
Finish grading	0.7774	8.6927	1.0594	0.3782	0.7774	8.6927	1.0594	0.3782								
Drainage and Bank Stabilization	0.2269	1.7947	0.1632	0.0792	0.2269	1.7947	0.1632	0.0792								
Paving					0.6163	6.1868	0.4116	0.2983	0.6163	6.1868	0.4116	0.2983				
Planting/Erosion Control/Miscellaneous													0.631	6.432	0.8426	0.2901
SEGMENT TOTAL	**1.7**	**16.7**	**1.6**	**0.7**	**2.3**	**22.9**	**2.0**	**1.0**	**0.6**	**6.2**	**0.4**	**0.3**	**0.6**	**6.4**	**0.8**	**0.3**

Summary Tables

	July				August				September				October			
	ROG	Nox	PM10	PM2.5	ROG	Nox	PM10	PM2.5	ROG	Nox	PM10	PM2.5	ROG	Nox	PM10	PM2.5
Segments 1-3 Combined Emissions	9.9	105.6	13.4	7.9	2.4	25.2	1.9	1.1	2.6	25.4	2.2	1.3	1.4	12.6	0.9	0.6
Segment 4	1.7	16.7	1.6	0.7	2.3	22.9	2.0	1.0	0.6	6.2	0.4	0.3	0.6	6.4	0.8	0.3
Threshold	82	82	82	N/A	82	82	82	N/A	82	82	82	N/A	82	82	82	N/A
Segments 1-3 Exceeded? (False/True)	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE
Segment 4 Exceeded? (False/True)	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE

Roseville Dry Creek Trail_Segment A_Bridge #2

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Off-road Equipment - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Roseville Dry Creek Trail_Segment A_Bridge #2 - Placer County APCD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	50.00
tblOffRoadEquipment	HorsePower	231.00	9.00
tblOffRoadEquipment	LoadFactor	0.29	0.56
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	8.00	4.80
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	5.00
tblTripsAndVMT	VendorTripNumber	2.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	1.1907	11.6385	12.5551	0.0277	0.1110	0.5368	0.6478	0.0301	0.5081	0.5382	0.0000	2,676.9301	2,676.9301	0.6377	0.0000	2,692.8726
Maximum	**1.1907**	**11.6385**	**12.5551**	**0.0277**	**0.1110**	**0.5368**	**0.6478**	**0.0301**	**0.5081**	**0.5382**	**0.0000**	**2,676.9301**	**2,676.9301**	**0.6377**	**0.0000**	**2,692.8726**

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	1.1907	11.6385	12.5551	0.0277	0.1110	0.5368	0.6478	0.0301	0.5081	0.5382	0.0000	2,676.9301	2,676.9301	0.6377	0.0000	2,692.8726
Maximum	**1.1907**	**11.6385**	**12.5551**	**0.0277**	**0.1110**	**0.5368**	**0.6478**	**0.0301**	**0.5081**	**0.5382**	**0.0000**	**2,676.9301**	**2,676.9301**	**0.6377**	**0.0000**	**2,692.8726**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Building Construction	Building Construction	4/1/2021	6/9/2021	5	50	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Bore/Drill Rigs	1	8.00	221	0.50
Building Construction	Cranes	1	8.00	9	0.56
Building Construction	Excavators	1	8.00	158	0.38
Building Construction	Paving Equipment	1	2.00	132	0.36
Building Construction	Pumps	1	8.00	84	0.74
Building Construction	Rollers	1	4.80	80	0.38
Building Construction	Tractors/Loaders/Backhoes	1	4.80	97	0.37
Building Construction	Cranes	0	4.00	231	0.29
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	0	8.00	97	0.37

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
Building Construction	7	10.00	4.00	5.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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	1.1418	11.1633	12.2062	0.0256		0.5353	0.5353		0.5067	0.5067		2,466.8974	2,466.8974	0.6303		2,482.6555
Total	**1.1418**	**11.1633**	**12.2062**	**0.0256**		**0.5353**	**0.5353**		**0.5067**	**0.5067**		**2,466.8974**	**2,466.8974**	**0.6303**		**2,482.6555**

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	7.4000e-004	0.0249	4.0800e-003	8.0000e-005	1.7500e-003	8.0000e-005	1.8300e-003	4.8000e-004	8.0000e-005	5.6000e-004		8.5646	8.5646	2.6000e-004		8.5711
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0489**	**0.4752**	**0.3489**	**2.0400e-003**	**0.1110**	**1.5700e-003**	**0.1126**	**0.0301**	**1.4900e-003**	**0.0316**		**210.0328**	**210.0328**	**7.3700e-003**		**210.2170**

3.2 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	1.1418	11.1633	12.2062	0.0256		0.5353	0.5353		0.5067	0.5067	0.0000	2,466.8973	2,466.8973	0.6303		2,482.6555
Total	**1.1418**	**11.1633**	**12.2062**	**0.0256**		**0.5353**	**0.5353**		**0.5067**	**0.5067**	**0.0000**	**2,466.8973**	**2,466.8973**	**0.6303**		**2,482.6555**

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	7.4000e-004	0.0249	4.0800e-003	8.0000e-005	1.7500e-003	8.0000e-005	1.8300e-003	4.8000e-004	8.0000e-005	5.6000e-004		8.5646	8.5646	2.6000e-004		8.5711
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0489**	**0.4752**	**0.3489**	**2.0400e-003**	**0.1110**	**1.5700e-003**	**0.1126**	**0.0301**	**1.4900e-003**	**0.0316**		**210.0328**	**210.0328**	**7.3700e-003**		**210.2170**

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	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Unmitigated	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Unmitigated	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment A_Bridge #4

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Off-road Equipment - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Roseville Dry Creek Trail_Segment A_Bridge #4 - Placer County APCD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	50.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	8.00	4.80
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	5.00
tblTripsAndVMT	VendorTripNumber	2.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	1.6036	16.4878	14.5379	0.0334	0.1110	0.7337	0.8447	0.0301	0.6893	0.7194	0.0000	3,235.6689	3,235.6689	0.8184	0.0000	3,256.1290
Maximum	**1.6036**	**16.4878**	**14.5379**	**0.0334**	**0.1110**	**0.7337**	**0.8447**	**0.0301**	**0.6893**	**0.7194**	**0.0000**	**3,235.6689**	**3,235.6689**	**0.8184**	**0.0000**	**3,256.1290**

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	1.6036	16.4878	14.5379	0.0334	0.1110	0.7337	0.8447	0.0301	0.6893	0.7194	0.0000	3,235.6689	3,235.6689	0.8184	0.0000	3,256.1290
Maximum	**1.6036**	**16.4878**	**14.5379**	**0.0334**	**0.1110**	**0.7337**	**0.8447**	**0.0301**	**0.6893**	**0.7194**	**0.0000**	**3,235.6689**	**3,235.6689**	**0.8184**	**0.0000**	**3,256.1290**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Building Construction	Building Construction	4/1/2021	6/9/2021	5	50	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Bore/Drill Rigs	1	8.00	221	0.50
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Excavators	1	8.00	158	0.38
Building Construction	Paving Equipment	1	2.00	132	0.36
Building Construction	Pumps	1	8.00	84	0.74
Building Construction	Rollers	1	4.80	80	0.38
Building Construction	Tractors/Loaders/Backhoes	1	4.80	97	0.37
Building Construction	Cranes	0	4.00	231	0.29
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	0	8.00	97	0.37

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
Building Construction	7	10.00	4.00	5.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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	1.5548	16.0126	14.1890	0.0314		0.7322	0.7322		0.6878	0.6878		3,025.6361	3,025.6361	0.8110		3,045.9120
Total	**1.5548**	**16.0126**	**14.1890**	**0.0314**		**0.7322**	**0.7322**		**0.6878**	**0.6878**		**3,025.6361**	**3,025.6361**	**0.8110**		**3,045.9120**

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	7.4000e-004	0.0249	4.0800e-003	8.0000e-005	1.7500e-003	8.0000e-005	1.8300e-003	4.8000e-004	8.0000e-005	5.6000e-004		8.5646	8.5646	2.6000e-004		8.5711
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0489**	**0.4752**	**0.3489**	**2.0400e-003**	**0.1110**	**1.5700e-003**	**0.1126**	**0.0301**	**1.4900e-003**	**0.0316**		**210.0328**	**210.0328**	**7.3700e-003**		**210.2170**

3.2 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	1.5548	16.0126	14.1890	0.0314		0.7322	0.7322		0.6878	0.6878	0.0000	3,025.6361	3,025.6361	0.8110		3,045.9120
Total	**1.5548**	**16.0126**	**14.1890**	**0.0314**		**0.7322**	**0.7322**		**0.6878**	**0.6878**	**0.0000**	**3,025.6361**	**3,025.6361**	**0.8110**		**3,045.9120**

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	7.4000e-004	0.0249	4.0800e-003	8.0000e-005	1.7500e-003	8.0000e-005	1.8300e-003	4.8000e-004	8.0000e-005	5.6000e-004		8.5646	8.5646	2.6000e-004		8.5711
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0489**	**0.4752**	**0.3489**	**2.0400e-003**	**0.1110**	**1.5700e-003**	**0.1126**	**0.0301**	**1.4900e-003**	**0.0316**		**210.0328**	**210.0328**	**7.3700e-003**		**210.2170**

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	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Unmitigated	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Unmitigated	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment A_Clearing and Grading

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	6.00	Acre	6.00	261,360.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 6,300 ft (1.2 miles)

Construction Phase - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Off-road Equipment - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Grading - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 6,300 ft (1.2 miles)

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	30.00
tblGrading	AcresOfGrading	7.50	6.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	2.70
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	28.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	2.3484	24.3260	18.0142	0.0357	3.3336	1.1422	4.4757	1.7079	1.0509	2.7588	0.0000	3,471.2787	3,471.2787	1.0630	0.0000	3,497.8527
Maximum	**2.3484**	**24.3260**	**18.0142**	**0.0357**	**3.3336**	**1.1422**	**4.4757**	**1.7079**	**1.0509**	**2.7588**	**0.0000**	**3,471.2787**	**3,471.2787**	**1.0630**	**0.0000**	**3,497.8527**

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	2.3484	24.3260	18.0142	0.0357	3.3336	1.1422	4.4757	1.7079	1.0509	2.7588	0.0000	3,471.2787	3,471.2787	1.0630	0.0000	3,497.8527
Maximum	**2.3484**	**24.3260**	**18.0142**	**0.0357**	**3.3336**	**1.1422**	**4.4757**	**1.7079**	**1.0509**	**2.7588**	**0.0000**	**3,471.2787**	**3,471.2787**	**1.0630**	**0.0000**	**3,497.8527**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	0.0135	1.0000e-005	6.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.3100e-003	1.3100e-003	0.0000		1.4000e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.2255	1.1868	2.0699	8.4000e-003	0.6222	5.5700e-003	0.6277	0.1667	5.2100e-003	0.1720		852.0744	852.0744	0.0287		852.7912
Total	**0.2391**	**1.1868**	**2.0705**	**8.4000e-003**	**0.6222**	**5.5700e-003**	**0.6277**	**0.1667**	**5.2100e-003**	**0.1720**		**852.0757**	**852.0757**	**0.0287**	**0.0000**	**852.7926**

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	0.0135	1.0000e-005	6.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.3100e-003	1.3100e-003	0.0000		1.4000e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.2255	1.1868	2.0699	8.4000e-003	0.6222	5.5700e-003	0.6277	0.1667	5.2100e-003	0.1720		852.0744	852.0744	0.0287		852.7912
Total	**0.2391**	**1.1868**	**2.0705**	**8.4000e-003**	**0.6222**	**5.5700e-003**	**0.6277**	**0.1667**	**5.2100e-003**	**0.1720**		**852.0757**	**852.0757**	**0.0287**	**0.0000**	**852.7926**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Initial Clearing and Rough Grading	Site Preparation	4/1/2021	5/12/2021	5	30	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Initial Clearing and Rough Grading	Excavators	1	5.40	158	0.38
Initial Clearing and Rough Grading	Graders	1	4.00	187	0.41
Initial Clearing and Rough Grading	Off-Highway Trucks	1	4.00	402	0.38
Initial Clearing and Rough Grading	Other Construction Equipment	4	4.00	172	0.42
Initial Clearing and Rough Grading	Rollers	2	4.00	80	0.38
Initial Clearing and Rough Grading	Rubber Tired Dozers	1	4.00	247	0.40
Initial Clearing and Rough Grading	Tractors/Loaders/Backhoes	1	2.70	97	0.37
Initial Clearing and Rough Grading	Rubber Tired Dozers	0	8.00	247	0.40
Initial Clearing and Rough Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37

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
Initial Clearing and Rough Grading	11	10.00	4.00	2.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Initial Clearing and Rough 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					3.2231	0.0000	3.2231	1.6780	0.0000	1.6780			0.0000			0.0000
Off-Road	2.2998	23.8591	17.6666	0.0337		1.1407	1.1407		1.0494	1.0494		3,264.1008	3,264.1008	1.0557		3,290.4927
Total	**2.2998**	**23.8591**	**17.6666**	**0.0337**	**3.2231**	**1.1407**	**4.3638**	**1.6780**	**1.0494**	**2.7274**		**3,264.1008**	**3,264.1008**	**1.0557**		**3,290.4927**

3.2 Initial Clearing and Rough 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	lb/day										lb/day					
Hauling	5.0000e-004	0.0166	2.7200e-003	5.0000e-005	1.1700e-003	5.0000e-005	1.2200e-003	3.2000e-004	5.0000e-005	3.7000e-004		5.7097	5.7097	1.7000e-004		5.7140
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0486**	**0.4669**	**0.3476**	**2.0100e-003**	**0.1104**	**1.5400e-003**	**0.1120**	**0.0299**	**1.4600e-003**	**0.0314**		**207.1779**	**207.1779**	**7.2800e-003**		**207.3600**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.2231	0.0000	3.2231	1.6780	0.0000	1.6780			0.0000			0.0000
Off-Road	2.2998	23.8591	17.6666	0.0337		1.1407	1.1407		1.0494	1.0494	0.0000	3,264.1008	3,264.1008	1.0557		3,290.4927
Total	**2.2998**	**23.8591**	**17.6666**	**0.0337**	**3.2231**	**1.1407**	**4.3638**	**1.6780**	**1.0494**	**2.7274**	**0.0000**	**3,264.1008**	**3,264.1008**	**1.0557**		**3,290.4927**

3.2 Initial Clearing and Rough 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	lb/day										lb/day					
Hauling	5.0000e-004	0.0166	2.7200e-003	5.0000e-005	1.1700e-003	5.0000e-005	1.2200e-003	3.2000e-004	5.0000e-005	3.7000e-004		5.7097	5.7097	1.7000e-004		5.7140
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0486**	**0.4669**	**0.3476**	**2.0100e-003**	**0.1104**	**1.5400e-003**	**0.1120**	**0.0299**	**1.4600e-003**	**0.0314**		**207.1779**	**207.1779**	**7.2800e-003**		**207.3600**

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	0.2255	1.1868	2.0699	8.4000e-003	0.6222	5.5700e-003	0.6277	0.1667	5.2100e-003	0.1720		852.0744	852.0744	0.0287		852.7912
Unmitigated	0.2255	1.1868	2.0699	8.4000e-003	0.6222	5.5700e-003	0.6277	0.1667	5.2100e-003	0.1720		852.0744	852.0744	0.0287		852.7912

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	11.34	136.50	100.44	89,554	89,554
Total	11.34	136.50	100.44	89,554	89,554

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0135	1.0000e-005	6.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.3100e-003	1.3100e-003	0.0000		1.4000e-003
Unmitigated	0.0135	1.0000e-005	6.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.3100e-003	1.3100e-003	0.0000		1.4000e-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	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0135					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.0000e-005	1.0000e-005	6.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.3100e-003	1.3100e-003	0.0000		1.4000e-003
Total	**0.0135**	**1.0000e-005**	**6.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.3100e-003**	**1.3100e-003**	**0.0000**		**1.4000e-003**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0135					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.0000e-005	1.0000e-005	6.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.3100e-003	1.3100e-003	0.0000		1.4000e-003
Total	**0.0135**	**1.0000e-005**	**6.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.3100e-003**	**1.3100e-003**	**0.0000**		**1.4000e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment A_Darling Bridge Widening

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Note

Land Use -

Construction Phase - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Off-road Equipment - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	60.00
tblOffRoadEquipment	HorsePower	172.00	168.00
tblOffRoadEquipment	LoadFactor	0.42	0.40
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	8.00	4.80
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	12.00
tblTripsAndVMT	VendorTripNumber	2.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	2.5296	26.1184	23.9925	0.0481	0.1127	1.2319	1.3446	0.0306	1.1476	1.1782	0.0000	4,653.6091	4,653.6091	1.2745	0.0000	4,685.4712
Maximum	**2.5296**	**26.1184**	**23.9925**	**0.0481**	**0.1127**	**1.2319**	**1.3446**	**0.0306**	**1.1476**	**1.1782**	**0.0000**	**4,653.6091**	**4,653.6091**	**1.2745**	**0.0000**	**4,685.4712**

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	2.5296	26.1184	23.9925	0.0481	0.1127	1.2319	1.3446	0.0306	1.1476	1.1782	0.0000	4,653.6091	4,653.6091	1.2745	0.0000	4,685.4712
Maximum	**2.5296**	**26.1184**	**23.9925**	**0.0481**	**0.1127**	**1.2319**	**1.3446**	**0.0306**	**1.1476**	**1.1782**	**0.0000**	**4,653.6091**	**4,653.6091**	**1.2745**	**0.0000**	**4,685.4712**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Building Construction	Building Construction	4/1/2021	6/23/2021	5	60	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Bore/Drill Rigs	1	8.00	221	0.50
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Excavators	1	8.00	158	0.38
Building Construction	Other Construction Equipment	2	8.00	168	0.40
Building Construction	Paving Equipment	1	8.00	132	0.36
Building Construction	Pumps	1	8.00	84	0.74
Building Construction	Rollers	1	4.80	80	0.38
Building Construction	Tractors/Loaders/Backhoes	1	4.80	97	0.37
Building Construction	Cranes	0	4.00	231	0.29
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	0	8.00	97	0.37

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
Building Construction	9	10.00	4.00	12.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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	2.4799	25.6184	23.6395	0.0460		1.2302	1.2302		1.1460	1.1460		4,435.0118	4,435.0118	1.2669		4,466.6832
Total	**2.4799**	**25.6184**	**23.6395**	**0.0460**		**1.2302**	**1.2302**		**1.1460**	**1.1460**		**4,435.0118**	**4,435.0118**	**1.2669**		**4,466.6832**

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	1.4900e-003	0.0497	8.1500e-003	1.6000e-004	3.5000e-003	1.6000e-004	3.6600e-003	9.6000e-004	1.6000e-004	1.1200e-003		17.1291	17.1291	5.2000e-004		17.1421
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0496**	**0.5000**	**0.3530**	**2.1200e-003**	**0.1127**	**1.6500e-003**	**0.1144**	**0.0306**	**1.5700e-003**	**0.0321**		**218.5974**	**218.5974**	**7.6300e-003**		**218.7881**

3.2 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	2.4799	25.6184	23.6395	0.0460		1.2302	1.2302		1.1460	1.1460	0.0000	4,435.0118	4,435.0118	1.2669		4,466.6832
Total	**2.4799**	**25.6184**	**23.6395**	**0.0460**		**1.2302**	**1.2302**		**1.1460**	**1.1460**	**0.0000**	**4,435.0118**	**4,435.0118**	**1.2669**		**4,466.6832**

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	1.4900e-003	0.0497	8.1500e-003	1.6000e-004	3.5000e-003	1.6000e-004	3.6600e-003	9.6000e-004	1.6000e-004	1.1200e-003		17.1291	17.1291	5.2000e-004		17.1421
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0496**	**0.5000**	**0.3530**	**2.1200e-003**	**0.1127**	**1.6500e-003**	**0.1144**	**0.0306**	**1.5700e-003**	**0.0321**		**218.5974**	**218.5974**	**7.6300e-003**		**218.7881**

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	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Unmitigated	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Unmitigated	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment A_Drainage and Utilities

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Off-road Equipment - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	20.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	UsageHours	8.00	2.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	VendorTripNumber	2.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	0.3524	3.1733	3.1432	8.2200e-003	0.1092	0.1217	0.2310	0.0296	0.1124	0.1420	0.0000	801.1357	801.1357	0.1973	0.0000	806.0674
Maximum	**0.3524**	**3.1733**	**3.1432**	**8.2200e-003**	**0.1092**	**0.1217**	**0.2310**	**0.0296**	**0.1124**	**0.1420**	**0.0000**	**801.1357**	**801.1357**	**0.1973**	**0.0000**	**806.0674**

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	0.3524	3.1733	3.1432	8.2200e-003	0.1092	0.1217	0.2310	0.0296	0.1124	0.1420	0.0000	801.1357	801.1357	0.1973	0.0000	806.0674
Maximum	**0.3524**	**3.1733**	**3.1432**	**8.2200e-003**	**0.1092**	**0.1217**	**0.2310**	**0.0296**	**0.1124**	**0.1420**	**0.0000**	**801.1357**	**801.1357**	**0.1973**	**0.0000**	**806.0674**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Building Construction	Building Construction	4/1/2021	4/28/2021	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Excavators	1	3.00	158	0.38
Building Construction	Off-Highway Trucks	1	2.00	402	0.38
Building Construction	Plate Compactors	2	2.00	8	0.43
Building Construction	Tractors/Loaders/Backhoes	1	2.00	97	0.37
Building Construction	Cranes	0	4.00	231	0.29
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	0	8.00	97	0.37

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
Building Construction	5	10.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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	0.3043	2.7230	2.7983	6.2600e-003		0.1203	0.1203		0.1110	0.1110		599.6675	599.6675	0.1902		604.4214
Total	**0.3043**	**2.7230**	**2.7983**	**6.2600e-003**		**0.1203**	**0.1203**		**0.1110**	**0.1110**		**599.6675**	**599.6675**	**0.1902**		**604.4214**

3.2 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	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
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0481**	**0.4503**	**0.3449**	**1.9600e-003**	**0.1092**	**1.4900e-003**	**0.1107**	**0.0296**	**1.4100e-003**	**0.0310**		**201.4682**	**201.4682**	**7.1100e-003**		**201.6460**

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	0.3043	2.7230	2.7983	6.2600e-003		0.1203	0.1203		0.1110	0.1110	0.0000	599.6675	599.6675	0.1902		604.4214
Total	**0.3043**	**2.7230**	**2.7983**	**6.2600e-003**		**0.1203**	**0.1203**		**0.1110**	**0.1110**	**0.0000**	**599.6675**	**599.6675**	**0.1902**		**604.4214**

3.2 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	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
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0481**	**0.4503**	**0.3449**	**1.9600e-003**	**0.1092**	**1.4900e-003**	**0.1107**	**0.0296**	**1.4100e-003**	**0.0310**		**201.4682**	**201.4682**	**7.1100e-003**		**201.6460**

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	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Unmitigated	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Unmitigated	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment A_Grading

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	6.00	Acre	6.00	261,360.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Off-road Equipment - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Grading - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 6,300 ft (1.2 miles)

Roseville Dry Creek Trail_Segment A_Grading - Placer County APCD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	15.00
tblGrading	AcresOfGrading	3.75	6.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	200.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	13.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	0.9600	12.2319	6.5845	0.0270	0.7667	0.3763	1.1430	0.1393	0.3467	0.4860	0.0000	2,708.0517	2,708.0517	0.4832	0.0000	2,720.1305
Maximum	**0.9600**	**12.2319**	**6.5845**	**0.0270**	**0.7667**	**0.3763**	**1.1430**	**0.1393**	**0.3467**	**0.4860**	**0.0000**	**2,708.0517**	**2,708.0517**	**0.4832**	**0.0000**	**2,720.1305**

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	0.9600	12.2319	6.5845	0.0270	0.7667	0.3763	1.1430	0.1393	0.3467	0.4860	0.0000	2,708.0517	2,708.0517	0.4832	0.0000	2,720.1305
Maximum	**0.9600**	**12.2319**	**6.5845**	**0.0270**	**0.7667**	**0.3763**	**1.1430**	**0.1393**	**0.3467**	**0.4860**	**0.0000**	**2,708.0517**	**2,708.0517**	**0.4832**	**0.0000**	**2,720.1305**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	0.0135	1.0000e-005	6.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.3100e-003	1.3100e-003	0.0000		1.4000e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.2255	1.1868	2.0699	8.4000e-003	0.6222	5.5700e-003	0.6277	0.1667	5.2100e-003	0.1720		852.0744	852.0744	0.0287		852.7912
Total	**0.2391**	**1.1868**	**2.0705**	**8.4000e-003**	**0.6222**	**5.5700e-003**	**0.6277**	**0.1667**	**5.2100e-003**	**0.1720**		**852.0757**	**852.0757**	**0.0287**	**0.0000**	**852.7926**

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	0.0135	1.0000e-005	6.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.3100e-003	1.3100e-003	0.0000		1.4000e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.2255	1.1868	2.0699	8.4000e-003	0.6222	5.5700e-003	0.6277	0.1667	5.2100e-003	0.1720		852.0744	852.0744	0.0287		852.7912
Total	**0.2391**	**1.1868**	**2.0705**	**8.4000e-003**	**0.6222**	**5.5700e-003**	**0.6277**	**0.1667**	**5.2100e-003**	**0.1720**		**852.0757**	**852.0757**	**0.0287**	**0.0000**	**852.7926**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Grading	Grading	4/1/2021	4/21/2021	5	15	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 6

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Graders	1	4.00	187	0.41
Grading	Off-Highway Trucks	1	4.00	402	0.38
Grading	Rollers	2	4.00	80	0.38
Grading	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	0	8.00	187	0.41
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37

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
Grading	5	10.00	4.00	200.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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					0.4242	0.0000	0.4242	0.0458	0.0000	0.0458			0.0000			0.0000
Off-Road	0.8126	8.4661	5.6963	0.0141		0.3639	0.3639		0.3348	0.3348		1,364.6425	1,364.6425	0.4414		1,375.6763
Total	**0.8126**	**8.4661**	**5.6963**	**0.0141**	**0.4242**	**0.3639**	**0.7881**	**0.0458**	**0.3348**	**0.3806**		**1,364.6425**	**1,364.6425**	**0.4414**		**1,375.6763**

3.2 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	lb/day										lb/day					
Hauling	0.0993	3.3155	0.5433	0.0109	0.2332	0.0110	0.2442	0.0639	0.0105	0.0744		1,141.9410	1,141.9410	0.0347		1,142.8083
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.1474**	**3.7658**	**0.8882**	**0.0129**	**0.3425**	**0.0124**	**0.3549**	**0.0935**	**0.0119**	**0.1054**		**1,343.4092**	**1,343.4092**	**0.0418**		**1,344.4542**

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					0.4242	0.0000	0.4242	0.0458	0.0000	0.0458			0.0000			0.0000
Off-Road	0.8126	8.4661	5.6963	0.0141		0.3639	0.3639		0.3348	0.3348	0.0000	1,364.6425	1,364.6425	0.4414		1,375.6763
Total	**0.8126**	**8.4661**	**5.6963**	**0.0141**	**0.4242**	**0.3639**	**0.7881**	**0.0458**	**0.3348**	**0.3806**	**0.0000**	**1,364.6425**	**1,364.6425**	**0.4414**		**1,375.6763**

3.2 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	lb/day										lb/day					
Hauling	0.0993	3.3155	0.5433	0.0109	0.2332	0.0110	0.2442	0.0639	0.0105	0.0744		1,141.9410	1,141.9410	0.0347		1,142.8083
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.1474**	**3.7658**	**0.8882**	**0.0129**	**0.3425**	**0.0124**	**0.3549**	**0.0935**	**0.0119**	**0.1054**		**1,343.4092**	**1,343.4092**	**0.0418**		**1,344.4542**

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	0.2255	1.1868	2.0699	8.4000e-003	0.6222	5.5700e-003	0.6277	0.1667	5.2100e-003	0.1720		852.0744	852.0744	0.0287		852.7912
Unmitigated	0.2255	1.1868	2.0699	8.4000e-003	0.6222	5.5700e-003	0.6277	0.1667	5.2100e-003	0.1720		852.0744	852.0744	0.0287		852.7912

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	11.34	136.50	100.44	89,554	89,554
Total	11.34	136.50	100.44	89,554	89,554

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0135	1.0000e-005	6.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.3100e-003	1.3100e-003	0.0000		1.4000e-003
Unmitigated	0.0135	1.0000e-005	6.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.3100e-003	1.3100e-003	0.0000		1.4000e-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	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0135					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.0000e-005	1.0000e-005	6.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.3100e-003	1.3100e-003	0.0000		1.4000e-003
Total	**0.0135**	**1.0000e-005**	**6.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.3100e-003**	**1.3100e-003**	**0.0000**		**1.4000e-003**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0135					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.0000e-005	1.0000e-005	6.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.3100e-003	1.3100e-003	0.0000		1.4000e-003
Total	**0.0135**	**1.0000e-005**	**6.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.3100e-003**	**1.3100e-003**	**0.0000**		**1.4000e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment A_Paving

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	6.00	Acre	6.00	261,360.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 6,300 ft (1.2 miles)

Construction Phase - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Off-road Equipment - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Roseville Dry Creek Trail_Segment A_Paving - Placer County APCD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	30.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	20.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	18.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	0.7450	7.6739	8.5065	0.0147	0.1209	0.3900	0.5109	0.0328	0.3588	0.3916	0.0000	1,435.5404	1,435.5404	0.3895	0.0000	1,445.2779
Maximum	**0.7450**	**7.6739**	**8.5065**	**0.0147**	**0.1209**	**0.3900**	**0.5109**	**0.0328**	**0.3588**	**0.3916**	**0.0000**	**1,435.5404**	**1,435.5404**	**0.3895**	**0.0000**	**1,445.2779**

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	0.7450	7.6739	8.5065	0.0147	0.1209	0.3900	0.5109	0.0328	0.3588	0.3916	0.0000	1,435.5404	1,435.5404	0.3895	0.0000	1,445.2779
Maximum	**0.7450**	**7.6739**	**8.5065**	**0.0147**	**0.1209**	**0.3900**	**0.5109**	**0.0328**	**0.3588**	**0.3916**	**0.0000**	**1,435.5404**	**1,435.5404**	**0.3895**	**0.0000**	**1,445.2779**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	0.0135	1.0000e-005	6.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.3100e-003	1.3100e-003	0.0000		1.4000e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.2255	1.1868	2.0699	8.4000e-003	0.6222	5.5700e-003	0.6277	0.1667	5.2100e-003	0.1720		852.0744	852.0744	0.0287		852.7912
Total	**0.2391**	**1.1868**	**2.0705**	**8.4000e-003**	**0.6222**	**5.5700e-003**	**0.6277**	**0.1667**	**5.2100e-003**	**0.1720**		**852.0757**	**852.0757**	**0.0287**	**0.0000**	**852.7926**

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	0.0135	1.0000e-005	6.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.3100e-003	1.3100e-003	0.0000		1.4000e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.2255	1.1868	2.0699	8.4000e-003	0.6222	5.5700e-003	0.6277	0.1667	5.2100e-003	0.1720		852.0744	852.0744	0.0287		852.7912
Total	**0.2391**	**1.1868**	**2.0705**	**8.4000e-003**	**0.6222**	**5.5700e-003**	**0.6277**	**0.1667**	**5.2100e-003**	**0.1720**		**852.0757**	**852.0757**	**0.0287**	**0.0000**	**852.7926**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Paving	Paving	4/1/2021	5/12/2021	5	30	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Paving	Pavers	1	4.00	130	0.42
Paving	Paving Equipment	2	4.00	132	0.36
Paving	Rollers	2	4.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Paving	Pavers	0	8.00	130	0.42
Paving	Paving Equipment	0	8.00	132	0.36
Paving	Rollers	0	8.00	80	0.38

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
Paving	7	10.00	4.00	20.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Paving - 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	0.6919	7.0578	8.1345	0.0122		0.3879	0.3879		0.3569	0.3569		1,176.9751	1,176.9751	0.3807		1,186.4915
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6919**	**7.0578**	**8.1345**	**0.0122**		**0.3879**	**0.3879**		**0.3569**	**0.3569**		**1,176.9751**	**1,176.9751**	**0.3807**		**1,186.4915**

3.2 Paving - 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	lb/day										lb/day					
Hauling	4.9600e-003	0.1658	0.0272	5.4000e-004	0.0117	5.5000e-004	0.0122	3.2000e-003	5.2000e-004	3.7200e-003		57.0971	57.0971	1.7300e-003		57.1404
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0531**	**0.6161**	**0.3720**	**2.5000e-003**	**0.1209**	**2.0400e-003**	**0.1229**	**0.0328**	**1.9300e-003**	**0.0347**		**258.5653**	**258.5653**	**8.8400e-003**		**258.7864**

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	0.6919	7.0578	8.1345	0.0122		0.3879	0.3879		0.3569	0.3569	0.0000	1,176.9751	1,176.9751	0.3807		1,186.4915
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6919**	**7.0578**	**8.1345**	**0.0122**		**0.3879**	**0.3879**		**0.3569**	**0.3569**	**0.0000**	**1,176.9751**	**1,176.9751**	**0.3807**		**1,186.4915**

3.2 Paving - 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	lb/day										lb/day					
Hauling	4.9600e-003	0.1658	0.0272	5.4000e-004	0.0117	5.5000e-004	0.0122	3.2000e-003	5.2000e-004	3.7200e-003		57.0971	57.0971	1.7300e-003		57.1404
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0531**	**0.6161**	**0.3720**	**2.5000e-003**	**0.1209**	**2.0400e-003**	**0.1229**	**0.0328**	**1.9300e-003**	**0.0347**		**258.5653**	**258.5653**	**8.8400e-003**		**258.7864**

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	0.2255	1.1868	2.0699	8.4000e-003	0.6222	5.5700e-003	0.6277	0.1667	5.2100e-003	0.1720		852.0744	852.0744	0.0287		852.7912
Unmitigated	0.2255	1.1868	2.0699	8.4000e-003	0.6222	5.5700e-003	0.6277	0.1667	5.2100e-003	0.1720		852.0744	852.0744	0.0287		852.7912

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	11.34	136.50	100.44	89,554	89,554
Total	11.34	136.50	100.44	89,554	89,554

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0135	1.0000e-005	6.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.3100e-003	1.3100e-003	0.0000		1.4000e-003
Unmitigated	0.0135	1.0000e-005	6.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.3100e-003	1.3100e-003	0.0000		1.4000e-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	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0135					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.0000e-005	1.0000e-005	6.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.3100e-003	1.3100e-003	0.0000		1.4000e-003
Total	**0.0135**	**1.0000e-005**	**6.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.3100e-003**	**1.3100e-003**	**0.0000**		**1.4000e-003**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0135					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.0000e-005	1.0000e-005	6.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.3100e-003	1.3100e-003	0.0000		1.4000e-003
Total	**0.0135**	**1.0000e-005**	**6.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.3100e-003**	**1.3100e-003**	**0.0000**		**1.4000e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment A_Planting

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Off-road Equipment - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Grading - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Roseville Dry Creek Trail_Segment A_Planting - Placer County APCD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	1.00	20.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	1.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	0.4331	3.6112	3.2037	8.9900e-003	0.0830	0.1530	0.2360	0.0220	0.1407	0.1628	0.0000	872.9774	872.9774	0.2573	0.0000	879.4109
Maximum	**0.4331**	**3.6112**	**3.2037**	**8.9900e-003**	**0.0830**	**0.1530**	**0.2360**	**0.0220**	**0.1407**	**0.1628**	**0.0000**	**872.9774**	**872.9774**	**0.2573**	**0.0000**	**879.4109**

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	0.4331	3.6112	3.2037	8.9900e-003	0.0830	0.1530	0.2360	0.0220	0.1407	0.1628	0.0000	872.9774	872.9774	0.2573	0.0000	879.4109
Maximum	**0.4331**	**3.6112**	**3.2037**	**8.9900e-003**	**0.0830**	**0.1530**	**0.2360**	**0.0220**	**0.1407**	**0.1628**	**0.0000**	**872.9774**	**872.9774**	**0.2573**	**0.0000**	**879.4109**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Site Preparation	Site Preparation	4/1/2021	4/28/2021	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Off-Highway Trucks	1	4.00	402	0.38
Site Preparation	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Site Preparation	Graders	0	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	10.00	0.00	1.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.3966	3.5796	2.9323	8.1600e-003		0.1524	0.1524		0.1402	0.1402		789.7115	789.7115	0.2554		796.0968
Total	**0.3966**	**3.5796**	**2.9323**	**8.1600e-003**	**0.0000**	**0.1524**	**0.1524**	**0.0000**	**0.1402**	**0.1402**		**789.7115**	**789.7115**	**0.2554**		**796.0968**

3.2 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	lb/day										lb/day					
Hauling	3.7000e-004	0.0124	2.0400e-003	4.0000e-005	8.7000e-004	4.0000e-005	9.2000e-004	2.4000e-004	4.0000e-005	2.8000e-004		4.2823	4.2823	1.3000e-004		4.2855
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
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0365**	**0.0316**	**0.2714**	**8.3000e-004**	**0.0830**	**5.5000e-004**	**0.0836**	**0.0220**	**5.1000e-004**	**0.0225**		**83.2659**	**83.2659**	**1.9300e-003**		**83.3142**

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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.3966	3.5796	2.9323	8.1600e-003		0.1524	0.1524		0.1402	0.1402	0.0000	789.7115	789.7115	0.2554		796.0968
Total	**0.3966**	**3.5796**	**2.9323**	**8.1600e-003**	**0.0000**	**0.1524**	**0.1524**	**0.0000**	**0.1402**	**0.1402**	**0.0000**	**789.7115**	**789.7115**	**0.2554**		**796.0968**

3.2 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	lb/day										lb/day					
Hauling	3.7000e-004	0.0124	2.0400e-003	4.0000e-005	8.7000e-004	4.0000e-005	9.2000e-004	2.4000e-004	4.0000e-005	2.8000e-004		4.2823	4.2823	1.3000e-004		4.2855
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
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0365**	**0.0316**	**0.2714**	**8.3000e-004**	**0.0830**	**5.5000e-004**	**0.0836**	**0.0220**	**5.1000e-004**	**0.0225**		**83.2659**	**83.2659**	**1.9300e-003**		**83.3142**

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	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Unmitigated	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Unmitigated	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Rosseville Dry Creek Trail_Segment A_Retaining Walls/Undercrossings

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Off-road Equipment - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Off-road Equipment - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	40.00
tblOffRoadEquipment	HorsePower	221.00	231.00
tblOffRoadEquipment	HorsePower	158.00	89.00
tblOffRoadEquipment	LoadFactor	0.50	0.29
tblOffRoadEquipment	LoadFactor	0.38	0.20
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	2.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	1.2749	12.6645	10.7921	0.0247	0.1127	0.5906	0.7033	0.0306	0.5438	0.5743	0.0000	2,398.3594	2,398.3594	0.7088	0.0000	2,416.0799
Maximum	**1.2749**	**12.6645**	**10.7921**	**0.0247**	**0.1127**	**0.5906**	**0.7033**	**0.0306**	**0.5438**	**0.5743**	**0.0000**	**2,398.3594**	**2,398.3594**	**0.7088**	**0.0000**	**2,416.0799**

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	1.2749	12.6645	10.7921	0.0247	0.1127	0.5906	0.7033	0.0306	0.5438	0.5743	0.0000	2,398.3594	2,398.3594	0.7088	0.0000	2,416.0799
Maximum	**1.2749**	**12.6645**	**10.7921**	**0.0247**	**0.1127**	**0.5906**	**0.7033**	**0.0306**	**0.5438**	**0.5743**	**0.0000**	**2,398.3594**	**2,398.3594**	**0.7088**	**0.0000**	**2,416.0799**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Building Construction	Building Construction	4/1/2021	5/26/2021	5	40	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Bore/Drill Rigs	1	4.00	231	0.29
Building Construction	Excavators	1	4.00	89	0.20
Building Construction	Off-Highway Trucks	1	4.00	402	0.38
Building Construction	Paving Equipment	2	4.00	132	0.36
Building Construction	Plate Compactors	2	2.00	8	0.43
Building Construction	Rollers	1	4.00	80	0.38
Building Construction	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20

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
Building Construction	12	10.00	4.00	8.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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	1.2253	12.1644	10.4391	0.0226		0.5889	0.5889		0.5422	0.5422		2,179.7620	2,179.7620	0.7012		2,197.2919
Total	**1.2253**	**12.1644**	**10.4391**	**0.0226**		**0.5889**	**0.5889**		**0.5422**	**0.5422**		**2,179.7620**	**2,179.7620**	**0.7012**		**2,197.2919**

3.2 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	lb/day										lb/day					
Hauling	1.4900e-003	0.0497	8.1500e-003	1.6000e-004	3.5000e-003	1.6000e-004	3.6600e-003	9.6000e-004	1.6000e-004	1.1200e-003		17.1291	17.1291	5.2000e-004		17.1421
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0496**	**0.5000**	**0.3530**	**2.1200e-003**	**0.1127**	**1.6500e-003**	**0.1144**	**0.0306**	**1.5700e-003**	**0.0321**		**218.5974**	**218.5974**	**7.6300e-003**		**218.7881**

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	1.2253	12.1644	10.4391	0.0226		0.5889	0.5889		0.5422	0.5422	0.0000	2,179.7620	2,179.7620	0.7012		2,197.2919
Total	**1.2253**	**12.1644**	**10.4391**	**0.0226**		**0.5889**	**0.5889**		**0.5422**	**0.5422**	**0.0000**	**2,179.7620**	**2,179.7620**	**0.7012**		**2,197.2919**

3.2 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	lb/day										lb/day					
Hauling	1.4900e-003	0.0497	8.1500e-003	1.6000e-004	3.5000e-003	1.6000e-004	3.6600e-003	9.6000e-004	1.6000e-004	1.1200e-003		17.1291	17.1291	5.2000e-004		17.1421
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0496**	**0.5000**	**0.3530**	**2.1200e-003**	**0.1127**	**1.6500e-003**	**0.1144**	**0.0306**	**1.5700e-003**	**0.0321**		**218.5974**	**218.5974**	**7.6300e-003**		**218.7881**

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	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Unmitigated	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Unmitigated	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment B_New Bridge 14

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Off-road Equipment - Per Table 2: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	50.00
tblConstructionPhase	PhaseEndDate	4/30/2021	7/9/2021
tblOffRoadEquipment	OffRoadEquipmentType		Cranes
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentType		Paving Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Rollers
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	5.00
tblTripsAndVMT	VendorTripNumber	2.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	0.8239	8.4602	7.6126	0.0134	0.1110	0.4491	0.5601	0.0301	0.4132	0.4433	0.0000	1,313.2486	1,313.2486	0.3642	0.0000	1,322.3529
Maximum	**0.8239**	**8.4602**	**7.6126**	**0.0134**	**0.1110**	**0.4491**	**0.5601**	**0.0301**	**0.4132**	**0.4433**	**0.0000**	**1,313.2486**	**1,313.2486**	**0.3642**	**0.0000**	**1,322.3529**

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	0.8239	8.4602	7.6126	0.0134	0.1110	0.4491	0.5601	0.0301	0.4132	0.4433	0.0000	1,313.2486	1,313.2486	0.3642	0.0000	1,322.3529
Maximum	**0.8239**	**8.4602**	**7.6126**	**0.0134**	**0.1110**	**0.4491**	**0.5601**	**0.0301**	**0.4132**	**0.4433**	**0.0000**	**1,313.2486**	**1,313.2486**	**0.3642**	**0.0000**	**1,322.3529**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Building Construction	Building Construction	5/1/2021	7/9/2021	5	50	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Cranes	1	8.00	231	0.29
Architectural Coating	Bore/Drill Rigs	1	8.00	221	0.50
Architectural Coating	Excavators	1	8.00	158	0.38
Architectural Coating	Pumps	1	8.00	84	0.74
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Architectural Coating	Paving Equipment	1	2.00	132	0.36
Architectural Coating	Rollers	1	4.80	80	0.38
Architectural Coating	Tractors/Loaders/Backhoes	1	4.80	97	0.37
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37

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
Building Construction	5	10.00	4.00	5.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**		**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

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	7.4000e-004	0.0249	4.0800e-003	8.0000e-005	1.7500e-003	8.0000e-005	1.8300e-003	4.8000e-004	8.0000e-005	5.6000e-004		8.5646	8.5646	2.6000e-004		8.5711
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0489**	**0.4752**	**0.3489**	**2.0400e-003**	**0.1110**	**1.5700e-003**	**0.1126**	**0.0301**	**1.4900e-003**	**0.0316**		**210.0328**	**210.0328**	**7.3700e-003**		**210.2170**

3.2 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	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**	**0.0000**	**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

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	7.4000e-004	0.0249	4.0800e-003	8.0000e-005	1.7500e-003	8.0000e-005	1.8300e-003	4.8000e-004	8.0000e-005	5.6000e-004		8.5646	8.5646	2.6000e-004		8.5711
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0489**	**0.4752**	**0.3489**	**2.0400e-003**	**0.1110**	**1.5700e-003**	**0.1126**	**0.0301**	**1.4900e-003**	**0.0316**		**210.0328**	**210.0328**	**7.3700e-003**		**210.2170**

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	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Unmitigated	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Unmitigated	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment B_Clearing and Grading

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	4.00	Acre	4.00	174,240.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 3,900 ft (.7 miles)

Construction Phase - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, September 2017.

Off-road Equipment - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, September 2017.

Grading - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 3,900 ft (.7 miles)

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	8.00	15.00
tblConstructionPhase	PhaseEndDate	3/31/2021	4/21/2021
tblGrading	AcresOfGrading	7.50	4.00
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblOffRoadEquipment	OffRoadEquipmentType		Graders
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Rollers
tblOffRoadEquipment	OffRoadEquipmentType		Other Construction Equipment
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	15.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	2.3395	25.2201	16.2078	0.0317	6.4165	1.1615	7.5780	3.3710	1.0686	4.4396	0.0000	3,084.8161	3,084.8161	0.9363	0.0000	3,108.2235
Maximum	**2.3395**	**25.2201**	**16.2078**	**0.0317**	**6.4165**	**1.1615**	**7.5780**	**3.3710**	**1.0686**	**4.4396**	**0.0000**	**3,084.8161**	**3,084.8161**	**0.9363**	**0.0000**	**3,108.2235**

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	2.3395	25.2201	16.2078	0.0317	6.4165	1.1615	7.5780	3.3710	1.0686	4.4396	0.0000	3,084.8161	3,084.8161	0.9363	0.0000	3,108.2235
Maximum	**2.3395**	**25.2201**	**16.2078**	**0.0317**	**6.4165**	**1.1615**	**7.5780**	**3.3710**	**1.0686**	**4.4396**	**0.0000**	**3,084.8161**	**3,084.8161**	**0.9363**	**0.0000**	**3,108.2235**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	9.0100e-003	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1504	0.7912	1.3800	5.6000e-003	0.4148	3.7100e-003	0.4185	0.1112	3.4700e-003	0.1146		568.0496	568.0496	0.0191		568.5275
Total	**0.1594**	**0.7912**	**1.3804**	**5.6000e-003**	**0.4148**	**3.7100e-003**	**0.4185**	**0.1112**	**3.4700e-003**	**0.1146**		**568.0505**	**568.0505**	**0.0191**	**0.0000**	**568.5284**

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	9.0100e-003	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1504	0.7912	1.3800	5.6000e-003	0.4148	3.7100e-003	0.4185	0.1112	3.4700e-003	0.1146		568.0496	568.0496	0.0191		568.5275
Total	**0.1594**	**0.7912**	**1.3804**	**5.6000e-003**	**0.4148**	**3.7100e-003**	**0.4185**	**0.1112**	**3.4700e-003**	**0.1146**		**568.0505**	**568.0505**	**0.0191**	**0.0000**	**568.5284**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Grading	Grading	4/1/2021	4/21/2021	5	15	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Tractors/Loaders/Backhoes	1	2.66	97	0.37
Architectural Coating	Graders	1	4.00	187	0.41
Architectural Coating	Off-Highway Trucks	1	4.00	402	0.38
Architectural Coating	Excavators	1	4.80	158	0.38
Architectural Coating	Rollers	2	4.00	80	0.38
Architectural Coating	Other Construction Equipment	4	4.00	172	0.42
Grading	Excavators	1	8.00	158	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41

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
Grading	6	10.00	4.00	2.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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					6.3049	0.0000	6.3049	3.3408	0.0000	3.3408			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671		2,871.9285	2,871.9285	0.9288		2,895.1495
Total	**2.2903**	**24.7367**	**15.8575**	**0.0296**	**6.3049**	**1.1599**	**7.4648**	**3.3408**	**1.0671**	**4.4079**		**2,871.9285**	**2,871.9285**	**0.9288**		**2,895.1495**

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	9.9000e-004	0.0332	5.4300e-003	1.1000e-004	2.3300e-003	1.1000e-004	2.4400e-003	6.4000e-004	1.0000e-004	7.4000e-004		11.4194	11.4194	3.5000e-004		11.4281
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0491**	**0.4835**	**0.3503**	**2.0700e-003**	**0.1116**	**1.6000e-003**	**0.1132**	**0.0302**	**1.5100e-003**	**0.0317**		**212.8876**	**212.8876**	**7.4600e-003**		**213.0740**

3.2 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					6.3049	0.0000	6.3049	3.3408	0.0000	3.3408			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671	0.0000	2,871.9285	2,871.9285	0.9288		2,895.1495
Total	**2.2903**	**24.7367**	**15.8575**	**0.0296**	**6.3049**	**1.1599**	**7.4648**	**3.3408**	**1.0671**	**4.4079**	**0.0000**	**2,871.9285**	**2,871.9285**	**0.9288**		**2,895.1495**

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	9.9000e-004	0.0332	5.4300e-003	1.1000e-004	2.3300e-003	1.1000e-004	2.4400e-003	6.4000e-004	1.0000e-004	7.4000e-004		11.4194	11.4194	3.5000e-004		11.4281
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0491**	**0.4835**	**0.3503**	**2.0700e-003**	**0.1116**	**1.6000e-003**	**0.1132**	**0.0302**	**1.5100e-003**	**0.0317**		**212.8876**	**212.8876**	**7.4600e-003**		**213.0740**

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	0.1504	0.7912	1.3800	5.6000e-003	0.4148	3.7100e-003	0.4185	0.1112	3.4700e-003	0.1146		568.0496	568.0496	0.0191		568.5275
Unmitigated	0.1504	0.7912	1.3800	5.6000e-003	0.4148	3.7100e-003	0.4185	0.1112	3.4700e-003	0.1146		568.0496	568.0496	0.0191		568.5275

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	7.56	91.00	66.96	59,703	59,703
Total	7.56	91.00	66.96	59,703	59,703

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	9.0100e-003	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004
Unmitigated	9.0100e-003	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	8.9800e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0000e-005	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004
Total	**9.0200e-003**	**0.0000**	**4.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**8.8000e-004**	**8.8000e-004**	**0.0000**		**9.3000e-004**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	8.9800e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0000e-005	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004
Total	**9.0200e-003**	**0.0000**	**4.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**8.8000e-004**	**8.8000e-004**	**0.0000**		**9.3000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment B_Drainage and Stabilization

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, September 2017.

Off-road Equipment - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, September 2017.

Grading - No grading

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	1.00	15.00
tblConstructionPhase	PhaseEndDate	4/30/2021	5/21/2021
tblGrading	AcresOfGrading	7.50	0.00
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblOffRoadEquipment	OffRoadEquipmentType		Paving Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	0.6884	8.2707	4.3723	0.0117	0.1092	0.3010	0.4102	0.0296	0.2769	0.3065	0.0000	1,144.0524	1,144.0524	0.3120	0.0000	1,151.8514
Maximum	**0.6884**	**8.2707**	**4.3723**	**0.0117**	**0.1092**	**0.3010**	**0.4102**	**0.0296**	**0.2769**	**0.3065**	**0.0000**	**1,144.0524**	**1,144.0524**	**0.3120**	**0.0000**	**1,151.8514**

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	0.6884	8.2707	4.3723	0.0117	0.1092	0.3010	0.4102	0.0296	0.2769	0.3065	0.0000	1,144.0524	1,144.0524	0.3120	0.0000	1,151.8514
Maximum	**0.6884**	**8.2707**	**4.3723**	**0.0117**	**0.1092**	**0.3010**	**0.4102**	**0.0296**	**0.2769**	**0.3065**	**0.0000**	**1,144.0524**	**1,144.0524**	**0.3120**	**0.0000**	**1,151.8514**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Site Preparation	Site Preparation	5/1/2021	5/21/2021	5	15	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Excavators	1	2.00	158	0.38
Architectural Coating	Tractors/Loaders/Backhoes	1	2.00	97	0.37
Architectural Coating	Paving Equipment	2	2.00	132	0.36
Architectural Coating	Off-Highway Trucks	1	2.00	402	0.38
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	10.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.6403	7.8204	4.0274	9.7300e-003		0.2995	0.2995		0.2755	0.2755		942.5842	942.5842	0.3049		950.2055
Total	**0.6403**	**7.8204**	**4.0274**	**9.7300e-003**	**0.0000**	**0.2995**	**0.2995**	**0.0000**	**0.2755**	**0.2755**		**942.5842**	**942.5842**	**0.3049**		**950.2055**

3.2 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	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
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0481**	**0.4503**	**0.3449**	**1.9600e-003**	**0.1092**	**1.4900e-003**	**0.1107**	**0.0296**	**1.4100e-003**	**0.0310**		**201.4682**	**201.4682**	**7.1100e-003**		**201.6460**

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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.6403	7.8204	4.0274	9.7300e-003		0.2995	0.2995		0.2755	0.2755	0.0000	942.5842	942.5842	0.3049		950.2055
Total	**0.6403**	**7.8204**	**4.0274**	**9.7300e-003**	**0.0000**	**0.2995**	**0.2995**	**0.0000**	**0.2755**	**0.2755**	**0.0000**	**942.5842**	**942.5842**	**0.3049**		**950.2055**

3.2 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	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
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0481**	**0.4503**	**0.3449**	**1.9600e-003**	**0.1092**	**1.4900e-003**	**0.1107**	**0.0296**	**1.4100e-003**	**0.0310**		**201.4682**	**201.4682**	**7.1100e-003**		**201.6460**

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	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Unmitigated	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Unmitigated	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment B_Finish Grading

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	4.00	Acre	4.00	174,240.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 3,900 ft (.7 miles)

Construction Phase - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, September 2017.

Off-road Equipment - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, September 2017.

Grading - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 3,900 ft (.7 miles)

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	8.00	10.00
tblGrading	AcresOfGrading	5.00	4.00
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblOffRoadEquipment	OffRoadEquipmentType		Graders
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Rollers
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	100.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	15.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	2.4129	27.6736	16.6099	0.0398	6.7305	1.1696	7.9001	3.4336	1.0764	4.5100	0.0000	3,929.8525	3,929.8525	0.9620	0.0000	3,953.9017
Maximum	**2.4129**	**27.6736**	**16.6099**	**0.0398**	**6.7305**	**1.1696**	**7.9001**	**3.4336**	**1.0764**	**4.5100**	**0.0000**	**3,929.8525**	**3,929.8525**	**0.9620**	**0.0000**	**3,953.9017**

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	2.4129	27.6736	16.6099	0.0398	6.7305	1.1696	7.9001	3.4336	1.0764	4.5100	0.0000	3,929.8525	3,929.8525	0.9620	0.0000	3,953.9017
Maximum	**2.4129**	**27.6736**	**16.6099**	**0.0398**	**6.7305**	**1.1696**	**7.9001**	**3.4336**	**1.0764**	**4.5100**	**0.0000**	**3,929.8525**	**3,929.8525**	**0.9620**	**0.0000**	**3,953.9017**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	9.0100e-003	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1504	0.7912	1.3800	5.6000e-003	0.4148	3.7100e-003	0.4185	0.1112	3.4700e-003	0.1146		568.0496	568.0496	0.0191		568.5275
Total	**0.1594**	**0.7912**	**1.3804**	**5.6000e-003**	**0.4148**	**3.7100e-003**	**0.4185**	**0.1112**	**3.4700e-003**	**0.1146**		**568.0505**	**568.0505**	**0.0191**	**0.0000**	**568.5284**

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	9.0100e-003	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1504	0.7912	1.3800	5.6000e-003	0.4148	3.7100e-003	0.4185	0.1112	3.4700e-003	0.1146		568.0496	568.0496	0.0191		568.5275
Total	**0.1594**	**0.7912**	**1.3804**	**5.6000e-003**	**0.4148**	**3.7100e-003**	**0.4185**	**0.1112**	**3.4700e-003**	**0.1146**		**568.0505**	**568.0505**	**0.0191**	**0.0000**	**568.5284**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Grading	Grading	5/1/2021	5/14/2021	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Architectural Coating	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Architectural Coating	Graders	1	4.00	187	0.41
Architectural Coating	Off-Highway Trucks	1	4.00	402	0.38
Architectural Coating	Rollers	2	4.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37

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
Grading	6	10.00	4.00	100.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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					6.4463	0.0000	6.4463	3.3560	0.0000	3.3560			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671		2,871.9285	2,871.9285	0.9288		2,895.1495
Total	**2.2903**	**24.7367**	**15.8575**	**0.0296**	**6.4463**	**1.1599**	**7.6062**	**3.3560**	**1.0671**	**4.4232**		**2,871.9285**	**2,871.9285**	**0.9288**		**2,895.1495**

3.2 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	lb/day										lb/day					
Hauling	0.0745	2.4866	0.4075	8.1700e-003	0.1749	8.2200e-003	0.1831	0.0480	7.8600e-003	0.0558		856.4558	856.4558	0.0260		857.1062
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.1226**	**2.9369**	**0.7524**	**0.0101**	**0.2842**	**9.7100e-003**	**0.2939**	**0.0775**	**9.2700e-003**	**0.0868**		**1,057.9240**	**1,057.9240**	**0.0331**		**1,058.7522**

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					6.4463	0.0000	6.4463	3.3560	0.0000	3.3560			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671	0.0000	2,871.9285	2,871.9285	0.9288		2,895.1495
Total	**2.2903**	**24.7367**	**15.8575**	**0.0296**	**6.4463**	**1.1599**	**7.6062**	**3.3560**	**1.0671**	**4.4232**	**0.0000**	**2,871.9285**	**2,871.9285**	**0.9288**		**2,895.1495**

3.2 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	lb/day										lb/day					
Hauling	0.0745	2.4866	0.4075	8.1700e-003	0.1749	8.2200e-003	0.1831	0.0480	7.8600e-003	0.0558		856.4558	856.4558	0.0260		857.1062
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.1226**	**2.9369**	**0.7524**	**0.0101**	**0.2842**	**9.7100e-003**	**0.2939**	**0.0775**	**9.2700e-003**	**0.0868**		**1,057.9240**	**1,057.9240**	**0.0331**		**1,058.7522**

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	0.1504	0.7912	1.3800	5.6000e-003	0.4148	3.7100e-003	0.4185	0.1112	3.4700e-003	0.1146		568.0496	568.0496	0.0191		568.5275
Unmitigated	0.1504	0.7912	1.3800	5.6000e-003	0.4148	3.7100e-003	0.4185	0.1112	3.4700e-003	0.1146		568.0496	568.0496	0.0191		568.5275

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	7.56	91.00	66.96	59,703	59,703
Total	7.56	91.00	66.96	59,703	59,703

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	9.0100e-003	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004
Unmitigated	9.0100e-003	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	8.9800e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0000e-005	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004
Total	**9.0200e-003**	**0.0000**	**4.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**8.8000e-004**	**8.8000e-004**	**0.0000**		**9.3000e-004**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	8.9800e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0000e-005	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004
Total	**9.0200e-003**	**0.0000**	**4.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**8.8000e-004**	**8.8000e-004**	**0.0000**		**9.3000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment B_Paving

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	4.00	Acre	4.00	174,240.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, September 2017.

Off-road Equipment - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Roseville Dry Creek Trail_Segment B_Paving - Placer County APCD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	18.00	20.00
tblConstructionPhase	PhaseEndDate	4/30/2021	5/28/2021
tblOffRoadEquipment	OffRoadEquipmentType		Pavers
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblOffRoadEquipment	OffRoadEquipmentType		Rollers
tblOffRoadEquipment	OffRoadEquipmentType		Paving Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	15.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	20.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	1.1477	11.4767	12.6357	0.0215	0.1224	0.5809	0.7033	0.0332	0.5362	0.5694	0.0000	2,070.2547	2,070.2547	0.5761	0.0000	2,084.6559
Maximum	**1.1477**	**11.4767**	**12.6357**	**0.0215**	**0.1224**	**0.5809**	**0.7033**	**0.0332**	**0.5362**	**0.5694**	**0.0000**	**2,070.2547**	**2,070.2547**	**0.5761**	**0.0000**	**2,084.6559**

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	1.1477	11.4767	12.6357	0.0215	0.1224	0.5809	0.7033	0.0332	0.5362	0.5694	0.0000	2,070.2547	2,070.2547	0.5761	0.0000	2,084.6559
Maximum	**1.1477**	**11.4767**	**12.6357**	**0.0215**	**0.1224**	**0.5809**	**0.7033**	**0.0332**	**0.5362**	**0.5694**	**0.0000**	**2,070.2547**	**2,070.2547**	**0.5761**	**0.0000**	**2,084.6559**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	9.0100e-003	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1504	0.7912	1.3800	5.6000e-003	0.4148	3.7100e-003	0.4185	0.1112	3.4700e-003	0.1146		568.0496	568.0496	0.0191		568.5275
Total	**0.1594**	**0.7912**	**1.3804**	**5.6000e-003**	**0.4148**	**3.7100e-003**	**0.4185**	**0.1112**	**3.4700e-003**	**0.1146**		**568.0505**	**568.0505**	**0.0191**	**0.0000**	**568.5284**

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	9.0100e-003	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1504	0.7912	1.3800	5.6000e-003	0.4148	3.7100e-003	0.4185	0.1112	3.4700e-003	0.1146		568.0496	568.0496	0.0191		568.5275
Total	**0.1594**	**0.7912**	**1.3804**	**5.6000e-003**	**0.4148**	**3.7100e-003**	**0.4185**	**0.1112**	**3.4700e-003**	**0.1146**		**568.0505**	**568.0505**	**0.0191**	**0.0000**	**568.5284**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Paving	Paving	5/1/2021	5/28/2021	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Pavers	1	4.80	130	0.42
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Architectural Coating	Tractors/Loaders/Backhoes	1	4.80	97	0.37
Architectural Coating	Rollers	2	4.80	80	0.38
Architectural Coating	Paving Equipment	2	4.00	8	0.43
Architectural Coating	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Paving	Paving Equipment	2	6.00	132	0.36

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
Paving	8	10.00	4.00	15.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Paving - 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	1.0940	10.8399	12.2603	0.0189		0.5788	0.5788		0.5342	0.5342		1,804.5523	1,804.5523	0.5670		1,818.7270
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0940**	**10.8399**	**12.2603**	**0.0189**		**0.5788**	**0.5788**		**0.5342**	**0.5342**		**1,804.5523**	**1,804.5523**	**0.5670**		**1,818.7270**

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	5.5800e-003	0.1865	0.0306	6.1000e-004	0.0131	6.2000e-004	0.0137	3.6000e-003	5.9000e-004	4.1900e-003		64.2342	64.2342	1.9500e-003		64.2830
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0537**	**0.6368**	**0.3754**	**2.5700e-003**	**0.1224**	**2.1100e-003**	**0.1245**	**0.0332**	**2.0000e-003**	**0.0352**		**265.7024**	**265.7024**	**9.0600e-003**		**265.9289**

3.2 Paving - 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	1.0940	10.8399	12.2603	0.0189		0.5788	0.5788		0.5342	0.5342	0.0000	1,804.5523	1,804.5523	0.5670		1,818.7270
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0940**	**10.8399**	**12.2603**	**0.0189**		**0.5788**	**0.5788**		**0.5342**	**0.5342**	**0.0000**	**1,804.5523**	**1,804.5523**	**0.5670**		**1,818.7270**

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	5.5800e-003	0.1865	0.0306	6.1000e-004	0.0131	6.2000e-004	0.0137	3.6000e-003	5.9000e-004	4.1900e-003		64.2342	64.2342	1.9500e-003		64.2830
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0537**	**0.6368**	**0.3754**	**2.5700e-003**	**0.1224**	**2.1100e-003**	**0.1245**	**0.0332**	**2.0000e-003**	**0.0352**		**265.7024**	**265.7024**	**9.0600e-003**		**265.9289**

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	0.1504	0.7912	1.3800	5.6000e-003	0.4148	3.7100e-003	0.4185	0.1112	3.4700e-003	0.1146		568.0496	568.0496	0.0191		568.5275
Unmitigated	0.1504	0.7912	1.3800	5.6000e-003	0.4148	3.7100e-003	0.4185	0.1112	3.4700e-003	0.1146		568.0496	568.0496	0.0191		568.5275

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	7.56	91.00	66.96	59,703	59,703
Total	7.56	91.00	66.96	59,703	59,703

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	9.0100e-003	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004
Unmitigated	9.0100e-003	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	8.9800e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0000e-005	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004
Total	**9.0200e-003**	**0.0000**	**4.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**8.8000e-004**	**8.8000e-004**	**0.0000**		**9.3000e-004**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	8.9800e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0000e-005	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004
Total	**9.0200e-003**	**0.0000**	**4.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**8.8000e-004**	**8.8000e-004**	**0.0000**		**9.3000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment B_Planting and Erosion Control

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, September 2017.

Off-road Equipment - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, September 2017.

Grading - No grading

Trips and VMT - Assume 10 avg employees on site in all phases. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	1.00	15.00
tblConstructionPhase	PhaseEndDate	4/30/2021	5/21/2021
tblGrading	AcresOfGrading	7.50	0.00
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	1.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	0.6769	7.8561	4.2995	0.0106	0.0833	0.3000	0.3834	0.0221	0.2760	0.2981	0.0000	1,027.2775	1,027.2775	0.3068	0.0000	1,034.9482
Maximum	**0.6769**	**7.8561**	**4.2995**	**0.0106**	**0.0833**	**0.3000**	**0.3834**	**0.0221**	**0.2760**	**0.2981**	**0.0000**	**1,027.2775**	**1,027.2775**	**0.3068**	**0.0000**	**1,034.9482**

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	0.6769	7.8561	4.2995	0.0106	0.0833	0.3000	0.3834	0.0221	0.2760	0.2981	0.0000	1,027.2775	1,027.2775	0.3068	0.0000	1,034.9482
Maximum	**0.6769**	**7.8561**	**4.2995**	**0.0106**	**0.0833**	**0.3000**	**0.3834**	**0.0221**	**0.2760**	**0.2981**	**0.0000**	**1,027.2775**	**1,027.2775**	**0.3068**	**0.0000**	**1,034.9482**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Site Preparation	Site Preparation	5/1/2021	5/21/2021	5	15	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Architectural Coating	Off-Highway Trucks	1	4.00	124	0.44
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	10.00	0.00	1.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.6403	7.8204	4.0274	9.7300e-003		0.2995	0.2995		0.2755	0.2755		942.5842	942.5842	0.3049		950.2055
Total	**0.6403**	**7.8204**	**4.0274**	**9.7300e-003**	**0.0000**	**0.2995**	**0.2995**	**0.0000**	**0.2755**	**0.2755**		**942.5842**	**942.5842**	**0.3049**		**950.2055**

3.2 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	lb/day										lb/day					
Hauling	5.0000e-004	0.0166	2.7200e-003	5.0000e-005	1.1700e-003	5.0000e-005	1.2200e-003	3.2000e-004	5.0000e-005	3.7000e-004		5.7097	5.7097	1.7000e-004		5.7140
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
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0366**	**0.0357**	**0.2721**	**8.4000e-004**	**0.0833**	**5.6000e-004**	**0.0839**	**0.0221**	**5.2000e-004**	**0.0226**		**84.6933**	**84.6933**	**1.9700e-003**		**84.7427**

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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.6403	7.8204	4.0274	9.7300e-003		0.2995	0.2995		0.2755	0.2755	0.0000	942.5842	942.5842	0.3049		950.2055
Total	**0.6403**	**7.8204**	**4.0274**	**9.7300e-003**	**0.0000**	**0.2995**	**0.2995**	**0.0000**	**0.2755**	**0.2755**	**0.0000**	**942.5842**	**942.5842**	**0.3049**		**950.2055**

3.2 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	lb/day										lb/day					
Hauling	5.0000e-004	0.0166	2.7200e-003	5.0000e-005	1.1700e-003	5.0000e-005	1.2200e-003	3.2000e-004	5.0000e-005	3.7000e-004		5.7097	5.7097	1.7000e-004		5.7140
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
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0366**	**0.0357**	**0.2721**	**8.4000e-004**	**0.0833**	**5.6000e-004**	**0.0839**	**0.0221**	**5.2000e-004**	**0.0226**		**84.6933**	**84.6933**	**1.9700e-003**		**84.7427**

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	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Unmitigated	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Unmitigated	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment B_Retaining Walls Undercrossings

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, September 2017.

Off-road Equipment - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, September 2017

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	30.00
tblConstructionPhase	PhaseEndDate	4/30/2021	6/11/2021
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Rollers
tblOffRoadEquipment	OffRoadEquipmentType		Paving Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Plate Compactors
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	2.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	0.8246	8.4850	7.6167	0.0135	0.1127	0.4492	0.5619	0.0306	0.4133	0.4439	0.0000	1,321.8131	1,321.8131	0.3644	0.0000	1,330.9239
Maximum	**0.8246**	**8.4850**	**7.6167**	**0.0135**	**0.1127**	**0.4492**	**0.5619**	**0.0306**	**0.4133**	**0.4439**	**0.0000**	**1,321.8131**	**1,321.8131**	**0.3644**	**0.0000**	**1,330.9239**

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	0.8246	8.4850	7.6167	0.0135	0.1127	0.4492	0.5619	0.0306	0.4133	0.4439	0.0000	1,321.8131	1,321.8131	0.3644	0.0000	1,330.9239
Maximum	**0.8246**	**8.4850**	**7.6167**	**0.0135**	**0.1127**	**0.4492**	**0.5619**	**0.0306**	**0.4133**	**0.4439**	**0.0000**	**1,321.8131**	**1,321.8131**	**0.3644**	**0.0000**	**1,330.9239**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Building Construction	Building Construction	5/1/2021	6/11/2021	5	30	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Excavators	1	4.00	158	0.38
Architectural Coating	Rollers	1	4.00	80	0.38
Architectural Coating	Paving Equipment	2	4.00	132	0.36
Architectural Coating	Plate Compactors	2	2.00	8	0.43
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Architectural Coating	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37

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
Building Construction	5	10.00	4.00	6.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**		**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

3.2 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	lb/day										lb/day					
Hauling	1.4900e-003	0.0497	8.1500e-003	1.6000e-004	3.5000e-003	1.6000e-004	3.6600e-003	9.6000e-004	1.6000e-004	1.1200e-003		17.1291	17.1291	5.2000e-004		17.1421
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0496**	**0.5000**	**0.3530**	**2.1200e-003**	**0.1127**	**1.6500e-003**	**0.1144**	**0.0306**	**1.5700e-003**	**0.0321**		**218.5974**	**218.5974**	**7.6300e-003**		**218.7881**

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	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**	**0.0000**	**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

3.2 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	lb/day										lb/day					
Hauling	1.4900e-003	0.0497	8.1500e-003	1.6000e-004	3.5000e-003	1.6000e-004	3.6600e-003	9.6000e-004	1.6000e-004	1.1200e-003		17.1291	17.1291	5.2000e-004		17.1421
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0496**	**0.5000**	**0.3530**	**2.1200e-003**	**0.1127**	**1.6500e-003**	**0.1144**	**0.0306**	**1.5700e-003**	**0.0321**		**218.5974**	**218.5974**	**7.6300e-003**		**218.7881**

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	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Unmitigated	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Unmitigated	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment B_New Bridge 13

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Notes

Land Use -

Construction Phase - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, August 2014.

Off-road Equipment - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, August 2014.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, August 2014.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	40.00
tblOffRoadEquipment	HorsePower	221.00	89.00
tblOffRoadEquipment	HorsePower	158.00	97.00
tblOffRoadEquipment	LoadFactor	0.50	0.20
tblOffRoadEquipment	LoadFactor	0.38	0.37
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	8.00	4.80
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	3.00
tblTripsAndVMT	VendorTripNumber	2.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	1.3583	13.9679	12.4393	0.0234	0.1106	0.6804	0.7910	0.0300	0.6403	0.6702	0.0000	2,263.3534	2,263.3534	0.5046	0.0000	2,275.9675
Maximum	**1.3583**	**13.9679**	**12.4393**	**0.0234**	**0.1106**	**0.6804**	**0.7910**	**0.0300**	**0.6403**	**0.6702**	**0.0000**	**2,263.3534**	**2,263.3534**	**0.5046**	**0.0000**	**2,275.9675**

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	1.3583	13.9679	12.4393	0.0234	0.1106	0.6804	0.7910	0.0300	0.6403	0.6702	0.0000	2,263.3534	2,263.3534	0.5046	0.0000	2,275.9675
Maximum	**1.3583**	**13.9679**	**12.4393**	**0.0234**	**0.1106**	**0.6804**	**0.7910**	**0.0300**	**0.6403**	**0.6702**	**0.0000**	**2,263.3534**	**2,263.3534**	**0.5046**	**0.0000**	**2,275.9675**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Building Construction	Building Construction	5/1/2021	6/25/2021	5	40	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Bore/Drill Rigs	1	8.00	89	0.20
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Excavators	1	8.00	97	0.37
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Paving Equipment	1	2.00	132	0.36
Building Construction	Pumps	1	8.00	84	0.74
Building Construction	Rollers	1	4.80	80	0.38
Building Construction	Tractors/Loaders/Backhoes	1	4.80	97	0.37

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
Building Construction	7	10.00	4.00	3.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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	1.3096	13.4990	12.0914	0.0214		0.6789	0.6789		0.6388	0.6388		2,055.4617	2,055.4617	0.4973		2,067.8933
Total	**1.3096**	**13.4990**	**12.0914**	**0.0214**		**0.6789**	**0.6789**		**0.6388**	**0.6388**		**2,055.4617**	**2,055.4617**	**0.4973**		**2,067.8933**

3.2 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	lb/day										lb/day					
Hauling	5.6000e-004	0.0187	3.0600e-003	6.0000e-005	1.3100e-003	6.0000e-005	1.3700e-003	3.6000e-004	6.0000e-005	4.2000e-004		6.4234	6.4234	2.0000e-004		6.4283
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0487**	**0.4690**	**0.3479**	**2.0200e-003**	**0.1106**	**1.5500e-003**	**0.1121**	**0.0300**	**1.4700e-003**	**0.0314**		**207.8917**	**207.8917**	**7.3100e-003**		**208.0743**

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	1.3096	13.4990	12.0914	0.0214		0.6789	0.6789		0.6388	0.6388	0.0000	2,055.4617	2,055.4617	0.4973		2,067.8933
Total	**1.3096**	**13.4990**	**12.0914**	**0.0214**		**0.6789**	**0.6789**		**0.6388**	**0.6388**	**0.0000**	**2,055.4617**	**2,055.4617**	**0.4973**		**2,067.8933**

3.2 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	lb/day										lb/day					
Hauling	5.6000e-004	0.0187	3.0600e-003	6.0000e-005	1.3100e-003	6.0000e-005	1.3700e-003	3.6000e-004	6.0000e-005	4.2000e-004		6.4234	6.4234	2.0000e-004		6.4283
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0487**	**0.4690**	**0.3479**	**2.0200e-003**	**0.1106**	**1.5500e-003**	**0.1121**	**0.0300**	**1.4700e-003**	**0.0314**		**207.8917**	**207.8917**	**7.3100e-003**		**208.0743**

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	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Unmitigated	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Unmitigated	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment B_Clearing and Grading

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	4.00	Acre	4.00	174,240.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 3,900 ft (.7 miles)

Construction Phase - Per Table 2: Construction Phases and Equipment - Segment B provided by Psomas, August 2014.

Off-road Equipment - Per Table 2: Construction Phases and Equipment - Segment B provided by Psomas, August 2014.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, August 2014.

Grading - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 3,900 ft (.7 miles)

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	8.00	15.00
tblGrading	AcresOfGrading	3.75	4.00
tblOffRoadEquipment	HorsePower	172.00	88.00
tblOffRoadEquipment	HorsePower	80.00	247.00
tblOffRoadEquipment	LoadFactor	0.42	0.34
tblOffRoadEquipment	LoadFactor	0.38	0.40
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	UsageHours	8.00	4.70
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	2.70
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	25.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	1.6271	17.0297	11.7699	0.0297	0.3944	0.7736	1.1680	0.0608	0.7118	0.7725	0.0000	2,891.8836	2,891.8836	0.8739	0.0000	2,913.7310
Maximum	**1.6271**	**17.0297**	**11.7699**	**0.0297**	**0.3944**	**0.7736**	**1.1680**	**0.0608**	**0.7118**	**0.7725**	**0.0000**	**2,891.8836**	**2,891.8836**	**0.8739**	**0.0000**	**2,913.7310**

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	1.6271	17.0297	11.7699	0.0297	0.3944	0.7736	1.1680	0.0608	0.7118	0.7725	0.0000	2,891.8836	2,891.8836	0.8739	0.0000	2,913.7310
Maximum	**1.6271**	**17.0297**	**11.7699**	**0.0297**	**0.3944**	**0.7736**	**1.1680**	**0.0608**	**0.7118**	**0.7725**	**0.0000**	**2,891.8836**	**2,891.8836**	**0.8739**	**0.0000**	**2,913.7310**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	9.0100e-003	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1504	0.7912	1.3800	5.6000e-003	0.4148	3.7100e-003	0.4185	0.1112	3.4700e-003	0.1146		568.0496	568.0496	0.0191		568.5275
Total	**0.1594**	**0.7912**	**1.3804**	**5.6000e-003**	**0.4148**	**3.7100e-003**	**0.4185**	**0.1112**	**3.4700e-003**	**0.1146**		**568.0505**	**568.0505**	**0.0191**	**0.0000**	**568.5284**

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	9.0100e-003	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1504	0.7912	1.3800	5.6000e-003	0.4148	3.7100e-003	0.4185	0.1112	3.4700e-003	0.1146		568.0496	568.0496	0.0191		568.5275
Total	**0.1594**	**0.7912**	**1.3804**	**5.6000e-003**	**0.4148**	**3.7100e-003**	**0.4185**	**0.1112**	**3.4700e-003**	**0.1146**		**568.0505**	**568.0505**	**0.0191**	**0.0000**	**568.5284**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Grading	Grading	4/1/2021	4/21/2021	5	15	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	1	4.70	158	0.38
Grading	Graders	1	4.00	187	0.41
Grading	Off-Highway Trucks	1	4.00	402	0.38
Grading	Other Construction Equipment	4	4.00	88	0.34
Grading	Rollers	2	4.00	247	0.40
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	2.70	97	0.37

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
Grading	10	10.00	4.00	2.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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					0.2828	0.0000	0.2828	0.0305	0.0000	0.0305			0.0000			0.0000
Off-Road	1.5780	16.5463	11.4197	0.0277		0.7720	0.7720		0.7103	0.7103		2,678.9959	2,678.9959	0.8664		2,700.6570
Total	**1.5780**	**16.5463**	**11.4197**	**0.0277**	**0.2828**	**0.7720**	**1.0548**	**0.0305**	**0.7103**	**0.7408**		**2,678.9959**	**2,678.9959**	**0.8664**		**2,700.6570**

3.2 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	lb/day										lb/day					
Hauling	9.9000e-004	0.0332	5.4300e-003	1.1000e-004	2.3300e-003	1.1000e-004	2.4400e-003	6.4000e-004	1.0000e-004	7.4000e-004		11.4194	11.4194	3.5000e-004		11.4281
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0491**	**0.4835**	**0.3503**	**2.0700e-003**	**0.1116**	**1.6000e-003**	**0.1132**	**0.0302**	**1.5100e-003**	**0.0317**		**212.8876**	**212.8876**	**7.4600e-003**		**213.0740**

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					0.2828	0.0000	0.2828	0.0305	0.0000	0.0305			0.0000			0.0000
Off-Road	1.5780	16.5463	11.4197	0.0277		0.7720	0.7720		0.7103	0.7103	0.0000	2,678.9959	2,678.9959	0.8664		2,700.6570
Total	**1.5780**	**16.5463**	**11.4197**	**0.0277**	**0.2828**	**0.7720**	**1.0548**	**0.0305**	**0.7103**	**0.7408**	**0.0000**	**2,678.9959**	**2,678.9959**	**0.8664**		**2,700.6570**

3.2 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	lb/day										lb/day					
Hauling	9.9000e-004	0.0332	5.4300e-003	1.1000e-004	2.3300e-003	1.1000e-004	2.4400e-003	6.4000e-004	1.0000e-004	7.4000e-004		11.4194	11.4194	3.5000e-004		11.4281
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0491**	**0.4835**	**0.3503**	**2.0700e-003**	**0.1116**	**1.6000e-003**	**0.1132**	**0.0302**	**1.5100e-003**	**0.0317**		**212.8876**	**212.8876**	**7.4600e-003**		**213.0740**

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	0.1504	0.7912	1.3800	5.6000e-003	0.4148	3.7100e-003	0.4185	0.1112	3.4700e-003	0.1146		568.0496	568.0496	0.0191		568.5275
Unmitigated	0.1504	0.7912	1.3800	5.6000e-003	0.4148	3.7100e-003	0.4185	0.1112	3.4700e-003	0.1146		568.0496	568.0496	0.0191		568.5275

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	7.56	91.00	66.96	59,703	59,703
Total	7.56	91.00	66.96	59,703	59,703

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	9.0100e-003	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004
Unmitigated	9.0100e-003	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	8.9800e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0000e-005	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004
Total	**9.0200e-003**	**0.0000**	**4.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**8.8000e-004**	**8.8000e-004**	**0.0000**		**9.3000e-004**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	8.9800e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0000e-005	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004
Total	**9.0200e-003**	**0.0000**	**4.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**8.8000e-004**	**8.8000e-004**	**0.0000**		**9.3000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment B_Drainage and Stabilization

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, September 2017.

Off-road Equipment - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Grading - No grading

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	1.00	15.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	2.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	13.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	0.3997	3.7486	3.8997	9.3700e-003	0.1092	0.1517	0.2610	0.0296	0.1396	0.1692	0.0000	918.5998	918.5998	0.2390	0.0000	924.5760
Maximum	**0.3997**	**3.7486**	**3.8997**	**9.3700e-003**	**0.1092**	**0.1517**	**0.2610**	**0.0296**	**0.1396**	**0.1692**	**0.0000**	**918.5998**	**918.5998**	**0.2390**	**0.0000**	**924.5760**

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	0.3997	3.7486	3.8997	9.3700e-003	0.1092	0.1517	0.2610	0.0296	0.1396	0.1692	0.0000	918.5998	918.5998	0.2390	0.0000	924.5760
Maximum	**0.3997**	**3.7486**	**3.8997**	**9.3700e-003**	**0.1092**	**0.1517**	**0.2610**	**0.0296**	**0.1396**	**0.1692**	**0.0000**	**918.5998**	**918.5998**	**0.2390**	**0.0000**	**924.5760**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Site Preparation	Site Preparation	5/1/2021	5/21/2021	5	15	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Excavators	1	2.00	158	0.38
Site Preparation	Off-Highway Trucks	1	2.00	402	0.38
Site Preparation	Paving Equipment	2	2.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	1	2.00	97	0.37
Site Preparation	Graders	0	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	5	10.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.3516	3.2983	3.5548	7.4100e-003		0.1502	0.1502		0.1382	0.1382		717.1316	717.1316	0.2319		722.9300
Total	**0.3516**	**3.2983**	**3.5548**	**7.4100e-003**	**0.0000**	**0.1502**	**0.1502**	**0.0000**	**0.1382**	**0.1382**		**717.1316**	**717.1316**	**0.2319**		**722.9300**

3.2 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	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
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0481**	**0.4503**	**0.3449**	**1.9600e-003**	**0.1092**	**1.4900e-003**	**0.1107**	**0.0296**	**1.4100e-003**	**0.0310**		**201.4682**	**201.4682**	**7.1100e-003**		**201.6460**

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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.3516	3.2983	3.5548	7.4100e-003		0.1502	0.1502		0.1382	0.1382	0.0000	717.1316	717.1316	0.2319		722.9300
Total	**0.3516**	**3.2983**	**3.5548**	**7.4100e-003**	**0.0000**	**0.1502**	**0.1502**	**0.0000**	**0.1382**	**0.1382**	**0.0000**	**717.1316**	**717.1316**	**0.2319**		**722.9300**

3.2 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	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
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0481**	**0.4503**	**0.3449**	**1.9600e-003**	**0.1092**	**1.4900e-003**	**0.1107**	**0.0296**	**1.4100e-003**	**0.0310**		**201.4682**	**201.4682**	**7.1100e-003**		**201.6460**

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	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Unmitigated	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Unmitigated	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment B_Finish Grading

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	4.00	Acre	4.00	174,240.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 3,900 ft (.7 miles)

Construction Phase - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, August 2014.

Off-road Equipment - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, August 2014.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, August 2014.

Grading - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 3,900 ft (.7 miles)

Roseville Dry Creek Trail_Segment B_Finish Grading - Placer County APCD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	8.00	10.00
tblGrading	AcresOfGrading	2.50	4.00
tblOffRoadEquipment	HorsePower	402.00	158.00
tblOffRoadEquipment	HorsePower	80.00	247.00
tblOffRoadEquipment	LoadFactor	0.38	0.40
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	1.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	13.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	0.8588	9.9194	6.2633	0.0180	0.5352	0.3524	0.8876	0.0759	0.3243	0.4001	0.0000	1,755.3637	1,755.3637	0.5072	0.0000	1,768.0428
Maximum	**0.8588**	**9.9194**	**6.2633**	**0.0180**	**0.5352**	**0.3524**	**0.8876**	**0.0759**	**0.3243**	**0.4001**	**0.0000**	**1,755.3637**	**1,755.3637**	**0.5072**	**0.0000**	**1,768.0428**

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	0.8588	9.9194	6.2633	0.0180	0.5352	0.3524	0.8876	0.0759	0.3243	0.4001	0.0000	1,755.3637	1,755.3637	0.5072	0.0000	1,768.0428
Maximum	**0.8588**	**9.9194**	**6.2633**	**0.0180**	**0.5352**	**0.3524**	**0.8876**	**0.0759**	**0.3243**	**0.4001**	**0.0000**	**1,755.3637**	**1,755.3637**	**0.5072**	**0.0000**	**1,768.0428**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	9.0100e-003	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1504	0.7912	1.3800	5.6000e-003	0.4148	3.7100e-003	0.4185	0.1112	3.4700e-003	0.1146		568.0496	568.0496	0.0191		568.5275
Total	**0.1594**	**0.7912**	**1.3804**	**5.6000e-003**	**0.4148**	**3.7100e-003**	**0.4185**	**0.1112**	**3.4700e-003**	**0.1146**		**568.0505**	**568.0505**	**0.0191**	**0.0000**	**568.5284**

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	9.0100e-003	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1504	0.7912	1.3800	5.6000e-003	0.4148	3.7100e-003	0.4185	0.1112	3.4700e-003	0.1146		568.0496	568.0496	0.0191		568.5275
Total	**0.1594**	**0.7912**	**1.3804**	**5.6000e-003**	**0.4148**	**3.7100e-003**	**0.4185**	**0.1112**	**3.4700e-003**	**0.1146**		**568.0505**	**568.0505**	**0.0191**	**0.0000**	**568.5284**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Grading	Grading	5/1/2021	5/14/2021	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	1	4.00	187	0.41
Grading	Off-Highway Trucks	1	4.00	158	0.38
Grading	Rollers	2	4.00	247	0.40
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	4.00	97	0.37

Trips and VMT

Roseville Dry Creek Trail_Segment B_Finish Grading - Placer County APCD Air District, Summer

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
Grading	5	10.00	4.00	1.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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					0.4242	0.0000	0.4242	0.0458	0.0000	0.0458			0.0000			0.0000
Off-Road	0.8099	9.4442	5.9144	0.0160		0.3509	0.3509		0.3228	0.3228		1,545.3310	1,545.3310	0.4998		1,557.8257
Total	**0.8099**	**9.4442**	**5.9144**	**0.0160**	**0.4242**	**0.3509**	**0.7751**	**0.0458**	**0.3228**	**0.3686**		**1,545.3310**	**1,545.3310**	**0.4998**		**1,557.8257**

3.2 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	lb/day										lb/day					
Hauling	7.4000e-004	0.0249	4.0800e-003	8.0000e-005	1.7500e-003	8.0000e-005	1.8300e-003	4.8000e-004	8.0000e-005	5.6000e-004		8.5646	8.5646	2.6000e-004		8.5711
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0489**	**0.4752**	**0.3489**	**2.0400e-003**	**0.1110**	**1.5700e-003**	**0.1126**	**0.0301**	**1.4900e-003**	**0.0316**		**210.0328**	**210.0328**	**7.3700e-003**		**210.2170**

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					0.4242	0.0000	0.4242	0.0458	0.0000	0.0458			0.0000			0.0000
Off-Road	0.8099	9.4442	5.9144	0.0160		0.3509	0.3509		0.3228	0.3228	0.0000	1,545.3310	1,545.3310	0.4998		1,557.8257
Total	**0.8099**	**9.4442**	**5.9144**	**0.0160**	**0.4242**	**0.3509**	**0.7751**	**0.0458**	**0.3228**	**0.3686**	**0.0000**	**1,545.3310**	**1,545.3310**	**0.4998**		**1,557.8257**

3.2 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	lb/day										lb/day					
Hauling	7.4000e-004	0.0249	4.0800e-003	8.0000e-005	1.7500e-003	8.0000e-005	1.8300e-003	4.8000e-004	8.0000e-005	5.6000e-004		8.5646	8.5646	2.6000e-004		8.5711
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0489**	**0.4752**	**0.3489**	**2.0400e-003**	**0.1110**	**1.5700e-003**	**0.1126**	**0.0301**	**1.4900e-003**	**0.0316**		**210.0328**	**210.0328**	**7.3700e-003**		**210.2170**

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	0.1504	0.7912	1.3800	5.6000e-003	0.4148	3.7100e-003	0.4185	0.1112	3.4700e-003	0.1146		568.0496	568.0496	0.0191		568.5275
Unmitigated	0.1504	0.7912	1.3800	5.6000e-003	0.4148	3.7100e-003	0.4185	0.1112	3.4700e-003	0.1146		568.0496	568.0496	0.0191		568.5275

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	7.56	91.00	66.96	59,703	59,703
Total	7.56	91.00	66.96	59,703	59,703

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	9.0100e-003	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004
Unmitigated	9.0100e-003	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	8.9800e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0000e-005	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004
Total	**9.0200e-003**	**0.0000**	**4.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**8.8000e-004**	**8.8000e-004**	**0.0000**		**9.3000e-004**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	8.9800e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0000e-005	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004
Total	**9.0200e-003**	**0.0000**	**4.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**8.8000e-004**	**8.8000e-004**	**0.0000**		**9.3000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment B_Paving

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	4.00	Acre	4.00	174,240.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, August 2014.

Off-road Equipment - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, August 2014.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, August 2014.

Roseville Dry Creek Trail_Segment B_Paving - Placer County APCD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	18.00	20.00
tblOffRoadEquipment	HorsePower	130.00	9.00
tblOffRoadEquipment	HorsePower	97.00	130.00
tblOffRoadEquipment	LoadFactor	0.42	0.56
tblOffRoadEquipment	LoadFactor	0.37	0.42
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	UsageHours	8.00	4.80
tblOffRoadEquipment	UsageHours	6.00	4.00
tblOffRoadEquipment	UsageHours	6.00	4.80
tblOffRoadEquipment	UsageHours	8.00	4.80
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	10.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	18.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	0.6926	6.9634	8.0790	0.0139	0.1180	0.3549	0.4729	0.0320	0.3266	0.3586	0.0000	1,364.2356	1,364.2356	0.3706	0.0000	1,373.5011
Maximum	**0.6926**	**6.9634**	**8.0790**	**0.0139**	**0.1180**	**0.3549**	**0.4729**	**0.0320**	**0.3266**	**0.3586**	**0.0000**	**1,364.2356**	**1,364.2356**	**0.3706**	**0.0000**	**1,373.5011**

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	0.6926	6.9634	8.0790	0.0139	0.1180	0.3549	0.4729	0.0320	0.3266	0.3586	0.0000	1,364.2356	1,364.2356	0.3706	0.0000	1,373.5011
Maximum	**0.6926**	**6.9634**	**8.0790**	**0.0139**	**0.1180**	**0.3549**	**0.4729**	**0.0320**	**0.3266**	**0.3586**	**0.0000**	**1,364.2356**	**1,364.2356**	**0.3706**	**0.0000**	**1,373.5011**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	9.0100e-003	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1504	0.7912	1.3800	5.6000e-003	0.4148	3.7100e-003	0.4185	0.1112	3.4700e-003	0.1146		568.0496	568.0496	0.0191		568.5275
Total	**0.1594**	**0.7912**	**1.3804**	**5.6000e-003**	**0.4148**	**3.7100e-003**	**0.4185**	**0.1112**	**3.4700e-003**	**0.1146**		**568.0505**	**568.0505**	**0.0191**	**0.0000**	**568.5284**

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	9.0100e-003	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1504	0.7912	1.3800	5.6000e-003	0.4148	3.7100e-003	0.4185	0.1112	3.4700e-003	0.1146		568.0496	568.0496	0.0191		568.5275
Total	**0.1594**	**0.7912**	**1.3804**	**5.6000e-003**	**0.4148**	**3.7100e-003**	**0.4185**	**0.1112**	**3.4700e-003**	**0.1146**		**568.0505**	**568.0505**	**0.0191**	**0.0000**	**568.5284**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Paving	Paving	5/1/2021	5/28/2021	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Paving	Cement and Mortar Mixers	0	6.00	9	0.56
Paving	Pavers	1	4.80	9	0.56
Paving	Paving Equipment	2	4.00	132	0.36
Paving	Rollers	2	4.80	80	0.38
Paving	Tractors/Loaders/Backhoes	1	4.80	130	0.42
Paving	Tractors/Loaders/Backhoes	1	4.00	97	0.37

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
Paving	7	10.00	4.00	10.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Paving - 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	0.6408	6.3888	7.7138	0.0116		0.3530	0.3530		0.3248	0.3248		1,119.9446	1,119.9446	0.3622		1,128.9999
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6408**	**6.3888**	**7.7138**	**0.0116**		**0.3530**	**0.3530**		**0.3248**	**0.3248**		**1,119.9446**	**1,119.9446**	**0.3622**		**1,128.9999**

3.2 Paving - 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	lb/day										lb/day					
Hauling	3.7200e-003	0.1243	0.0204	4.1000e-004	8.7500e-003	4.1000e-004	9.1600e-003	2.4000e-003	3.9000e-004	2.7900e-003		42.8228	42.8228	1.3000e-003		42.8553
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0519**	**0.5746**	**0.3652**	**2.3700e-003**	**0.1180**	**1.9000e-003**	**0.1199**	**0.0320**	**1.8000e-003**	**0.0338**		**244.2910**	**244.2910**	**8.4100e-003**		**244.5013**

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	0.6408	6.3888	7.7138	0.0116		0.3530	0.3530		0.3248	0.3248	0.0000	1,119.9446	1,119.9446	0.3622		1,128.9999
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6408**	**6.3888**	**7.7138**	**0.0116**		**0.3530**	**0.3530**		**0.3248**	**0.3248**	**0.0000**	**1,119.9446**	**1,119.9446**	**0.3622**		**1,128.9999**

3.2 Paving - 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	lb/day										lb/day					
Hauling	3.7200e-003	0.1243	0.0204	4.1000e-004	8.7500e-003	4.1000e-004	9.1600e-003	2.4000e-003	3.9000e-004	2.7900e-003		42.8228	42.8228	1.3000e-003		42.8553
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0519**	**0.5746**	**0.3652**	**2.3700e-003**	**0.1180**	**1.9000e-003**	**0.1199**	**0.0320**	**1.8000e-003**	**0.0338**		**244.2910**	**244.2910**	**8.4100e-003**		**244.5013**

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	0.1504	0.7912	1.3800	5.6000e-003	0.4148	3.7100e-003	0.4185	0.1112	3.4700e-003	0.1146		568.0496	568.0496	0.0191		568.5275
Unmitigated	0.1504	0.7912	1.3800	5.6000e-003	0.4148	3.7100e-003	0.4185	0.1112	3.4700e-003	0.1146		568.0496	568.0496	0.0191		568.5275

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	7.56	91.00	66.96	59,703	59,703
Total	7.56	91.00	66.96	59,703	59,703

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	9.0100e-003	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004
Unmitigated	9.0100e-003	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	8.9800e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0000e-005	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004
Total	**9.0200e-003**	**0.0000**	**4.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**8.8000e-004**	**8.8000e-004**	**0.0000**		**9.3000e-004**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	8.9800e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0000e-005	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		8.8000e-004	8.8000e-004	0.0000		9.3000e-004
Total	**9.0200e-003**	**0.0000**	**4.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**8.8000e-004**	**8.8000e-004**	**0.0000**		**9.3000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment B_Planting and Erosion Control

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, September 2017.

Off-road Equipment - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Grading - No grading

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	1.00	15.00
tblOffRoadEquipment	HorsePower	402.00	124.00
tblOffRoadEquipment	LoadFactor	0.38	0.44
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	1.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	0.2642	2.0644	3.0015	4.7300e-003	0.0833	0.1109	0.1942	0.0221	0.1020	0.1241	0.0000	461.4171	461.4171	0.1238	0.0000	464.5125
Maximum	**0.2642**	**2.0644**	**3.0015**	**4.7300e-003**	**0.0833**	**0.1109**	**0.1942**	**0.0221**	**0.1020**	**0.1241**	**0.0000**	**461.4171**	**461.4171**	**0.1238**	**0.0000**	**464.5125**

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	0.2642	2.0644	3.0015	4.7300e-003	0.0833	0.1109	0.1942	0.0221	0.1020	0.1241	0.0000	461.4171	461.4171	0.1238	0.0000	464.5125
Maximum	**0.2642**	**2.0644**	**3.0015**	**4.7300e-003**	**0.0833**	**0.1109**	**0.1942**	**0.0221**	**0.1020**	**0.1241**	**0.0000**	**461.4171**	**461.4171**	**0.1238**	**0.0000**	**464.5125**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Site Preparation	Site Preparation	5/1/2021	5/21/2021	5	15	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Off-Highway Trucks	1	4.00	124	0.44
Site Preparation	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Site Preparation	Graders	0	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	10.00	0.00	1.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.2276	2.0287	2.7294	3.8900e-003		0.1103	0.1103		0.1015	0.1015		376.7238	376.7238	0.1218		379.7698
Total	**0.2276**	**2.0287**	**2.7294**	**3.8900e-003**	**0.0000**	**0.1103**	**0.1103**	**0.0000**	**0.1015**	**0.1015**		**376.7238**	**376.7238**	**0.1218**		**379.7698**

3.2 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	lb/day										lb/day					
Hauling	5.0000e-004	0.0166	2.7200e-003	5.0000e-005	1.1700e-003	5.0000e-005	1.2200e-003	3.2000e-004	5.0000e-005	3.7000e-004		5.7097	5.7097	1.7000e-004		5.7140
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
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0366**	**0.0357**	**0.2721**	**8.4000e-004**	**0.0833**	**5.6000e-004**	**0.0839**	**0.0221**	**5.2000e-004**	**0.0226**		**84.6933**	**84.6933**	**1.9700e-003**		**84.7427**

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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.2276	2.0287	2.7294	3.8900e-003		0.1103	0.1103		0.1015	0.1015	0.0000	376.7238	376.7238	0.1218		379.7698
Total	**0.2276**	**2.0287**	**2.7294**	**3.8900e-003**	**0.0000**	**0.1103**	**0.1103**	**0.0000**	**0.1015**	**0.1015**	**0.0000**	**376.7238**	**376.7238**	**0.1218**		**379.7698**

3.2 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	lb/day										lb/day					
Hauling	5.0000e-004	0.0166	2.7200e-003	5.0000e-005	1.1700e-003	5.0000e-005	1.2200e-003	3.2000e-004	5.0000e-005	3.7000e-004		5.7097	5.7097	1.7000e-004		5.7140
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
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0366**	**0.0357**	**0.2721**	**8.4000e-004**	**0.0833**	**5.6000e-004**	**0.0839**	**0.0221**	**5.2000e-004**	**0.0226**		**84.6933**	**84.6933**	**1.9700e-003**		**84.7427**

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	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Unmitigated	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Unmitigated	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment B_Retaining Walls Undercrossings

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, August 2014.

Off-road Equipment - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, August 2014.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, August4 2014.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	20.00
tblOffRoadEquipment	HorsePower	158.00	231.00
tblOffRoadEquipment	HorsePower	8.00	97.00
tblOffRoadEquipment	HorsePower	80.00	89.00
tblOffRoadEquipment	LoadFactor	0.38	0.29
tblOffRoadEquipment	LoadFactor	0.43	0.37
tblOffRoadEquipment	LoadFactor	0.38	0.20
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	2.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	0.4862	4.9344	5.2227	0.0113	0.1110	0.2186	0.3296	0.0301	0.2011	0.2312	0.0000	1,108.0385	1,108.0385	0.2978	0.0000	1,115.4836
Maximum	**0.4862**	**4.9344**	**5.2227**	**0.0113**	**0.1110**	**0.2186**	**0.3296**	**0.0301**	**0.2011**	**0.2312**	**0.0000**	**1,108.0385**	**1,108.0385**	**0.2978**	**0.0000**	**1,115.4836**

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	0.4862	4.9344	5.2227	0.0113	0.1110	0.2186	0.3296	0.0301	0.2011	0.2312	0.0000	1,108.0385	1,108.0385	0.2978	0.0000	1,115.4836
Maximum	**0.4862**	**4.9344**	**5.2227**	**0.0113**	**0.1110**	**0.2186**	**0.3296**	**0.0301**	**0.2011**	**0.2312**	**0.0000**	**1,108.0385**	**1,108.0385**	**0.2978**	**0.0000**	**1,115.4836**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Building Construction	Building Construction	5/1/2021	5/28/2021	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Cranes	0	4.00	231	0.29
Building Construction	Excavators	1	4.00	231	0.29
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Paving Equipment	2	4.00	132	0.36
Building Construction	Plate Compactors	2	2.00	97	0.37
Building Construction	Rollers	1	4.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	1	4.00	97	0.37

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
Building Construction	7	10.00	4.00	2.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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	0.4373	4.4592	4.8738	9.2800e-003		0.2170	0.2170		0.1997	0.1997		898.0057	898.0057	0.2904		905.2665
Total	**0.4373**	**4.4592**	**4.8738**	**9.2800e-003**		**0.2170**	**0.2170**		**0.1997**	**0.1997**		**898.0057**	**898.0057**	**0.2904**		**905.2665**

3.2 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	lb/day										lb/day					
Hauling	7.4000e-004	0.0249	4.0800e-003	8.0000e-005	1.7500e-003	8.0000e-005	1.8300e-003	4.8000e-004	8.0000e-005	5.6000e-004		8.5646	8.5646	2.6000e-004		8.5711
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0489**	**0.4752**	**0.3489**	**2.0400e-003**	**0.1110**	**1.5700e-003**	**0.1126**	**0.0301**	**1.4900e-003**	**0.0316**		**210.0328**	**210.0328**	**7.3700e-003**		**210.2170**

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	0.4373	4.4592	4.8738	9.2800e-003		0.2170	0.2170		0.1997	0.1997	0.0000	898.0057	898.0057	0.2904		905.2665
Total	**0.4373**	**4.4592**	**4.8738**	**9.2800e-003**		**0.2170**	**0.2170**		**0.1997**	**0.1997**	**0.0000**	**898.0057**	**898.0057**	**0.2904**		**905.2665**

3.2 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	lb/day										lb/day					
Hauling	7.4000e-004	0.0249	4.0800e-003	8.0000e-005	1.7500e-003	8.0000e-005	1.8300e-003	4.8000e-004	8.0000e-005	5.6000e-004		8.5646	8.5646	2.6000e-004		8.5711
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0489**	**0.4752**	**0.3489**	**2.0400e-003**	**0.1110**	**1.5700e-003**	**0.1126**	**0.0301**	**1.4900e-003**	**0.0316**		**210.0328**	**210.0328**	**7.3700e-003**		**210.2170**

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	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Unmitigated	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Unmitigated	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment C_Clearing and Grading

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	5.00	Acre	5.00	217,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Notes

Land Use - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 5,100 ft (1.0 miles)

Construction Phase - Per Table 3: Construction Phases and Equipment - Segment C, provided by Psomas, September 2017.

Off-road Equipment - Per Table 3: Construction Phases and Equipment - Segment C, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Grading - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 5,100 ft (1.0 miles)

Roseville Dry Creek Trail_Segment C_Clearing and Grading - Placer County APCD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	8.00	10.00
tblGrading	AcresOfGrading	2.50	5.00
tblOffRoadEquipment	HorsePower	80.00	247.00
tblOffRoadEquipment	LoadFactor	0.38	0.40
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	UsageHours	8.00	4.80
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	2.70
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	25.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.7721	18.2237	15.7563	0.0370	0.6430	0.7720	1.4150	0.0878	0.7103	0.7981	0.0000	3,598.1019	3,598.1019	1.1015	0.0000	3,625.6381
Maximum	**1.7721**	**18.2237**	**15.7563**	**0.0370**	**0.6430**	**0.7720**	**1.4150**	**0.0878**	**0.7103**	**0.7981**	**0.0000**	**3,598.1019**	**3,598.1019**	**1.1015**	**0.0000**	**3,625.6381**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.7721	18.2237	15.7563	0.0370	0.6430	0.7720	1.4150	0.0878	0.7103	0.7981	0.0000	3,598.1019	3,598.1019	1.1015	0.0000	3,625.6381
Maximum	**1.7721**	**18.2237**	**15.7563**	**0.0370**	**0.6430**	**0.7720**	**1.4150**	**0.0878**	**0.7103**	**0.7981**	**0.0000**	**3,598.1019**	**3,598.1019**	**1.1015**	**0.0000**	**3,625.6381**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	0.0113	0.0000	5.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0900e-003	1.0900e-003	0.0000		1.1700e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1880	0.9890	1.7249	7.0000e-003	0.5185	4.6400e-003	0.5231	0.1390	4.3400e-003	0.1433		710.0620	710.0620	0.0239		710.6593
Total	**0.1992**	**0.9890**	**1.7255**	**7.0000e-003**	**0.5185**	**4.6400e-003**	**0.5231**	**0.1390**	**4.3400e-003**	**0.1433**		**710.0631**	**710.0631**	**0.0239**	**0.0000**	**710.6605**

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	0.0113	0.0000	5.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0900e-003	1.0900e-003	0.0000		1.1700e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1880	0.9890	1.7249	7.0000e-003	0.5185	4.6400e-003	0.5231	0.1390	4.3400e-003	0.1433		710.0620	710.0620	0.0239		710.6593
Total	**0.1992**	**0.9890**	**1.7255**	**7.0000e-003**	**0.5185**	**4.6400e-003**	**0.5231**	**0.1390**	**4.3400e-003**	**0.1433**		**710.0631**	**710.0631**	**0.0239**	**0.0000**	**710.6605**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Grading	Grading	4/1/2022	4/14/2022	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	1	4.80	158	0.38
Grading	Graders	1	4.00	187	0.41
Grading	Off-Highway Trucks	1	4.00	402	0.38
Grading	Other Construction Equipment	4	4.00	172	0.42
Grading	Rollers	2	4.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	2.70	97	0.37

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
Grading	10	10.00	4.00	2.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	1.7257	17.7514	15.4294	0.0350		0.7706	0.7706		0.7089	0.7089		3,383.5852	3,383.5852	1.0943		3,410.9432
Total	**1.7257**	**17.7514**	**15.4294**	**0.0350**	**0.5303**	**0.7706**	**1.3008**	**0.0573**	**0.7089**	**0.7662**		**3,383.5852**	**3,383.5852**	**1.0943**		**3,410.9432**

3.2 Grading - 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	lb/day										lb/day					
Hauling	1.3900e-003	0.0455	7.8300e-003	1.6000e-004	3.5000e-003	1.4000e-004	3.6400e-003	9.6000e-004	1.3000e-004	1.0900e-003		16.9356	16.9356	4.9000e-004		16.9479
Vendor	0.0112	0.4095	0.0701	1.1600e-003	0.0271	8.4000e-004	0.0279	7.8000e-003	8.0000e-004	8.6000e-003		121.4942	121.4942	5.0200e-003		121.6196
Worker	0.0338	0.0172	0.2490	7.6000e-004	0.0822	5.0000e-004	0.0826	0.0218	4.6000e-004	0.0223		76.0869	76.0869	1.6200e-003		76.1274
Total	**0.0464**	**0.4723**	**0.3270**	**2.0800e-003**	**0.1127**	**1.4800e-003**	**0.1142**	**0.0306**	**1.3900e-003**	**0.0319**		**214.5167**	**214.5167**	**7.1300e-003**		**214.6949**

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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	1.7257	17.7514	15.4294	0.0350		0.7706	0.7706		0.7089	0.7089	0.0000	3,383.5852	3,383.5852	1.0943		3,410.9432
Total	**1.7257**	**17.7514**	**15.4294**	**0.0350**	**0.5303**	**0.7706**	**1.3008**	**0.0573**	**0.7089**	**0.7662**	**0.0000**	**3,383.5852**	**3,383.5852**	**1.0943**		**3,410.9432**

3.2 Grading - 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	lb/day										lb/day					
Hauling	1.3900e-003	0.0455	7.8300e-003	1.6000e-004	3.5000e-003	1.4000e-004	3.6400e-003	9.6000e-004	1.3000e-004	1.0900e-003		16.9356	16.9356	4.9000e-004		16.9479
Vendor	0.0112	0.4095	0.0701	1.1600e-003	0.0271	8.4000e-004	0.0279	7.8000e-003	8.0000e-004	8.6000e-003		121.4942	121.4942	5.0200e-003		121.6196
Worker	0.0338	0.0172	0.2490	7.6000e-004	0.0822	5.0000e-004	0.0826	0.0218	4.6000e-004	0.0223		76.0869	76.0869	1.6200e-003		76.1274
Total	**0.0464**	**0.4723**	**0.3270**	**2.0800e-003**	**0.1127**	**1.4800e-003**	**0.1142**	**0.0306**	**1.3900e-003**	**0.0319**		**214.5167**	**214.5167**	**7.1300e-003**		**214.6949**

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	0.1880	0.9890	1.7249	7.0000e-003	0.5185	4.6400e-003	0.5231	0.1390	4.3400e-003	0.1433		710.0620	710.0620	0.0239		710.6593
Unmitigated	0.1880	0.9890	1.7249	7.0000e-003	0.5185	4.6400e-003	0.5231	0.1390	4.3400e-003	0.1433		710.0620	710.0620	0.0239		710.6593

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	9.45	113.75	83.70	74,628	74,628
Total	9.45	113.75	83.70	74,628	74,628

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0113	0.0000	5.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0900e-003	1.0900e-003	0.0000		1.1700e-003
Unmitigated	0.0113	0.0000	5.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0900e-003	1.0900e-003	0.0000		1.1700e-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	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0112					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0000e-005	0.0000	5.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0900e-003	1.0900e-003	0.0000		1.1700e-003
Total	**0.0113**	**0.0000**	**5.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.0900e-003**	**1.0900e-003**	**0.0000**		**1.1700e-003**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0112					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0000e-005	0.0000	5.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0900e-003	1.0900e-003	0.0000		1.1700e-003
Total	**0.0113**	**0.0000**	**5.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.0900e-003**	**1.0900e-003**	**0.0000**		**1.1700e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment C_Drainage and Utilities

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Notes

Land Use -

Construction Phase - Per Table 3: Construction Phases and Equipment - Segment C, provided by Psomas, September 2017.

Off-road Equipment - Per Table 3: Construction Phases and Equipment - Segment C, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	20.00
tblOffRoadEquipment	HorsePower	158.00	231.00
tblOffRoadEquipment	HorsePower	8.00	89.00
tblOffRoadEquipment	LoadFactor	0.38	0.29
tblOffRoadEquipment	LoadFactor	0.43	0.20
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	8.00	2.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	VendorTripNumber	2.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	0.2621	2.2585	2.0407	7.4400e-003	0.1092	0.0732	0.1824	0.0296	0.0674	0.0970	0.0000	732.0665	732.0665	0.1795	0.0000	736.5540
Maximum	**0.2621**	**2.2585**	**2.0407**	**7.4400e-003**	**0.1092**	**0.0732**	**0.1824**	**0.0296**	**0.0674**	**0.0970**	**0.0000**	**732.0665**	**732.0665**	**0.1795**	**0.0000**	**736.5540**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	0.2621	2.2585	2.0407	7.4400e-003	0.1092	0.0732	0.1824	0.0296	0.0674	0.0970	0.0000	732.0665	732.0665	0.1795	0.0000	736.5540
Maximum	**0.2621**	**2.2585**	**2.0407**	**7.4400e-003**	**0.1092**	**0.0732**	**0.1824**	**0.0296**	**0.0674**	**0.0970**	**0.0000**	**732.0665**	**732.0665**	**0.1795**	**0.0000**	**736.5540**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Building Construction	Building Construction	6/1/2022	6/28/2022	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Excavators	1	2.00	231	0.29
Building Construction	Off-Highway Trucks	1	2.00	402	0.38
Building Construction	Plate Compactors	2	2.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	1	2.00	97	0.37

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
Building Construction	5	10.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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	0.2171	1.8318	1.7216	5.5200e-003		0.0719	0.0719		0.0661	0.0661		534.4854	534.4854	0.1729		538.8070
Total	**0.2171**	**1.8318**	**1.7216**	**5.5200e-003**		**0.0719**	**0.0719**		**0.0661**	**0.0661**		**534.4854**	**534.4854**	**0.1729**		**538.8070**

3.2 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	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
Vendor	0.0112	0.4095	0.0701	1.1600e-003	0.0271	8.4000e-004	0.0279	7.8000e-003	8.0000e-004	8.6000e-003		121.4942	121.4942	5.0200e-003		121.6196
Worker	0.0338	0.0172	0.2490	7.6000e-004	0.0822	5.0000e-004	0.0826	0.0218	4.6000e-004	0.0223		76.0869	76.0869	1.6200e-003		76.1274
Total	**0.0450**	**0.4268**	**0.3191**	**1.9200e-003**	**0.1092**	**1.3400e-003**	**0.1106**	**0.0296**	**1.2600e-003**	**0.0309**		**197.5811**	**197.5811**	**6.6400e-003**		**197.7470**

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	0.2171	1.8318	1.7216	5.5200e-003		0.0719	0.0719		0.0661	0.0661	0.0000	534.4854	534.4854	0.1729		538.8070
Total	**0.2171**	**1.8318**	**1.7216**	**5.5200e-003**		**0.0719**	**0.0719**		**0.0661**	**0.0661**	**0.0000**	**534.4854**	**534.4854**	**0.1729**		**538.8070**

3.2 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	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
Vendor	0.0112	0.4095	0.0701	1.1600e-003	0.0271	8.4000e-004	0.0279	7.8000e-003	8.0000e-004	8.6000e-003		121.4942	121.4942	5.0200e-003		121.6196
Worker	0.0338	0.0172	0.2490	7.6000e-004	0.0822	5.0000e-004	0.0826	0.0218	4.6000e-004	0.0223		76.0869	76.0869	1.6200e-003		76.1274
Total	**0.0450**	**0.4268**	**0.3191**	**1.9200e-003**	**0.1092**	**1.3400e-003**	**0.1106**	**0.0296**	**1.2600e-003**	**0.0309**		**197.5811**	**197.5811**	**6.6400e-003**		**197.7470**

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	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Unmitigated	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Unmitigated	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment C_Finish Grading

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	5.00	Acre	5.00	217,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Notes

Land Use - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 5,100 ft (1.0 miles)

Construction Phase - Per Table 3: Construction Phases and Equipment - Segment C, provided by Psomas, September 2017.

Off-road Equipment - Per Table 3: Construction Phases and Equipment - Segment C, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Grading - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 5,100 ft (1.0 miles)

Roseville Dry Creek Trail_Segment C_Finish Grading - Placer County APCD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	8.00	15.00
tblConstructionPhase	PhaseEndDate	6/14/2022	6/21/2022
tblGrading	AcresOfGrading	3.75	5.00
tblOffRoadEquipment	HorsePower	80.00	158.00
tblOffRoadEquipment	HorsePower	402.00	247.00
tblOffRoadEquipment	LoadFactor	0.38	0.40
tblOffRoadEquipment	OffRoadEquipmentType	Excavators	Rollers
tblOffRoadEquipment	OffRoadEquipmentType	Rubber Tired Dozers	Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	100.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	18.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.7817	19.2064	13.5959	0.0353	6.6014	0.7767	7.3782	3.4100	0.7148	4.1247	0.0000	3,469.3259	3,469.3259	0.8986	0.0000	3,491.7916
Maximum	**1.7817**	**19.2064**	**13.5959**	**0.0353**	**6.6014**	**0.7767**	**7.3782**	**3.4100**	**0.7148**	**4.1247**	**0.0000**	**3,469.3259**	**3,469.3259**	**0.8986**	**0.0000**	**3,491.7916**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.7817	19.2064	13.5959	0.0353	6.6014	0.7767	7.3782	3.4100	0.7148	4.1247	0.0000	3,469.3259	3,469.3259	0.8986	0.0000	3,491.7916
Maximum	**1.7817**	**19.2064**	**13.5959**	**0.0353**	**6.6014**	**0.7767**	**7.3782**	**3.4100**	**0.7148**	**4.1247**	**0.0000**	**3,469.3259**	**3,469.3259**	**0.8986**	**0.0000**	**3,491.7916**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	0.0113	0.0000	5.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0900e-003	1.0900e-003	0.0000		1.1700e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1880	0.9890	1.7249	7.0000e-003	0.5185	4.6400e-003	0.5231	0.1390	4.3400e-003	0.1433		710.0620	710.0620	0.0239		710.6593
Total	**0.1992**	**0.9890**	**1.7255**	**7.0000e-003**	**0.5185**	**4.6400e-003**	**0.5231**	**0.1390**	**4.3400e-003**	**0.1433**		**710.0631**	**710.0631**	**0.0239**	**0.0000**	**710.6605**

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	0.0113	0.0000	5.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0900e-003	1.0900e-003	0.0000		1.1700e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1880	0.9890	1.7249	7.0000e-003	0.5185	4.6400e-003	0.5231	0.1390	4.3400e-003	0.1433		710.0620	710.0620	0.0239		710.6593
Total	**0.1992**	**0.9890**	**1.7255**	**7.0000e-003**	**0.5185**	**4.6400e-003**	**0.5231**	**0.1390**	**4.3400e-003**	**0.1433**		**710.0631**	**710.0631**	**0.0239**	**0.0000**	**710.6605**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Grading	Grading	6/1/2022	6/21/2022	5	15	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	1	8.00	158	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rollers	2	4.00	158	0.38
Grading	Graders	1	4.00	187	0.41
Grading	Off-Highway Trucks	1	4.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	4.00	97	0.37

Trips and VMT

Roseville Dry Creek Trail_Segment C_Finish Grading - Placer County APCD Air District, Summer

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
Grading	7	10.00	4.00	100.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.3756	0.0000	6.3756	3.3484	0.0000	3.3484			0.0000			0.0000
Off-Road	1.6903	17.2620	13.0159	0.0280		0.7708	0.7708		0.7091	0.7091		2,707.2263	2,707.2263	0.8756		2,729.1156
Total	**1.6903**	**17.2620**	**13.0159**	**0.0280**	**6.3756**	**0.7708**	**7.1464**	**3.3484**	**0.7091**	**4.0575**		**2,707.2263**	**2,707.2263**	**0.8756**		**2,729.1156**

3.2 Grading - 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	lb/day										lb/day					
Hauling	0.0464	1.5177	0.2609	5.3900e-003	0.1166	4.6200e-003	0.1212	0.0320	4.4200e-003	0.0364		564.5185	564.5185	0.0164		564.9290
Vendor	0.0112	0.4095	0.0701	1.1600e-003	0.0271	8.4000e-004	0.0279	7.8000e-003	8.0000e-004	8.6000e-003		121.4942	121.4942	5.0200e-003		121.6196
Worker	0.0338	0.0172	0.2490	7.6000e-004	0.0822	5.0000e-004	0.0826	0.0218	4.6000e-004	0.0223		76.0869	76.0869	1.6200e-003		76.1274
Total	**0.0914**	**1.9445**	**0.5800**	**7.3100e-003**	**0.2259**	**5.9600e-003**	**0.2318**	**0.0616**	**5.6800e-003**	**0.0672**		**762.0996**	**762.0996**	**0.0231**		**762.6760**

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					6.3756	0.0000	6.3756	3.3484	0.0000	3.3484			0.0000			0.0000
Off-Road	1.6903	17.2620	13.0159	0.0280		0.7708	0.7708		0.7091	0.7091	0.0000	2,707.2263	2,707.2263	0.8756		2,729.1156
Total	**1.6903**	**17.2620**	**13.0159**	**0.0280**	**6.3756**	**0.7708**	**7.1464**	**3.3484**	**0.7091**	**4.0575**	**0.0000**	**2,707.2263**	**2,707.2263**	**0.8756**		**2,729.1156**

3.2 Grading - 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	lb/day										lb/day					
Hauling	0.0464	1.5177	0.2609	5.3900e-003	0.1166	4.6200e-003	0.1212	0.0320	4.4200e-003	0.0364		564.5185	564.5185	0.0164		564.9290
Vendor	0.0112	0.4095	0.0701	1.1600e-003	0.0271	8.4000e-004	0.0279	7.8000e-003	8.0000e-004	8.6000e-003		121.4942	121.4942	5.0200e-003		121.6196
Worker	0.0338	0.0172	0.2490	7.6000e-004	0.0822	5.0000e-004	0.0826	0.0218	4.6000e-004	0.0223		76.0869	76.0869	1.6200e-003		76.1274
Total	**0.0914**	**1.9445**	**0.5800**	**7.3100e-003**	**0.2259**	**5.9600e-003**	**0.2318**	**0.0616**	**5.6800e-003**	**0.0672**		**762.0996**	**762.0996**	**0.0231**		**762.6760**

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	0.1880	0.9890	1.7249	7.0000e-003	0.5185	4.6400e-003	0.5231	0.1390	4.3400e-003	0.1433		710.0620	710.0620	0.0239		710.6593
Unmitigated	0.1880	0.9890	1.7249	7.0000e-003	0.5185	4.6400e-003	0.5231	0.1390	4.3400e-003	0.1433		710.0620	710.0620	0.0239		710.6593

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	9.45	113.75	83.70	74,628	74,628
Total	9.45	113.75	83.70	74,628	74,628

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0113	0.0000	5.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0900e-003	1.0900e-003	0.0000		1.1700e-003
Unmitigated	0.0113	0.0000	5.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0900e-003	1.0900e-003	0.0000		1.1700e-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	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0112					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0000e-005	0.0000	5.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0900e-003	1.0900e-003	0.0000		1.1700e-003
Total	**0.0113**	**0.0000**	**5.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.0900e-003**	**1.0900e-003**	**0.0000**		**1.1700e-003**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0112					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0000e-005	0.0000	5.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0900e-003	1.0900e-003	0.0000		1.1700e-003
Total	**0.0113**	**0.0000**	**5.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.0900e-003**	**1.0900e-003**	**0.0000**		**1.1700e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment C_Paving

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	5.00	Acre	5.00	217,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Notes

Land Use - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 5,100 ft (1.0 miles)

Construction Phase - Per Table 3: Construction Phases and Equipment - Segment C, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Off-road Equipment - Per Table 3: Construction Phases and Equipment - Segment C, provided by Psomas, September 2017.

Roseville Dry Creek Trail_Segment C_Paving - Placer County APCD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	18.00	30.00
tblOffRoadEquipment	HorsePower	97.00	132.00
tblOffRoadEquipment	LoadFactor	0.37	0.36
tblOffRoadEquipment	LoadFactor	0.36	0.36
tblOffRoadEquipment	OffRoadEquipmentType	Paving Equipment	Tractors/Loaders/Backhoes
tblOffRoadEquipment	OffRoadEquipmentType		Paving Equipment
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	8.00	4.80
tblOffRoadEquipment	UsageHours	8.00	4.80
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	15.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	18.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	0.8294	8.3422	9.8503	0.0170	0.1180	0.4132	0.5311	0.0320	0.3802	0.4121	0.0000	1,661.9370	1,661.9370	0.4669	0.0000	1,673.6096
Maximum	**0.8294**	**8.3422**	**9.8503**	**0.0170**	**0.1180**	**0.4132**	**0.5311**	**0.0320**	**0.3802**	**0.4121**	**0.0000**	**1,661.9370**	**1,661.9370**	**0.4669**	**0.0000**	**1,673.6096**

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	0.8294	8.3422	9.8503	0.0170	0.1180	0.4132	0.5311	0.0320	0.3802	0.4121	0.0000	1,661.9370	1,661.9370	0.4669	0.0000	1,673.6096
Maximum	**0.8294**	**8.3422**	**9.8503**	**0.0170**	**0.1180**	**0.4132**	**0.5311**	**0.0320**	**0.3802**	**0.4121**	**0.0000**	**1,661.9370**	**1,661.9370**	**0.4669**	**0.0000**	**1,673.6096**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	0.0113	0.0000	5.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0900e-003	1.0900e-003	0.0000		1.1700e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1880	0.9890	1.7249	7.0000e-003	0.5185	4.6400e-003	0.5231	0.1390	4.3400e-003	0.1433		710.0620	710.0620	0.0239		710.6593
Total	**0.1992**	**0.9890**	**1.7255**	**7.0000e-003**	**0.5185**	**4.6400e-003**	**0.5231**	**0.1390**	**4.3400e-003**	**0.1433**		**710.0631**	**710.0631**	**0.0239**	**0.0000**	**710.6605**

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	0.0113	0.0000	5.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0900e-003	1.0900e-003	0.0000		1.1700e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1880	0.9890	1.7249	7.0000e-003	0.5185	4.6400e-003	0.5231	0.1390	4.3400e-003	0.1433		710.0620	710.0620	0.0239		710.6593
Total	**0.1992**	**0.9890**	**1.7255**	**7.0000e-003**	**0.5185**	**4.6400e-003**	**0.5231**	**0.1390**	**4.3400e-003**	**0.1433**		**710.0631**	**710.0631**	**0.0239**	**0.0000**	**710.6605**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Paving	Paving	9/1/2021	10/12/2021	5	30	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Paving	Paving Equipment	2	4.00	132	0.36
Paving	Pavers	1	4.80	130	0.42
Paving	Tractors/Loaders/Backhoes	2	4.60	132	0.36
Paving	Rollers	2	4.80	80	0.38

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
Paving	7	10.00	4.00	15.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Paving - 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	0.7776	7.7676	9.4851	0.0146		0.4113	0.4113		0.3784	0.3784		1,417.6459	1,417.6459	0.4585		1,429.1083
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7776**	**7.7676**	**9.4851**	**0.0146**		**0.4113**	**0.4113**		**0.3784**	**0.3784**		**1,417.6459**	**1,417.6459**	**0.4585**		**1,429.1083**

3.2 Paving - 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	lb/day										lb/day					
Hauling	3.7200e-003	0.1243	0.0204	4.1000e-004	8.7500e-003	4.1000e-004	9.1600e-003	2.4000e-003	3.9000e-004	2.7900e-003		42.8228	42.8228	1.3000e-003		42.8553
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0519**	**0.5746**	**0.3652**	**2.3700e-003**	**0.1180**	**1.9000e-003**	**0.1199**	**0.0320**	**1.8000e-003**	**0.0338**		**244.2910**	**244.2910**	**8.4100e-003**		**244.5013**

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	0.7776	7.7676	9.4851	0.0146		0.4113	0.4113		0.3784	0.3784	0.0000	1,417.6459	1,417.6459	0.4585		1,429.1083
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7776**	**7.7676**	**9.4851**	**0.0146**		**0.4113**	**0.4113**		**0.3784**	**0.3784**	**0.0000**	**1,417.6459**	**1,417.6459**	**0.4585**		**1,429.1083**

3.2 Paving - 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	lb/day										lb/day					
Hauling	3.7200e-003	0.1243	0.0204	4.1000e-004	8.7500e-003	4.1000e-004	9.1600e-003	2.4000e-003	3.9000e-004	2.7900e-003		42.8228	42.8228	1.3000e-003		42.8553
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0519**	**0.5746**	**0.3652**	**2.3700e-003**	**0.1180**	**1.9000e-003**	**0.1199**	**0.0320**	**1.8000e-003**	**0.0338**		**244.2910**	**244.2910**	**8.4100e-003**		**244.5013**

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	0.1880	0.9890	1.7249	7.0000e-003	0.5185	4.6400e-003	0.5231	0.1390	4.3400e-003	0.1433		710.0620	710.0620	0.0239		710.6593
Unmitigated	0.1880	0.9890	1.7249	7.0000e-003	0.5185	4.6400e-003	0.5231	0.1390	4.3400e-003	0.1433		710.0620	710.0620	0.0239		710.6593

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	9.45	113.75	83.70	74,628	74,628
Total	9.45	113.75	83.70	74,628	74,628

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0113	0.0000	5.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0900e-003	1.0900e-003	0.0000		1.1700e-003
Unmitigated	0.0113	0.0000	5.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0900e-003	1.0900e-003	0.0000		1.1700e-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	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0112					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0000e-005	0.0000	5.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0900e-003	1.0900e-003	0.0000		1.1700e-003
Total	**0.0113**	**0.0000**	**5.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.0900e-003**	**1.0900e-003**	**0.0000**		**1.1700e-003**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0112					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0000e-005	0.0000	5.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0900e-003	1.0900e-003	0.0000		1.1700e-003
Total	**0.0113**	**0.0000**	**5.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.0900e-003**	**1.0900e-003**	**0.0000**		**1.1700e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment C_Planting and Erosion Control

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Notes

Land Use -
Construction Phase - Per Table 3: Construction Phases and Equipment - Segment C, provided by Psomas, September 2017.
Off-road Equipment - Per Table 3: Construction Phases and Equipment - Segment C, provided by Psomas, September 2017.
Trips and VMT - Assume 10 avg employees on site in all phases. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.
Grading - No grading

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	1.00	15.00
tblOffRoadEquipment	HorsePower	402.00	187.00
tblOffRoadEquipment	LoadFactor	0.38	0.41
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	PhaseName		Site Preparation
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	1.00
tblTripsAndVMT	WorkerTripNumber	8.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	0.2989	2.4093	2.3139	5.6800e-003	0.6136	0.1120	0.7255	0.0794	0.1030	0.1824	0.0000	553.0474	553.0474	0.1535	0.0000	556.8836
Maximum	**0.2989**	**2.4093**	**2.3139**	**5.6800e-003**	**0.6136**	**0.1120**	**0.7255**	**0.0794**	**0.1030**	**0.1824**	**0.0000**	**553.0474**	**553.0474**	**0.1535**	**0.0000**	**556.8836**

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	0.2989	2.4093	2.3139	5.6800e-003	0.6136	0.1120	0.7255	0.0794	0.1030	0.1824	0.0000	553.0474	553.0474	0.1535	0.0000	556.8836
Maximum	**0.2989**	**2.4093**	**2.3139**	**5.6800e-003**	**0.6136**	**0.1120**	**0.7255**	**0.0794**	**0.1030**	**0.1824**	**0.0000**	**553.0474**	**553.0474**	**0.1535**	**0.0000**	**556.8836**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Total	**9.9600e-003**	**0.0495**	**0.0863**	**3.5000e-004**	**0.0259**	**2.3000e-004**	**0.0262**	**6.9500e-003**	**2.2000e-004**	**7.1600e-003**		**35.5032**	**35.5032**	**1.1900e-003**	**0.0000**	**35.5330**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Site Preparation	Site Preparation	10/1/2021	10/21/2021	5	15	

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Off-Highway Trucks	1	4.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Site Preparation	Graders	0	8.00	187	0.41

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	10.00	0.00	1.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.2622	2.3736	2.0418	4.8400e-003		0.1114	0.1114		0.1025	0.1025		468.3541	468.3541	0.1515		472.1409
Total	**0.2622**	**2.3736**	**2.0418**	**4.8400e-003**	**0.5303**	**0.1114**	**0.6417**	**0.0573**	**0.1025**	**0.1598**		**468.3541**	**468.3541**	**0.1515**		**472.1409**

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	5.0000e-004	0.0166	2.7200e-003	5.0000e-005	1.1700e-003	5.0000e-005	1.2200e-003	3.2000e-004	5.0000e-005	3.7000e-004		5.7097	5.7097	1.7000e-004		5.7140
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
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0366**	**0.0357**	**0.2721**	**8.4000e-004**	**0.0833**	**5.6000e-004**	**0.0839**	**0.0221**	**5.2000e-004**	**0.0226**		**84.6933**	**84.6933**	**1.9700e-003**		**84.7427**

3.2 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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.2622	2.3736	2.0418	4.8400e-003		0.1114	0.1114		0.1025	0.1025	0.0000	468.3541	468.3541	0.1515		472.1409
Total	**0.2622**	**2.3736**	**2.0418**	**4.8400e-003**	**0.5303**	**0.1114**	**0.6417**	**0.0573**	**0.1025**	**0.1598**	**0.0000**	**468.3541**	**468.3541**	**0.1515**		**472.1409**

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	5.0000e-004	0.0166	2.7200e-003	5.0000e-005	1.1700e-003	5.0000e-005	1.2200e-003	3.2000e-004	5.0000e-005	3.7000e-004		5.7097	5.7097	1.7000e-004		5.7140
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
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	**0.0366**	**0.0357**	**0.2721**	**8.4000e-004**	**0.0833**	**5.6000e-004**	**0.0839**	**0.0221**	**5.2000e-004**	**0.0226**		**84.6933**	**84.6933**	**1.9700e-003**		**84.7427**

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	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330
Unmitigated	9.4000e-003	0.0495	0.0863	3.5000e-004	0.0259	2.3000e-004	0.0262	6.9500e-003	2.2000e-004	7.1600e-003		35.5031	35.5031	1.1900e-003		35.5330

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Unmitigated	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment D_New Bridge 20

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2025
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Note

Land Use -

Construction Phase - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Off-road Equipment - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	50.00
tblOffRoadEquipment	HorsePower	221.00	89.00
tblOffRoadEquipment	HorsePower	158.00	97.00
tblOffRoadEquipment	LoadFactor	0.50	0.20
tblOffRoadEquipment	LoadFactor	0.38	0.37
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	8.00	4.80
tblProjectCharacteristics	OperationalYear	2018	2025
tblTripsAndVMT	HaulingTripNumber	0.00	5.00
tblTripsAndVMT	VendorTripNumber	2.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.1501	11.4754	12.1528	0.0233	0.1110	0.5186	0.6296	0.0301	0.4880	0.5180	0.0000	2,255.1381	2,255.1381	0.4967	0.0000	2,267.5566
Maximum	**1.1501**	**11.4754**	**12.1528**	**0.0233**	**0.1110**	**0.5186**	**0.6296**	**0.0301**	**0.4880**	**0.5180**	**0.0000**	**2,255.1381**	**2,255.1381**	**0.4967**	**0.0000**	**2,267.5566**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.1501	11.4754	12.1528	0.0233	0.1110	0.5186	0.6296	0.0301	0.4880	0.5180	0.0000	2,255.1381	2,255.1381	0.4967	0.0000	2,267.5566
Maximum	**1.1501**	**11.4754**	**12.1528**	**0.0233**	**0.1110**	**0.5186**	**0.6296**	**0.0301**	**0.4880**	**0.5180**	**0.0000**	**2,255.1381**	**2,255.1381**	**0.4967**	**0.0000**	**2,267.5566**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	8.3900e-003	0.0466	0.0756	3.3000e-004	0.0259	2.1000e-004	0.0261	6.9500e-003	2.0000e-004	7.1500e-003		33.4899	33.4899	1.0700e-003		33.5166
Total	**8.9500e-003**	**0.0466**	**0.0757**	**3.3000e-004**	**0.0259**	**2.1000e-004**	**0.0261**	**6.9500e-003**	**2.0000e-004**	**7.1500e-003**		**33.4900**	**33.4900**	**1.0700e-003**	**0.0000**	**33.5166**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	8.3900e-003	0.0466	0.0756	3.3000e-004	0.0259	2.1000e-004	0.0261	6.9500e-003	2.0000e-004	7.1500e-003		33.4899	33.4899	1.0700e-003		33.5166
Total	**8.9500e-003**	**0.0466**	**0.0757**	**3.3000e-004**	**0.0259**	**2.1000e-004**	**0.0261**	**6.9500e-003**	**2.0000e-004**	**7.1500e-003**		**33.4900**	**33.4900**	**1.0700e-003**	**0.0000**	**33.5166**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Building Construction	Building Construction	6/1/2023	8/9/2023	5	50	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Bore/Drill Rigs	1	8.00	89	0.20
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Excavators	1	8.00	97	0.37
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Paving Equipment	1	2.00	132	0.36
Building Construction	Pumps	1	8.00	84	0.74
Building Construction	Rollers	1	4.80	80	0.38
Building Construction	Tractors/Loaders/Backhoes	1	4.80	97	0.37

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
Building Construction	7	10.00	4.00	5.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1094	11.1033	11.8578	0.0214		0.5178	0.5178		0.4871	0.4871		2,054.3803	2,054.3803	0.4914		2,066.6660
Total	**1.1094**	**11.1033**	**11.8578**	**0.0214**		**0.5178**	**0.5178**		**0.4871**	**0.4871**		**2,054.3803**	**2,054.3803**	**0.4914**		**2,066.6660**

3.2 Building Construction - 2023

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	5.2000e-004	0.0170	3.4500e-003	8.0000e-005	1.7500e-003	3.0000e-005	1.7800e-003	4.8000e-004	3.0000e-005	5.1000e-004		8.2596	8.2596	1.8000e-004		8.2640
Vendor	8.5300e-003	0.3396	0.0614	1.1400e-003	0.0271	3.7000e-004	0.0275	7.8000e-003	3.5000e-004	8.1500e-003		119.3134	119.3134	3.6800e-003		119.4054
Worker	0.0317	0.0155	0.2302	7.3000e-004	0.0822	4.9000e-004	0.0826	0.0218	4.5000e-004	0.0222		73.1849	73.1849	1.4500e-003		73.2212
Total	**0.0407**	**0.3721**	**0.2950**	**1.9500e-003**	**0.1110**	**8.9000e-004**	**0.1119**	**0.0301**	**8.3000e-004**	**0.0309**		**200.7578**	**200.7578**	**5.3100e-003**		**200.8906**

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	1.1094	11.1033	11.8578	0.0214		0.5178	0.5178		0.4871	0.4871	0.0000	2,054.3803	2,054.3803	0.4914		2,066.6660
Total	**1.1094**	**11.1033**	**11.8578**	**0.0214**		**0.5178**	**0.5178**		**0.4871**	**0.4871**	**0.0000**	**2,054.3803**	**2,054.3803**	**0.4914**		**2,066.6660**

3.2 Building Construction - 2023

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	5.2000e-004	0.0170	3.4500e-003	8.0000e-005	1.7500e-003	3.0000e-005	1.7800e-003	4.8000e-004	3.0000e-005	5.1000e-004		8.2596	8.2596	1.8000e-004		8.2640
Vendor	8.5300e-003	0.3396	0.0614	1.1400e-003	0.0271	3.7000e-004	0.0275	7.8000e-003	3.5000e-004	8.1500e-003		119.3134	119.3134	3.6800e-003		119.4054
Worker	0.0317	0.0155	0.2302	7.3000e-004	0.0822	4.9000e-004	0.0826	0.0218	4.5000e-004	0.0222		73.1849	73.1849	1.4500e-003		73.2212
Total	**0.0407**	**0.3721**	**0.2950**	**1.9500e-003**	**0.1110**	**8.9000e-004**	**0.1119**	**0.0301**	**8.3000e-004**	**0.0309**		**200.7578**	**200.7578**	**5.3100e-003**		**200.8906**

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	8.3900e-003	0.0466	0.0756	3.3000e-004	0.0259	2.1000e-004	0.0261	6.9500e-003	2.0000e-004	7.1500e-003		33.4899	33.4899	1.0700e-003		33.5166
Unmitigated	8.3900e-003	0.0466	0.0756	3.3000e-004	0.0259	2.1000e-004	0.0261	6.9500e-003	2.0000e-004	7.1500e-003		33.4899	33.4899	1.0700e-003		33.5166

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.512206	0.037649	0.220902	0.116610	0.017603	0.005350	0.033125	0.046863	0.001372	0.001143	0.005515	0.000740	0.000922

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Unmitigated	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment D_Existing Bridge 21

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2025
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Note

Land Use -

Construction Phase - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Off-road Equipment - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	30.00
tblOffRoadEquipment	HorsePower	158.00	89.00
tblOffRoadEquipment	HorsePower	84.00	231.00
tblOffRoadEquipment	LoadFactor	0.38	0.20
tblOffRoadEquipment	LoadFactor	0.74	0.29
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	8.00	2.70
tblProjectCharacteristics	OperationalYear	2018	2025
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	2.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	0.9261	9.0372	10.5375	0.0192	0.1104	0.4360	0.5464	0.0299	0.4024	0.4323	0.0000	1,869.5816	1,869.5816	0.4782	0.0000	1,881.5357
Maximum	**0.9261**	**9.0372**	**10.5375**	**0.0192**	**0.1104**	**0.4360**	**0.5464**	**0.0299**	**0.4024**	**0.4323**	**0.0000**	**1,869.5816**	**1,869.5816**	**0.4782**	**0.0000**	**1,881.5357**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	0.9261	9.0372	10.5375	0.0192	0.1104	0.4360	0.5464	0.0299	0.4024	0.4323	0.0000	1,869.5816	1,869.5816	0.4782	0.0000	1,881.5357
Maximum	**0.9261**	**9.0372**	**10.5375**	**0.0192**	**0.1104**	**0.4360**	**0.5464**	**0.0299**	**0.4024**	**0.4323**	**0.0000**	**1,869.5816**	**1,869.5816**	**0.4782**	**0.0000**	**1,881.5357**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	8.3900e-003	0.0466	0.0756	3.3000e-004	0.0259	2.1000e-004	0.0261	6.9500e-003	2.0000e-004	7.1500e-003		33.4899	33.4899	1.0700e-003		33.5166
Total	**8.9500e-003**	**0.0466**	**0.0757**	**3.3000e-004**	**0.0259**	**2.1000e-004**	**0.0261**	**6.9500e-003**	**2.0000e-004**	**7.1500e-003**		**33.4900**	**33.4900**	**1.0700e-003**	**0.0000**	**33.5166**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	8.3900e-003	0.0466	0.0756	3.3000e-004	0.0259	2.1000e-004	0.0261	6.9500e-003	2.0000e-004	7.1500e-003		33.4899	33.4899	1.0700e-003		33.5166
Total	**8.9500e-003**	**0.0466**	**0.0757**	**3.3000e-004**	**0.0259**	**2.1000e-004**	**0.0261**	**6.9500e-003**	**2.0000e-004**	**7.1500e-003**		**33.4900**	**33.4900**	**1.0700e-003**	**0.0000**	**33.5166**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Building Construction	Building Construction	8/1/2023	9/11/2023	5	30	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Cranes	0	4.00	231	0.29
Building Construction	Excavators	1	8.00	89	0.20
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Generator Sets	1	2.70	231	0.29
Building Construction	Other Construction Equipment	2	8.00	172	0.42
Building Construction	Tractors/Loaders/Backhoes	1	2.70	97	0.37

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
Building Construction	5	10.00	4.00	2.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8856	8.6708	10.2437	0.0173		0.4352	0.4352		0.4016	0.4016		1,671.5770	1,671.5770	0.4729		1,683.3998
Total	**0.8856**	**8.6708**	**10.2437**	**0.0173**		**0.4352**	**0.4352**		**0.4016**	**0.4016**		**1,671.5770**	**1,671.5770**	**0.4729**		**1,683.3998**

3.2 Building Construction - 2023

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	3.4000e-004	0.0113	2.3000e-003	5.0000e-005	1.1700e-003	2.0000e-005	1.1900e-003	3.2000e-004	2.0000e-005	3.4000e-004		5.5064	5.5064	1.2000e-004		5.5093
Vendor	8.5300e-003	0.3396	0.0614	1.1400e-003	0.0271	3.7000e-004	0.0275	7.8000e-003	3.5000e-004	8.1500e-003		119.3134	119.3134	3.6800e-003		119.4054
Worker	0.0317	0.0155	0.2302	7.3000e-004	0.0822	4.9000e-004	0.0826	0.0218	4.5000e-004	0.0222		73.1849	73.1849	1.4500e-003		73.2212
Total	**0.0405**	**0.3664**	**0.2938**	**1.9200e-003**	**0.1104**	**8.8000e-004**	**0.1113**	**0.0299**	**8.2000e-004**	**0.0307**		**198.0046**	**198.0046**	**5.2500e-003**		**198.1359**

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	0.8856	8.6708	10.2437	0.0173		0.4352	0.4352		0.4016	0.4016	0.0000	1,671.5770	1,671.5770	0.4729		1,683.3998
Total	**0.8856**	**8.6708**	**10.2437**	**0.0173**		**0.4352**	**0.4352**		**0.4016**	**0.4016**	**0.0000**	**1,671.5770**	**1,671.5770**	**0.4729**		**1,683.3998**

3.2 Building Construction - 2023

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	3.4000e-004	0.0113	2.3000e-003	5.0000e-005	1.1700e-003	2.0000e-005	1.1900e-003	3.2000e-004	2.0000e-005	3.4000e-004		5.5064	5.5064	1.2000e-004		5.5093
Vendor	8.5300e-003	0.3396	0.0614	1.1400e-003	0.0271	3.7000e-004	0.0275	7.8000e-003	3.5000e-004	8.1500e-003		119.3134	119.3134	3.6800e-003		119.4054
Worker	0.0317	0.0155	0.2302	7.3000e-004	0.0822	4.9000e-004	0.0826	0.0218	4.5000e-004	0.0222		73.1849	73.1849	1.4500e-003		73.2212
Total	**0.0405**	**0.3664**	**0.2938**	**1.9200e-003**	**0.1104**	**8.8000e-004**	**0.1113**	**0.0299**	**8.2000e-004**	**0.0307**		**198.0046**	**198.0046**	**5.2500e-003**		**198.1359**

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	8.3900e-003	0.0466	0.0756	3.3000e-004	0.0259	2.1000e-004	0.0261	6.9500e-003	2.0000e-004	7.1500e-003		33.4899	33.4899	1.0700e-003		33.5166
Unmitigated	8.3900e-003	0.0466	0.0756	3.3000e-004	0.0259	2.1000e-004	0.0261	6.9500e-003	2.0000e-004	7.1500e-003		33.4899	33.4899	1.0700e-003		33.5166

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.512206	0.037649	0.220902	0.116610	0.017603	0.005350	0.033125	0.046863	0.001372	0.001143	0.005515	0.000740	0.000922

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Unmitigated	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment D_New Bridge 30

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2025
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Note

Land Use -

Construction Phase - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Off-road Equipment - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	40.00
tblOffRoadEquipment	HorsePower	221.00	89.00
tblOffRoadEquipment	HorsePower	158.00	97.00
tblOffRoadEquipment	LoadFactor	0.50	0.20
tblOffRoadEquipment	LoadFactor	0.38	0.37
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	8.00	4.80
tblProjectCharacteristics	OperationalYear	2018	2025
tblTripsAndVMT	HaulingTripNumber	0.00	5.00
tblTripsAndVMT	VendorTripNumber	2.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	1.0844	10.7288	12.0716	0.0233	0.1114	0.4635	0.5749	0.0302	0.4358	0.4660	0.0000	2,253.7240	2,253.7240	0.4955	0.0000	2,266.1121
Maximum	**1.0844**	**10.7288**	**12.0716**	**0.0233**	**0.1114**	**0.4635**	**0.5749**	**0.0302**	**0.4358**	**0.4660**	**0.0000**	**2,253.7240**	**2,253.7240**	**0.4955**	**0.0000**	**2,266.1121**

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					
2024	1.0844	10.7288	12.0716	0.0233	0.1114	0.4635	0.5749	0.0302	0.4358	0.4660	0.0000	2,253.7240	2,253.7240	0.4955	0.0000	2,266.1121
Maximum	**1.0844**	**10.7288**	**12.0716**	**0.0233**	**0.1114**	**0.4635**	**0.5749**	**0.0302**	**0.4358**	**0.4660**	**0.0000**	**2,253.7240**	**2,253.7240**	**0.4955**	**0.0000**	**2,266.1121**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	8.3900e-003	0.0466	0.0756	3.3000e-004	0.0259	2.1000e-004	0.0261	6.9500e-003	2.0000e-004	7.1500e-003		33.4899	33.4899	1.0700e-003		33.5166
Total	**8.9500e-003**	**0.0466**	**0.0757**	**3.3000e-004**	**0.0259**	**2.1000e-004**	**0.0261**	**6.9500e-003**	**2.0000e-004**	**7.1500e-003**		**33.4900**	**33.4900**	**1.0700e-003**	**0.0000**	**33.5166**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	8.3900e-003	0.0466	0.0756	3.3000e-004	0.0259	2.1000e-004	0.0261	6.9500e-003	2.0000e-004	7.1500e-003		33.4899	33.4899	1.0700e-003		33.5166
Total	**8.9500e-003**	**0.0466**	**0.0757**	**3.3000e-004**	**0.0259**	**2.1000e-004**	**0.0261**	**6.9500e-003**	**2.0000e-004**	**7.1500e-003**		**33.4900**	**33.4900**	**1.0700e-003**	**0.0000**	**33.5166**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Building Construction	Building Construction	5/1/2024	6/25/2024	5	40	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Bore/Drill Rigs	1	8.00	89	0.20
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Excavators	1	8.00	97	0.37
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Paving Equipment	1	2.00	132	0.36
Building Construction	Pumps	1	8.00	84	0.74
Building Construction	Rollers	1	4.80	80	0.38
Building Construction	Tractors/Loaders/Backhoes	1	4.80	97	0.37

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
Building Construction	7	10.00	4.00	5.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0458	10.3590	11.7949	0.0214		0.4626	0.4626		0.4350	0.4350		2,054.6467	2,054.6467	0.4904		2,066.9072
Total	**1.0458**	**10.3590**	**11.7949**	**0.0214**		**0.4626**	**0.4626**		**0.4350**	**0.4350**		**2,054.6467**	**2,054.6467**	**0.4904**		**2,066.9072**

3.2 Building Construction - 2024

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	6.3000e-004	0.0206	4.2400e-003	1.0000e-004	2.1900e-003	4.0000e-005	2.2200e-003	6.0000e-004	4.0000e-005	6.4000e-004		10.2519	10.2519	2.2000e-004		10.2573
Vendor	8.2500e-003	0.3351	0.0585	1.1300e-003	0.0271	3.5000e-004	0.0274	7.8000e-003	3.4000e-004	8.1400e-003		118.5181	118.5181	3.5700e-003		118.6075
Worker	0.0298	0.0141	0.2139	7.1000e-004	0.0822	4.8000e-004	0.0826	0.0218	4.4000e-004	0.0222		70.3073	70.3073	1.3100e-003		70.3400
Total	**0.0387**	**0.3697**	**0.2767**	**1.9400e-003**	**0.1114**	**8.7000e-004**	**0.1123**	**0.0302**	**8.2000e-004**	**0.0310**		**199.0773**	**199.0773**	**5.1000e-003**		**199.2048**

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	1.0458	10.3590	11.7949	0.0214		0.4626	0.4626		0.4350	0.4350	0.0000	2,054.6467	2,054.6467	0.4904		2,066.9072
Total	**1.0458**	**10.3590**	**11.7949**	**0.0214**		**0.4626**	**0.4626**		**0.4350**	**0.4350**	**0.0000**	**2,054.6467**	**2,054.6467**	**0.4904**		**2,066.9072**

3.2 Building Construction - 2024

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	6.3000e-004	0.0206	4.2400e-003	1.0000e-004	2.1900e-003	4.0000e-005	2.2200e-003	6.0000e-004	4.0000e-005	6.4000e-004		10.2519	10.2519	2.2000e-004		10.2573
Vendor	8.2500e-003	0.3351	0.0585	1.1300e-003	0.0271	3.5000e-004	0.0274	7.8000e-003	3.4000e-004	8.1400e-003		118.5181	118.5181	3.5700e-003		118.6075
Worker	0.0298	0.0141	0.2139	7.1000e-004	0.0822	4.8000e-004	0.0826	0.0218	4.4000e-004	0.0222		70.3073	70.3073	1.3100e-003		70.3400
Total	**0.0387**	**0.3697**	**0.2767**	**1.9400e-003**	**0.1114**	**8.7000e-004**	**0.1123**	**0.0302**	**8.2000e-004**	**0.0310**		**199.0773**	**199.0773**	**5.1000e-003**		**199.2048**

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	8.3900e-003	0.0466	0.0756	3.3000e-004	0.0259	2.1000e-004	0.0261	6.9500e-003	2.0000e-004	7.1500e-003		33.4899	33.4899	1.0700e-003		33.5166
Unmitigated	8.3900e-003	0.0466	0.0756	3.3000e-004	0.0259	2.1000e-004	0.0261	6.9500e-003	2.0000e-004	7.1500e-003		33.4899	33.4899	1.0700e-003		33.5166

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.512206	0.037649	0.220902	0.116610	0.017603	0.005350	0.033125	0.046863	0.001372	0.001143	0.005515	0.000740	0.000922

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Unmitigated	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment D_Clearing and Grading

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	8.50	Acre	8.50	370,260.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2025
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Notes

Land Use - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 9,050 ft (1.7 miles)

Construction Phase - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Off-road Equipment - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Grading - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 9,050 ft (1.7 miles)

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	20.00
tblGrading	AcresOfGrading	5.00	8.50
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	2.70
tblProjectCharacteristics	OperationalYear	2018	2025
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	28.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.8416	17.9793	16.9039	0.0353	3.5728	0.8188	4.3916	1.7339	0.7533	2.4872	0.0000	3,427.1064	3,427.1064	1.0488	0.0000	3,453.3259
Maximum	**1.8416**	**17.9793**	**16.9039**	**0.0353**	**3.5728**	**0.8188**	**4.3916**	**1.7339**	**0.7533**	**2.4872**	**0.0000**	**3,427.1064**	**3,427.1064**	**1.0488**	**0.0000**	**3,453.3259**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.8416	17.9793	16.9039	0.0353	3.5728	0.8188	4.3916	1.7339	0.7533	2.4872	0.0000	3,427.1064	3,427.1064	1.0488	0.0000	3,453.3259
Maximum	**1.8416**	**17.9793**	**16.9039**	**0.0353**	**3.5728**	**0.8188**	**4.3916**	**1.7339**	**0.7533**	**2.4872**	**0.0000**	**3,427.1064**	**3,427.1064**	**1.0488**	**0.0000**	**3,453.3259**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	0.0192	1.0000e-005	8.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8600e-003	1.8600e-003	0.0000		1.9800e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.2854	1.5834	2.5712	0.0112	0.8812	7.3100e-003	0.8885	0.2362	6.8200e-003	0.2430		1,138.6578	1,138.6578	0.0362		1,139.5634
Total	**0.3045**	**1.5834**	**2.5720**	**0.0112**	**0.8812**	**7.3100e-003**	**0.8885**	**0.2362**	**6.8200e-003**	**0.2430**		**1,138.6596**	**1,138.6596**	**0.0362**	**0.0000**	**1,139.5653**

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	0.0192	1.0000e-005	8.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8600e-003	1.8600e-003	0.0000		1.9800e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.2854	1.5834	2.5712	0.0112	0.8812	7.3100e-003	0.8885	0.2362	6.8200e-003	0.2430		1,138.6578	1,138.6578	0.0362		1,139.5634
Total	**0.3045**	**1.5834**	**2.5720**	**0.0112**	**0.8812**	**7.3100e-003**	**0.8885**	**0.2362**	**6.8200e-003**	**0.2430**		**1,138.6596**	**1,138.6596**	**0.0362**	**0.0000**	**1,139.5653**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Initial Clearing and Rough Grading	Site Preparation	4/1/2023	4/28/2023	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Initial Clearing and Rough Grading	Excavators	1	4.80	158	0.38
Initial Clearing and Rough Grading	Graders	1	4.00	187	0.41
Initial Clearing and Rough Grading	Off-Highway Trucks	1	4.00	402	0.38
Initial Clearing and Rough Grading	Other Construction Equipment	4	4.00	172	0.42
Initial Clearing and Rough Grading	Rollers	2	4.00	80	0.38
Initial Clearing and Rough Grading	Rubber Tired Dozers	1	4.00	247	0.40
Initial Clearing and Rough Grading	Tractors/Loaders/Backhoes	1	2.70	97	0.37

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
Initial Clearing and Rough Grading	11	10.00	4.00	2.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Initial Clearing and Rough Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.4618	0.0000	3.4618	1.7038	0.0000	1.7038			0.0000			0.0000
Off-Road	1.8009	17.6072	16.6089	0.0333		0.8179	0.8179		0.7525	0.7525		3,226.3486	3,226.3486	1.0435		3,252.4353
Total	**1.8009**	**17.6072**	**16.6089**	**0.0333**	**3.4618**	**0.8179**	**4.2797**	**1.7038**	**0.7525**	**2.4563**		**3,226.3486**	**3,226.3486**	**1.0435**		**3,252.4353**

3.2 Initial Clearing and Rough Grading - 2023

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	5.2000e-004	0.0170	3.4500e-003	8.0000e-005	1.7500e-003	3.0000e-005	1.7800e-003	4.8000e-004	3.0000e-005	5.1000e-004		8.2596	8.2596	1.8000e-004		8.2640
Vendor	8.5300e-003	0.3396	0.0614	1.1400e-003	0.0271	3.7000e-004	0.0275	7.8000e-003	3.5000e-004	8.1500e-003		119.3134	119.3134	3.6800e-003		119.4054
Worker	0.0317	0.0155	0.2302	7.3000e-004	0.0822	4.9000e-004	0.0826	0.0218	4.5000e-004	0.0222		73.1849	73.1849	1.4500e-003		73.2212
Total	**0.0407**	**0.3721**	**0.2950**	**1.9500e-003**	**0.1110**	**8.9000e-004**	**0.1119**	**0.0301**	**8.3000e-004**	**0.0309**		**200.7578**	**200.7578**	**5.3100e-003**		**200.8906**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.4618	0.0000	3.4618	1.7038	0.0000	1.7038			0.0000			0.0000
Off-Road	1.8009	17.6072	16.6089	0.0333		0.8179	0.8179		0.7525	0.7525	0.0000	3,226.3486	3,226.3486	1.0435		3,252.4353
Total	**1.8009**	**17.6072**	**16.6089**	**0.0333**	**3.4618**	**0.8179**	**4.2797**	**1.7038**	**0.7525**	**2.4563**	**0.0000**	**3,226.3486**	**3,226.3486**	**1.0435**		**3,252.4353**

3.2 Initial Clearing and Rough Grading - 2023

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	5.2000e-004	0.0170	3.4500e-003	8.0000e-005	1.7500e-003	3.0000e-005	1.7800e-003	4.8000e-004	3.0000e-005	5.1000e-004		8.2596	8.2596	1.8000e-004		8.2640
Vendor	8.5300e-003	0.3396	0.0614	1.1400e-003	0.0271	3.7000e-004	0.0275	7.8000e-003	3.5000e-004	8.1500e-003		119.3134	119.3134	3.6800e-003		119.4054
Worker	0.0317	0.0155	0.2302	7.3000e-004	0.0822	4.9000e-004	0.0826	0.0218	4.5000e-004	0.0222		73.1849	73.1849	1.4500e-003		73.2212
Total	**0.0407**	**0.3721**	**0.2950**	**1.9500e-003**	**0.1110**	**8.9000e-004**	**0.1119**	**0.0301**	**8.3000e-004**	**0.0309**		**200.7578**	**200.7578**	**5.3100e-003**		**200.8906**

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	0.2854	1.5834	2.5712	0.0112	0.8812	7.3100e-003	0.8885	0.2362	6.8200e-003	0.2430		1,138.6578	1,138.6578	0.0362		1,139.5634
Unmitigated	0.2854	1.5834	2.5712	0.0112	0.8812	7.3100e-003	0.8885	0.2362	6.8200e-003	0.2430		1,138.6578	1,138.6578	0.0362		1,139.5634

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	16.07	193.38	142.29	126,868	126,868
Total	16.07	193.38	142.29	126,868	126,868

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.512206	0.037649	0.220902	0.116610	0.017603	0.005350	0.033125	0.046863	0.001372	0.001143	0.005515	0.000740	0.000922

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0192	1.0000e-005	8.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8600e-003	1.8600e-003	0.0000		1.9800e-003
Unmitigated	0.0192	1.0000e-005	8.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8600e-003	1.8600e-003	0.0000		1.9800e-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	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0191					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.0000e-005	1.0000e-005	8.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8600e-003	1.8600e-003	0.0000		1.9800e-003
Total	**0.0192**	**1.0000e-005**	**8.7000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.8600e-003**	**1.8600e-003**	**0.0000**		**1.9800e-003**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0191					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.0000e-005	1.0000e-005	8.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8600e-003	1.8600e-003	0.0000		1.9800e-003
Total	**0.0192**	**1.0000e-005**	**8.7000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.8600e-003**	**1.8600e-003**	**0.0000**		**1.9800e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment D_Drainage and Utilities

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2025
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Notes

Land Use -

Construction Phase - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Off-road Equipment - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	20.00
tblOffRoadEquipment	HorsePower	97.00	89.00
tblOffRoadEquipment	HorsePower	158.00	231.00
tblOffRoadEquipment	HorsePower	8.00	97.00
tblOffRoadEquipment	LoadFactor	0.37	0.20
tblOffRoadEquipment	LoadFactor	0.38	0.29
tblOffRoadEquipment	LoadFactor	0.43	0.37
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	8.00	2.00
tblProjectCharacteristics	OperationalYear	2018	2025
tblTripsAndVMT	VendorTripNumber	2.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	0.2269	1.7947	1.7122	7.0000e-003	0.1092	0.0540	0.1632	0.0296	0.0497	0.0792	0.0000	689.3429	689.3429	0.1658	0.0000	693.4885
Maximum	**0.2269**	**1.7947**	**1.7122**	**7.0000e-003**	**0.1092**	**0.0540**	**0.1632**	**0.0296**	**0.0497**	**0.0792**	**0.0000**	**689.3429**	**689.3429**	**0.1658**	**0.0000**	**693.4885**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	0.2269	1.7947	1.7122	7.0000e-003	0.1092	0.0540	0.1632	0.0296	0.0497	0.0792	0.0000	689.3429	689.3429	0.1658	0.0000	693.4885
Maximum	**0.2269**	**1.7947**	**1.7122**	**7.0000e-003**	**0.1092**	**0.0540**	**0.1632**	**0.0296**	**0.0497**	**0.0792**	**0.0000**	**689.3429**	**689.3429**	**0.1658**	**0.0000**	**693.4885**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	8.3900e-003	0.0466	0.0756	3.3000e-004	0.0259	2.1000e-004	0.0261	6.9500e-003	2.0000e-004	7.1500e-003		33.4899	33.4899	1.0700e-003		33.5166
Total	**8.9500e-003**	**0.0466**	**0.0757**	**3.3000e-004**	**0.0259**	**2.1000e-004**	**0.0261**	**6.9500e-003**	**2.0000e-004**	**7.1500e-003**		**33.4900**	**33.4900**	**1.0700e-003**	**0.0000**	**33.5166**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	8.3900e-003	0.0466	0.0756	3.3000e-004	0.0259	2.1000e-004	0.0261	6.9500e-003	2.0000e-004	7.1500e-003		33.4899	33.4899	1.0700e-003		33.5166
Total	**8.9500e-003**	**0.0466**	**0.0757**	**3.3000e-004**	**0.0259**	**2.1000e-004**	**0.0261**	**6.9500e-003**	**2.0000e-004**	**7.1500e-003**		**33.4900**	**33.4900**	**1.0700e-003**	**0.0000**	**33.5166**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Building Construction	Building Construction	7/1/2023	7/28/2023	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Cranes	0	4.00	231	0.29
Building Construction	Excavators	1	2.00	231	0.29
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Off-Highway Trucks	1	2.00	402	0.38
Building Construction	Plate Compactors	2	2.00	97	0.37
Building Construction	Tractors/Loaders/Backhoes	1	2.00	89	0.20

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
Building Construction	5	10.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1867	1.4396	1.4206	5.1300e-003		0.0531	0.0531		0.0489	0.0489		496.8447	496.8447	0.1607		500.8619
Total	**0.1867**	**1.4396**	**1.4206**	**5.1300e-003**		**0.0531**	**0.0531**		**0.0489**	**0.0489**		**496.8447**	**496.8447**	**0.1607**		**500.8619**

3.2 Building Construction - 2023

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
Vendor	8.5300e-003	0.3396	0.0614	1.1400e-003	0.0271	3.7000e-004	0.0275	7.8000e-003	3.5000e-004	8.1500e-003		119.3134	119.3134	3.6800e-003		119.4054
Worker	0.0317	0.0155	0.2302	7.3000e-004	0.0822	4.9000e-004	0.0826	0.0218	4.5000e-004	0.0222		73.1849	73.1849	1.4500e-003		73.2212
Total	**0.0402**	**0.3551**	**0.2915**	**1.8700e-003**	**0.1092**	**8.6000e-004**	**0.1101**	**0.0296**	**8.0000e-004**	**0.0304**		**192.4983**	**192.4983**	**5.1300e-003**		**192.6266**

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	0.1867	1.4396	1.4206	5.1300e-003		0.0531	0.0531		0.0489	0.0489	0.0000	496.8447	496.8447	0.1607		500.8619
Total	**0.1867**	**1.4396**	**1.4206**	**5.1300e-003**		**0.0531**	**0.0531**		**0.0489**	**0.0489**	**0.0000**	**496.8447**	**496.8447**	**0.1607**		**500.8619**

3.2 Building Construction - 2023

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
Vendor	8.5300e-003	0.3396	0.0614	1.1400e-003	0.0271	3.7000e-004	0.0275	7.8000e-003	3.5000e-004	8.1500e-003		119.3134	119.3134	3.6800e-003		119.4054
Worker	0.0317	0.0155	0.2302	7.3000e-004	0.0822	4.9000e-004	0.0826	0.0218	4.5000e-004	0.0222		73.1849	73.1849	1.4500e-003		73.2212
Total	**0.0402**	**0.3551**	**0.2915**	**1.8700e-003**	**0.1092**	**8.6000e-004**	**0.1101**	**0.0296**	**8.0000e-004**	**0.0304**		**192.4983**	**192.4983**	**5.1300e-003**		**192.6266**

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	8.3900e-003	0.0466	0.0756	3.3000e-004	0.0259	2.1000e-004	0.0261	6.9500e-003	2.0000e-004	7.1500e-003		33.4899	33.4899	1.0700e-003		33.5166
Unmitigated	8.3900e-003	0.0466	0.0756	3.3000e-004	0.0259	2.1000e-004	0.0261	6.9500e-003	2.0000e-004	7.1500e-003		33.4899	33.4899	1.0700e-003		33.5166

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.512206	0.037649	0.220902	0.116610	0.017603	0.005350	0.033125	0.046863	0.001372	0.001143	0.005515	0.000740	0.000922

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Unmitigated	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment D_Final Grading

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	8.50	Acre	8.50	370,260.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2025
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Note

Land Use - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 9,050 ft (1.7 miles)

Construction Phase - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Off-road Equipment - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Grading - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 9,050 ft (1.7 miles)

Roseville Dry Creek Trail_Segment D_Final Grading - Placer County APCD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	15.00
tblGrading	AcresOfGrading	3.75	8.50
tblOffRoadEquipment	HorsePower	402.00	158.00
tblOffRoadEquipment	HorsePower	80.00	247.00
tblOffRoadEquipment	LoadFactor	0.38	0.40
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2025
tblTripsAndVMT	HaulingTripNumber	0.00	50.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	13.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	0.7774	8.6927	6.2691	0.0205	0.7685	0.2909	1.0594	0.1105	0.2677	0.3782	0.0000	2,013.1526	2,013.1526	0.5109	0.0000	2,025.9241
Maximum	**0.7774**	**8.6927**	**6.2691**	**0.0205**	**0.7685**	**0.2909**	**1.0594**	**0.1105**	**0.2677**	**0.3782**	**0.0000**	**2,013.1526**	**2,013.1526**	**0.5109**	**0.0000**	**2,025.9241**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	0.7774	8.6927	6.2691	0.0205	0.7685	0.2909	1.0594	0.1105	0.2677	0.3782	0.0000	2,013.1526	2,013.1526	0.5109	0.0000	2,025.9241
Maximum	**0.7774**	**8.6927**	**6.2691**	**0.0205**	**0.7685**	**0.2909**	**1.0594**	**0.1105**	**0.2677**	**0.3782**	**0.0000**	**2,013.1526**	**2,013.1526**	**0.5109**	**0.0000**	**2,025.9241**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	0.0192	1.0000e-005	8.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8600e-003	1.8600e-003	0.0000		1.9800e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.2854	1.5834	2.5712	0.0112	0.8812	7.3100e-003	0.8885	0.2362	6.8200e-003	0.2430		1,138.6578	1,138.6578	0.0362		1,139.5634
Total	**0.3045**	**1.5834**	**2.5720**	**0.0112**	**0.8812**	**7.3100e-003**	**0.8885**	**0.2362**	**6.8200e-003**	**0.2430**		**1,138.6596**	**1,138.6596**	**0.0362**	**0.0000**	**1,139.5653**

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	0.0192	1.0000e-005	8.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8600e-003	1.8600e-003	0.0000		1.9800e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.2854	1.5834	2.5712	0.0112	0.8812	7.3100e-003	0.8885	0.2362	6.8200e-003	0.2430		1,138.6578	1,138.6578	0.0362		1,139.5634
Total	**0.3045**	**1.5834**	**2.5720**	**0.0112**	**0.8812**	**7.3100e-003**	**0.8885**	**0.2362**	**6.8200e-003**	**0.2430**		**1,138.6596**	**1,138.6596**	**0.0362**	**0.0000**	**1,139.5653**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Grading	Grading	7/1/2023	7/21/2023	5	15	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 8.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	1	4.00	187	0.41
Grading	Off-Highway Trucks	1	4.00	158	0.38
Grading	Rollers	2	4.00	247	0.40
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	4.00	97	0.37

Trips and VMT

Roseville Dry Creek Trail_Segment D_Final Grading - Placer County APCD Air District, Summer

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
Grading	5	10.00	4.00	50.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6010	0.0000	0.6010	0.0649	0.0000	0.0649			0.0000			0.0000
Off-Road	0.7200	7.7714	5.8626	0.0160		0.2890	0.2890		0.2659	0.2659		1,545.3358	1,545.3358	0.4998		1,557.8307
Total	**0.7200**	**7.7714**	**5.8626**	**0.0160**	**0.6010**	**0.2890**	**0.8900**	**0.0649**	**0.2659**	**0.3308**		**1,545.3358**	**1,545.3358**	**0.4998**		**1,557.8307**

3.2 Grading - 2023

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	0.0172	0.5662	0.1150	2.6300e-003	0.0583	1.0700e-003	0.0594	0.0160	1.0200e-003	0.0170		275.3185	275.3185	5.9400e-003		275.4669
Vendor	8.5300e-003	0.3396	0.0614	1.1400e-003	0.0271	3.7000e-004	0.0275	7.8000e-003	3.5000e-004	8.1500e-003		119.3134	119.3134	3.6800e-003		119.4054
Worker	0.0317	0.0155	0.2302	7.3000e-004	0.0822	4.9000e-004	0.0826	0.0218	4.5000e-004	0.0222		73.1849	73.1849	1.4500e-003		73.2212
Total	**0.0574**	**0.9213**	**0.4065**	**4.5000e-003**	**0.1675**	**1.9300e-003**	**0.1695**	**0.0456**	**1.8200e-003**	**0.0474**		**467.8167**	**467.8167**	**0.0111**		**468.0935**

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					0.6010	0.0000	0.6010	0.0649	0.0000	0.0649			0.0000			0.0000
Off-Road	0.7200	7.7714	5.8626	0.0160		0.2890	0.2890		0.2659	0.2659	0.0000	1,545.3358	1,545.3358	0.4998		1,557.8307
Total	**0.7200**	**7.7714**	**5.8626**	**0.0160**	**0.6010**	**0.2890**	**0.8900**	**0.0649**	**0.2659**	**0.3308**	**0.0000**	**1,545.3358**	**1,545.3358**	**0.4998**		**1,557.8307**

3.2 Grading - 2023

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	0.0172	0.5662	0.1150	2.6300e-003	0.0583	1.0700e-003	0.0594	0.0160	1.0200e-003	0.0170		275.3185	275.3185	5.9400e-003		275.4669
Vendor	8.5300e-003	0.3396	0.0614	1.1400e-003	0.0271	3.7000e-004	0.0275	7.8000e-003	3.5000e-004	8.1500e-003		119.3134	119.3134	3.6800e-003		119.4054
Worker	0.0317	0.0155	0.2302	7.3000e-004	0.0822	4.9000e-004	0.0826	0.0218	4.5000e-004	0.0222		73.1849	73.1849	1.4500e-003		73.2212
Total	**0.0574**	**0.9213**	**0.4065**	**4.5000e-003**	**0.1675**	**1.9300e-003**	**0.1695**	**0.0456**	**1.8200e-003**	**0.0474**		**467.8167**	**467.8167**	**0.0111**		**468.0935**

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	0.2854	1.5834	2.5712	0.0112	0.8812	7.3100e-003	0.8885	0.2362	6.8200e-003	0.2430		1,138.6578	1,138.6578	0.0362		1,139.5634
Unmitigated	0.2854	1.5834	2.5712	0.0112	0.8812	7.3100e-003	0.8885	0.2362	6.8200e-003	0.2430		1,138.6578	1,138.6578	0.0362		1,139.5634

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	16.07	193.38	142.29	126,868	126,868
Total	16.07	193.38	142.29	126,868	126,868

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.512206	0.037649	0.220902	0.116610	0.017603	0.005350	0.033125	0.046863	0.001372	0.001143	0.005515	0.000740	0.000922

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0192	1.0000e-005	8.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8600e-003	1.8600e-003	0.0000		1.9800e-003
Unmitigated	0.0192	1.0000e-005	8.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8600e-003	1.8600e-003	0.0000		1.9800e-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	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0191					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.0000e-005	1.0000e-005	8.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8600e-003	1.8600e-003	0.0000		1.9800e-003
Total	**0.0192**	**1.0000e-005**	**8.7000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.8600e-003**	**1.8600e-003**	**0.0000**		**1.9800e-003**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0191					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.0000e-005	1.0000e-005	8.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8600e-003	1.8600e-003	0.0000		1.9800e-003
Total	**0.0192**	**1.0000e-005**	**8.7000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.8600e-003**	**1.8600e-003**	**0.0000**		**1.9800e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment D_Old Auburn Undercrossing

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2025
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Note

Land Use -

Construction Phase - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Off-road Equipment - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	30.00
tblOffRoadEquipment	HorsePower	221.00	97.00
tblOffRoadEquipment	HorsePower	158.00	231.00
tblOffRoadEquipment	HorsePower	80.00	89.00
tblOffRoadEquipment	LoadFactor	0.50	0.37
tblOffRoadEquipment	LoadFactor	0.38	0.29
tblOffRoadEquipment	LoadFactor	0.38	0.20
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	8.00	4.80
tblProjectCharacteristics	OperationalYear	2018	2025
tblTripsAndVMT	HaulingTripNumber	0.00	1.00
tblTripsAndVMT	VendorTripNumber	2.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	0.6960	6.2337	7.6944	0.0189	0.1098	0.2455	0.3553	0.0298	0.2259	0.2556	0.0000	1,834.9339	1,834.9339	0.5364	0.0000	1,848.3449
Maximum	**0.6960**	**6.2337**	**7.6944**	**0.0189**	**0.1098**	**0.2455**	**0.3553**	**0.0298**	**0.2259**	**0.2556**	**0.0000**	**1,834.9339**	**1,834.9339**	**0.5364**	**0.0000**	**1,848.3449**

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					
2024	0.6960	6.2337	7.6944	0.0189	0.1098	0.2455	0.3553	0.0298	0.2259	0.2556	0.0000	1,834.9339	1,834.9339	0.5364	0.0000	1,848.3449
Maximum	**0.6960**	**6.2337**	**7.6944**	**0.0189**	**0.1098**	**0.2455**	**0.3553**	**0.0298**	**0.2259**	**0.2556**	**0.0000**	**1,834.9339**	**1,834.9339**	**0.5364**	**0.0000**	**1,848.3449**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	8.3900e-003	0.0466	0.0756	3.3000e-004	0.0259	2.1000e-004	0.0261	6.9500e-003	2.0000e-004	7.1500e-003		33.4899	33.4899	1.0700e-003		33.5166
Total	**8.9500e-003**	**0.0466**	**0.0757**	**3.3000e-004**	**0.0259**	**2.1000e-004**	**0.0261**	**6.9500e-003**	**2.0000e-004**	**7.1500e-003**		**33.4900**	**33.4900**	**1.0700e-003**	**0.0000**	**33.5166**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	8.3900e-003	0.0466	0.0756	3.3000e-004	0.0259	2.1000e-004	0.0261	6.9500e-003	2.0000e-004	7.1500e-003		33.4899	33.4899	1.0700e-003		33.5166
Total	**8.9500e-003**	**0.0466**	**0.0757**	**3.3000e-004**	**0.0259**	**2.1000e-004**	**0.0261**	**6.9500e-003**	**2.0000e-004**	**7.1500e-003**		**33.4900**	**33.4900**	**1.0700e-003**	**0.0000**	**33.5166**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Building Construction	Building Construction	7/1/2024	8/9/2024	5	30	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Bore/Drill Rigs	1	8.00	97	0.37
Building Construction	Cranes	0	4.00	231	0.29
Building Construction	Excavators	1	4.00	231	0.29
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Off-Highway Trucks	1	4.00	402	0.38
Building Construction	Paving Equipment	1	2.00	132	0.36
Building Construction	Rollers	0	8.00	89	0.20
Building Construction	Rollers	1	4.80	80	0.38
Building Construction	Tractors/Loaders/Backhoes	1	4.80	97	0.37

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
Building Construction	6	10.00	4.00	1.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6578	5.8790	7.4208	0.0170		0.2446	0.2446		0.2251	0.2251		1,643.3746	1,643.3746	0.5315		1,656.6621
Total	**0.6578**	**5.8790**	**7.4208**	**0.0170**		**0.2446**	**0.2446**		**0.2251**	**0.2251**		**1,643.3746**	**1,643.3746**	**0.5315**		**1,656.6621**

3.2 Building Construction - 2024

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	1.7000e-004	5.4900e-003	1.1300e-003	3.0000e-005	5.8000e-004	1.0000e-005	5.9000e-004	1.6000e-004	1.0000e-005	1.7000e-004		2.7338	2.7338	6.0000e-005		2.7353
Vendor	8.2500e-003	0.3351	0.0585	1.1300e-003	0.0271	3.5000e-004	0.0274	7.8000e-003	3.4000e-004	8.1400e-003		118.5181	118.5181	3.5700e-003		118.6075
Worker	0.0298	0.0141	0.2139	7.1000e-004	0.0822	4.8000e-004	0.0826	0.0218	4.4000e-004	0.0222		70.3073	70.3073	1.3100e-003		70.3400
Total	**0.0382**	**0.3546**	**0.2736**	**1.8700e-003**	**0.1098**	**8.4000e-004**	**0.1107**	**0.0298**	**7.9000e-004**	**0.0305**		**191.5593**	**191.5593**	**4.9400e-003**		**191.6828**

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	0.6578	5.8790	7.4208	0.0170		0.2446	0.2446		0.2251	0.2251	0.0000	1,643.3746	1,643.3746	0.5315		1,656.6621
Total	**0.6578**	**5.8790**	**7.4208**	**0.0170**		**0.2446**	**0.2446**		**0.2251**	**0.2251**	**0.0000**	**1,643.3746**	**1,643.3746**	**0.5315**		**1,656.6621**

3.2 Building Construction - 2024

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	1.7000e-004	5.4900e-003	1.1300e-003	3.0000e-005	5.8000e-004	1.0000e-005	5.9000e-004	1.6000e-004	1.0000e-005	1.7000e-004		2.7338	2.7338	6.0000e-005		2.7353
Vendor	8.2500e-003	0.3351	0.0585	1.1300e-003	0.0271	3.5000e-004	0.0274	7.8000e-003	3.4000e-004	8.1400e-003		118.5181	118.5181	3.5700e-003		118.6075
Worker	0.0298	0.0141	0.2139	7.1000e-004	0.0822	4.8000e-004	0.0826	0.0218	4.4000e-004	0.0222		70.3073	70.3073	1.3100e-003		70.3400
Total	**0.0382**	**0.3546**	**0.2736**	**1.8700e-003**	**0.1098**	**8.4000e-004**	**0.1107**	**0.0298**	**7.9000e-004**	**0.0305**		**191.5593**	**191.5593**	**4.9400e-003**		**191.6828**

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	8.3900e-003	0.0466	0.0756	3.3000e-004	0.0259	2.1000e-004	0.0261	6.9500e-003	2.0000e-004	7.1500e-003		33.4899	33.4899	1.0700e-003		33.5166
Unmitigated	8.3900e-003	0.0466	0.0756	3.3000e-004	0.0259	2.1000e-004	0.0261	6.9500e-003	2.0000e-004	7.1500e-003		33.4899	33.4899	1.0700e-003		33.5166

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.512206	0.037649	0.220902	0.116610	0.017603	0.005350	0.033125	0.046863	0.001372	0.001143	0.005515	0.000740	0.000922

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Unmitigated	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment D_Paving

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	8.50	Acre	8.50	370,260.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2025
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Notes

Land Use - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 9,050 ft (1.7 miles)

Construction Phase - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Off-road Equipment - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Roseville Dry Creek Trail_Segment D_Paving - Placer County APCD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	30.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2025
tblTripsAndVMT	HaulingTripNumber	0.00	25.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	18.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	0.6163	6.1868	8.4021	0.0147	0.1238	0.2878	0.4116	0.0336	0.2648	0.2983	0.0000	1,439.0878	1,439.0878	0.3875	0.0000	1,448.7760
Maximum	**0.6163**	**6.1868**	**8.4021**	**0.0147**	**0.1238**	**0.2878**	**0.4116**	**0.0336**	**0.2648**	**0.2983**	**0.0000**	**1,439.0878**	**1,439.0878**	**0.3875**	**0.0000**	**1,448.7760**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	0.6163	6.1868	8.4021	0.0147	0.1238	0.2878	0.4116	0.0336	0.2648	0.2983	0.0000	1,439.0878	1,439.0878	0.3875	0.0000	1,448.7760
Maximum	**0.6163**	**6.1868**	**8.4021**	**0.0147**	**0.1238**	**0.2878**	**0.4116**	**0.0336**	**0.2648**	**0.2983**	**0.0000**	**1,439.0878**	**1,439.0878**	**0.3875**	**0.0000**	**1,448.7760**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	0.0192	1.0000e-005	8.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8600e-003	1.8600e-003	0.0000		1.9800e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.2854	1.5834	2.5712	0.0112	0.8812	7.3100e-003	0.8885	0.2362	6.8200e-003	0.2430		1,138.6578	1,138.6578	0.0362		1,139.5634
Total	**0.3045**	**1.5834**	**2.5720**	**0.0112**	**0.8812**	**7.3100e-003**	**0.8885**	**0.2362**	**6.8200e-003**	**0.2430**		**1,138.6596**	**1,138.6596**	**0.0362**	**0.0000**	**1,139.5653**

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	0.0192	1.0000e-005	8.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8600e-003	1.8600e-003	0.0000		1.9800e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.2854	1.5834	2.5712	0.0112	0.8812	7.3100e-003	0.8885	0.2362	6.8200e-003	0.2430		1,138.6578	1,138.6578	0.0362		1,139.5634
Total	**0.3045**	**1.5834**	**2.5720**	**0.0112**	**0.8812**	**7.3100e-003**	**0.8885**	**0.2362**	**6.8200e-003**	**0.2430**		**1,138.6596**	**1,138.6596**	**0.0362**	**0.0000**	**1,139.5653**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Paving	Paving	8/1/2023	9/11/2023	5	30	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Paving	Pavers	1	4.00	130	0.42
Paving	Paving Equipment	2	4.00	132	0.36
Paving	Rollers	2	4.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	4.00	97	0.37

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
Paving	7	10.00	4.00	25.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5718	5.6901	8.0819	0.0122		0.2866	0.2866		0.2637	0.2637		1,177.7599	1,177.7599	0.3809		1,187.2827
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5718**	**5.6901**	**8.0819**	**0.0122**		**0.2866**	**0.2866**		**0.2637**	**0.2637**		**1,177.7599**	**1,177.7599**	**0.3809**		**1,187.2827**

3.2 Paving - 2023

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	4.3000e-003	0.1416	0.0288	6.6000e-004	0.0146	2.7000e-004	0.0148	4.0000e-003	2.6000e-004	4.2500e-003		68.8296	68.8296	1.4800e-003		68.8667
Vendor	8.5300e-003	0.3396	0.0614	1.1400e-003	0.0271	3.7000e-004	0.0275	7.8000e-003	3.5000e-004	8.1500e-003		119.3134	119.3134	3.6800e-003		119.4054
Worker	0.0317	0.0155	0.2302	7.3000e-004	0.0822	4.9000e-004	0.0826	0.0218	4.5000e-004	0.0222		73.1849	73.1849	1.4500e-003		73.2212
Total	**0.0445**	**0.4967**	**0.3203**	**2.5300e-003**	**0.1238**	**1.1300e-003**	**0.1249**	**0.0336**	**1.0600e-003**	**0.0346**		**261.3279**	**261.3279**	**6.6100e-003**		**261.4933**

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	0.5718	5.6901	8.0819	0.0122		0.2866	0.2866		0.2637	0.2637	0.0000	1,177.7599	1,177.7599	0.3809		1,187.2827
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5718**	**5.6901**	**8.0819**	**0.0122**		**0.2866**	**0.2866**		**0.2637**	**0.2637**	**0.0000**	**1,177.7599**	**1,177.7599**	**0.3809**		**1,187.2827**

3.2 Paving - 2023

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	4.3000e-003	0.1416	0.0288	6.6000e-004	0.0146	2.7000e-004	0.0148	4.0000e-003	2.6000e-004	4.2500e-003		68.8296	68.8296	1.4800e-003		68.8667
Vendor	8.5300e-003	0.3396	0.0614	1.1400e-003	0.0271	3.7000e-004	0.0275	7.8000e-003	3.5000e-004	8.1500e-003		119.3134	119.3134	3.6800e-003		119.4054
Worker	0.0317	0.0155	0.2302	7.3000e-004	0.0822	4.9000e-004	0.0826	0.0218	4.5000e-004	0.0222		73.1849	73.1849	1.4500e-003		73.2212
Total	**0.0445**	**0.4967**	**0.3203**	**2.5300e-003**	**0.1238**	**1.1300e-003**	**0.1249**	**0.0336**	**1.0600e-003**	**0.0346**		**261.3279**	**261.3279**	**6.6100e-003**		**261.4933**

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	0.2854	1.5834	2.5712	0.0112	0.8812	7.3100e-003	0.8885	0.2362	6.8200e-003	0.2430		1,138.6578	1,138.6578	0.0362		1,139.5634
Unmitigated	0.2854	1.5834	2.5712	0.0112	0.8812	7.3100e-003	0.8885	0.2362	6.8200e-003	0.2430		1,138.6578	1,138.6578	0.0362		1,139.5634

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	16.07	193.38	142.29	126,868	126,868
Total	16.07	193.38	142.29	126,868	126,868

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.512206	0.037649	0.220902	0.116610	0.017603	0.005350	0.033125	0.046863	0.001372	0.001143	0.005515	0.000740	0.000922

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0192	1.0000e-005	8.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8600e-003	1.8600e-003	0.0000		1.9800e-003
Unmitigated	0.0192	1.0000e-005	8.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8600e-003	1.8600e-003	0.0000		1.9800e-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	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0191					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.0000e-005	1.0000e-005	8.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8600e-003	1.8600e-003	0.0000		1.9800e-003
Total	**0.0192**	**1.0000e-005**	**8.7000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.8600e-003**	**1.8600e-003**	**0.0000**		**1.9800e-003**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0191					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.0000e-005	1.0000e-005	8.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8600e-003	1.8600e-003	0.0000		1.9800e-003
Total	**0.0192**	**1.0000e-005**	**8.7000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.8600e-003**	**1.8600e-003**	**0.0000**		**1.9800e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment D_Planting and Erosion Control

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2025
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Notes

Land Use -
Construction Phase - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.
Off-road Equipment - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.
Trips and VMT - Assume 10 avg employees on site in all phases. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.
Grading - No grading

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	1.00	15.00
tblOffRoadEquipment	HorsePower	402.00	187.00
tblOffRoadEquipment	LoadFactor	0.38	0.41
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2025
tblTripsAndVMT	HaulingTripNumber	0.00	1.00
tblTripsAndVMT	WorkerTripNumber	8.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	0.6310	6.4320	3.9016	0.0122	0.6136	0.2291	0.8426	0.0794	0.2107	0.2901	0.0000	1,187.7338	1,187.7338	0.3603	0.0000	1,196.7403
Maximum	**0.6310**	**6.4320**	**3.9016**	**0.0122**	**0.6136**	**0.2291**	**0.8426**	**0.0794**	**0.2107**	**0.2901**	**0.0000**	**1,187.7338**	**1,187.7338**	**0.3603**	**0.0000**	**1,196.7403**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	0.6310	6.4320	3.9016	0.0122	0.6136	0.2291	0.8426	0.0794	0.2107	0.2901	0.0000	1,187.7338	1,187.7338	0.3603	0.0000	1,196.7403
Maximum	**0.6310**	**6.4320**	**3.9016**	**0.0122**	**0.6136**	**0.2291**	**0.8426**	**0.0794**	**0.2107**	**0.2901**	**0.0000**	**1,187.7338**	**1,187.7338**	**0.3603**	**0.0000**	**1,196.7403**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	8.3900e-003	0.0466	0.0756	3.3000e-004	0.0259	2.1000e-004	0.0261	6.9500e-003	2.0000e-004	7.1500e-003		33.4899	33.4899	1.0700e-003		33.5166
Total	**8.9500e-003**	**0.0466**	**0.0757**	**3.3000e-004**	**0.0259**	**2.1000e-004**	**0.0261**	**6.9500e-003**	**2.0000e-004**	**7.1500e-003**		**33.4900**	**33.4900**	**1.0700e-003**	**0.0000**	**33.5166**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	8.3900e-003	0.0466	0.0756	3.3000e-004	0.0259	2.1000e-004	0.0261	6.9500e-003	2.0000e-004	7.1500e-003		33.4899	33.4899	1.0700e-003		33.5166
Total	**8.9500e-003**	**0.0466**	**0.0757**	**3.3000e-004**	**0.0259**	**2.1000e-004**	**0.0261**	**6.9500e-003**	**2.0000e-004**	**7.1500e-003**		**33.4900**	**33.4900**	**1.0700e-003**	**0.0000**	**33.5166**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Site Preparation	Site Preparation	10/1/2023	10/20/2023	5	15	

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Off-Highway Trucks	1	4.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	10.00	0.00	1.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5990	6.4051	3.6691	0.0115		0.2285	0.2285		0.2103	0.2103		1,109.0426	1,109.0426	0.3587		1,118.0097
Total	**0.5990**	**6.4051**	**3.6691**	**0.0115**	**0.5303**	**0.2285**	**0.7588**	**0.0573**	**0.2103**	**0.2675**		**1,109.0426**	**1,109.0426**	**0.3587**		**1,118.0097**

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	3.4000e-004	0.0113	2.3000e-003	5.0000e-005	1.1700e-003	2.0000e-005	1.1900e-003	3.2000e-004	2.0000e-005	3.4000e-004		5.5064	5.5064	1.2000e-004		5.5093
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
Worker	0.0317	0.0155	0.2302	7.3000e-004	0.0822	4.9000e-004	0.0826	0.0218	4.5000e-004	0.0222		73.1849	73.1849	1.4500e-003		73.2212
Total	**0.0320**	**0.0269**	**0.2325**	**7.8000e-004**	**0.0833**	**5.1000e-004**	**0.0838**	**0.0221**	**4.7000e-004**	**0.0226**		**78.6913**	**78.6913**	**1.5700e-003**		**78.7306**

3.2 Site Preparation - 2023

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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5990	6.4051	3.6691	0.0115		0.2285	0.2285		0.2103	0.2103	0.0000	1,109.0426	1,109.0426	0.3587		1,118.0097
Total	**0.5990**	**6.4051**	**3.6691**	**0.0115**	**0.5303**	**0.2285**	**0.7588**	**0.0573**	**0.2103**	**0.2675**	**0.0000**	**1,109.0426**	**1,109.0426**	**0.3587**		**1,118.0097**

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	3.4000e-004	0.0113	2.3000e-003	5.0000e-005	1.1700e-003	2.0000e-005	1.1900e-003	3.2000e-004	2.0000e-005	3.4000e-004		5.5064	5.5064	1.2000e-004		5.5093
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
Worker	0.0317	0.0155	0.2302	7.3000e-004	0.0822	4.9000e-004	0.0826	0.0218	4.5000e-004	0.0222		73.1849	73.1849	1.4500e-003		73.2212
Total	**0.0320**	**0.0269**	**0.2325**	**7.8000e-004**	**0.0833**	**5.1000e-004**	**0.0838**	**0.0221**	**4.7000e-004**	**0.0226**		**78.6913**	**78.6913**	**1.5700e-003**		**78.7306**

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	8.3900e-003	0.0466	0.0756	3.3000e-004	0.0259	2.1000e-004	0.0261	6.9500e-003	2.0000e-004	7.1500e-003		33.4899	33.4899	1.0700e-003		33.5166
Unmitigated	8.3900e-003	0.0466	0.0756	3.3000e-004	0.0259	2.1000e-004	0.0261	6.9500e-003	2.0000e-004	7.1500e-003		33.4899	33.4899	1.0700e-003		33.5166

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.512206	0.037649	0.220902	0.116610	0.017603	0.005350	0.033125	0.046863	0.001372	0.001143	0.005515	0.000740	0.000922

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Unmitigated	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Roseville Dry Creek Trail_Segment D_Rocky Ridge Undercrossing

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2025
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Note

Land Use -

Construction Phase - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Off-road Equipment - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	40.00
tblOffRoadEquipment	HorsePower	221.00	89.00
tblOffRoadEquipment	HorsePower	158.00	97.00
tblOffRoadEquipment	LoadFactor	0.50	0.20
tblOffRoadEquipment	LoadFactor	0.38	0.37
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblProjectCharacteristics	OperationalYear	2018	2025
tblTripsAndVMT	HaulingTripNumber	0.00	10.00
tblTripsAndVMT	VendorTripNumber	2.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.9131	18.7702	23.3791	0.0410	0.1136	0.8768	0.9904	0.0308	0.8174	0.8482	0.0000	3,969.0525	3,969.0525	1.0473	0.0000	3,995.2354
Maximum	**1.9131**	**18.7702**	**23.3791**	**0.0410**	**0.1136**	**0.8768**	**0.9904**	**0.0308**	**0.8174**	**0.8482**	**0.0000**	**3,969.0525**	**3,969.0525**	**1.0473**	**0.0000**	**3,995.2354**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.9131	18.7702	23.3791	0.0410	0.1136	0.8768	0.9904	0.0308	0.8174	0.8482	0.0000	3,969.0525	3,969.0525	1.0473	0.0000	3,995.2354
Maximum	**1.9131**	**18.7702**	**23.3791**	**0.0410**	**0.1136**	**0.8768**	**0.9904**	**0.0308**	**0.8174**	**0.8482**	**0.0000**	**3,969.0525**	**3,969.0525**	**1.0473**	**0.0000**	**3,995.2354**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	8.3900e-003	0.0466	0.0756	3.3000e-004	0.0259	2.1000e-004	0.0261	6.9500e-003	2.0000e-004	7.1500e-003		33.4899	33.4899	1.0700e-003		33.5166
Total	**8.9500e-003**	**0.0466**	**0.0757**	**3.3000e-004**	**0.0259**	**2.1000e-004**	**0.0261**	**6.9500e-003**	**2.0000e-004**	**7.1500e-003**		**33.4900**	**33.4900**	**1.0700e-003**	**0.0000**	**33.5166**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	8.3900e-003	0.0466	0.0756	3.3000e-004	0.0259	2.1000e-004	0.0261	6.9500e-003	2.0000e-004	7.1500e-003		33.4899	33.4899	1.0700e-003		33.5166
Total	**8.9500e-003**	**0.0466**	**0.0757**	**3.3000e-004**	**0.0259**	**2.1000e-004**	**0.0261**	**6.9500e-003**	**2.0000e-004**	**7.1500e-003**		**33.4900**	**33.4900**	**1.0700e-003**	**0.0000**	**33.5166**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Building Construction	Building Construction	7/1/2023	8/25/2023	5	40	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Bore/Drill Rigs	1	8.00	89	0.20
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Excavators	1	8.00	97	0.37
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Paving Equipment	4	8.00	132	0.36
Building Construction	Pumps	1	8.00	84	0.74
Building Construction	Rollers	1	8.00	80	0.38
Building Construction	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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
Building Construction	10	10.00	4.00	10.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8716	18.3726	23.0790	0.0389		0.8758	0.8758		0.8166	0.8166		3,755.9054	3,755.9054	1.0417		3,781.9488
Total	**1.8716**	**18.3726**	**23.0790**	**0.0389**		**0.8758**	**0.8758**		**0.8166**	**0.8166**		**3,755.9054**	**3,755.9054**	**1.0417**		**3,781.9488**

3.2 Building Construction - 2023

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	1.2900e-003	0.0425	8.6300e-003	2.0000e-004	4.3700e-003	8.0000e-005	4.4500e-003	1.2000e-003	8.0000e-005	1.2800e-003		20.6489	20.6489	4.5000e-004		20.6600
Vendor	8.5300e-003	0.3396	0.0614	1.1400e-003	0.0271	3.7000e-004	0.0275	7.8000e-003	3.5000e-004	8.1500e-003		119.3134	119.3134	3.6800e-003		119.4054
Worker	0.0317	0.0155	0.2302	7.3000e-004	0.0822	4.9000e-004	0.0826	0.0218	4.5000e-004	0.0222		73.1849	73.1849	1.4500e-003		73.2212
Total	**0.0415**	**0.3976**	**0.3001**	**2.0700e-003**	**0.1136**	**9.4000e-004**	**0.1145**	**0.0308**	**8.8000e-004**	**0.0317**		**213.1471**	**213.1471**	**5.5800e-003**		**213.2866**

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	1.8716	18.3726	23.0790	0.0389		0.8758	0.8758		0.8166	0.8166	0.0000	3,755.9054	3,755.9054	1.0417		3,781.9488
Total	**1.8716**	**18.3726**	**23.0790**	**0.0389**		**0.8758**	**0.8758**		**0.8166**	**0.8166**	**0.0000**	**3,755.9054**	**3,755.9054**	**1.0417**		**3,781.9488**

3.2 Building Construction - 2023

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	1.2900e-003	0.0425	8.6300e-003	2.0000e-004	4.3700e-003	8.0000e-005	4.4500e-003	1.2000e-003	8.0000e-005	1.2800e-003		20.6489	20.6489	4.5000e-004		20.6600
Vendor	8.5300e-003	0.3396	0.0614	1.1400e-003	0.0271	3.7000e-004	0.0275	7.8000e-003	3.5000e-004	8.1500e-003		119.3134	119.3134	3.6800e-003		119.4054
Worker	0.0317	0.0155	0.2302	7.3000e-004	0.0822	4.9000e-004	0.0826	0.0218	4.5000e-004	0.0222		73.1849	73.1849	1.4500e-003		73.2212
Total	**0.0415**	**0.3976**	**0.3001**	**2.0700e-003**	**0.1136**	**9.4000e-004**	**0.1145**	**0.0308**	**8.8000e-004**	**0.0317**		**213.1471**	**213.1471**	**5.5800e-003**		**213.2866**

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	8.3900e-003	0.0466	0.0756	3.3000e-004	0.0259	2.1000e-004	0.0261	6.9500e-003	2.0000e-004	7.1500e-003		33.4899	33.4899	1.0700e-003		33.5166
Unmitigated	8.3900e-003	0.0466	0.0756	3.3000e-004	0.0259	2.1000e-004	0.0261	6.9500e-003	2.0000e-004	7.1500e-003		33.4899	33.4899	1.0700e-003		33.5166

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.512206	0.037649	0.220902	0.116610	0.017603	0.005350	0.033125	0.046863	0.001372	0.001143	0.005515	0.000740	0.000922

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Unmitigated	5.6000e-004	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.6000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Total	**5.6000e-004**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.0000e-005**	**5.0000e-005**	**0.0000**		**6.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

Appendix E

GHG CalEEMod Modeling

	2021 GHG Emissions (MTCO2e/year)	2022 GHG Emissions (MTCO2e/year)	2023 GHG Emissions (MTCO2e/year)	2024 GHG Emissions (MTCO2e/year)
SEGMENT A (2021/2022)				
Initial Clearing and Rough Grading(6 weeks)	47.48	47.48		
New Bridge #2 Construction(10 weeks)	60.88			
New Bridge #4 Construction(10 weeks)	73.65			
Darling Bridge Widening(12 weeks)		127.28		
Finish grading(3 weeks)	18.37	18.37		
Retaining Walls/Railings and Undercrossings(8 weeks)	43.68	43.68		
Drainage, Utilities and Bank Stabilization(4 weeks)	7.23	7.23		
Paving (trail and trailhead)(6 weeks)	19.54	19.54		
Planting/Erosion Control/Miscellaneous(4 weeks)	7.91	7.91		
SEGMENT TOTAL	**278.75**	**271.50**	**0**	**0**
SEGMENT B (2021/2022)				
Initial Clearing and Rough Grading	19.77	19.77		
New Bridge #13 Construction	41.14			
Retaining Walls/Railings Undercrossing	10.04	10.04		
Drainage and Bank Stabilization	6.23	6.23		
Finish grading	7.98	7.98		
Paving	12.38	12.38		
Planting/Erosion Control/Miscellaneous	3.11	3.11		
SEGMENT TOTAL	**100.65**	**59.51**	**0**	**0**
SEGMENT C (2021/2022)				
Initial Clearing and Rough Grading		16.41		
Drainage and Bank Stabilization		6.61		
Finish grading		23.66		
Paving	22.65	22.65		
Planting/Erosion Control/Miscellaneous	3.74	3.74		
SEGMENT TOTAL	**26.39**	**73.07**	**0**	**0**
SEGMENT D (2023/2024)				
Initial Clearing and Rough Grading			31.25	31.25
Rocky Ridge Undercrossing			72.34	
New Bridge #20 Construction			51.24	
New Bridge #30 Construction				40.97
Existing Bridge #21 Rehab/Widening			25.49	
Old Auburn Undercrossing				25.05
Finish grading			13.71	13.71
Drainage and Bank Stabilization			6.22	6.22
Paving			19.60	19.60
Planting/Erosion Control/Miscellaneous			8.10	8.10
SEGMENT TOTAL	**0**	**0**	**227.95**	**144.89**
Total Maximum Annual Emissions from Construction Activity (MT CO_2e/yr)	**405.78**	**404.07**	**227.95**	**144.89**
Emissions from one-time loss of carbon due to permanent vegetation removal (MTCO2)	549.45			
Annual emissions from carbon loss in proportion to construction activity (MT CO2/yr)	188.52	187.72	105.90	67.31
Total Maximum Annual Emissions (MTCO2e/yr)	**594.30**	**591.80**	**333.85**	**212.21**

Calculation of Change in Carbon Storage and Sequestration Potential

Alternative	Acres of Permanent Removal			Number of trees removed	One-time Carbon Loss (MTCO2)	Carbon Sequestration Potential Lost (MTCO2/year)
	Riparian Forest	Valley Oak Riparian Woodland	Total			
Proposed Trail Alignment	0.7	4.3	4.95	74	549	2.6

Assumed tree density in project area based on Google Maps review (trees/acre) 15

CalEEMod v 2016.3.1 Appendix D Tables

Table 11.1 Change in Sequestered GHG Emissions

Vegetation Land Use Type	Vegetation Land Use Subtype	Biogenic CO2 Emissions (MT CO2/Acre)
Forest Land	Scrub	14.3
Forest Land	Trees	111
Cropland	Cropland	6.2
Grassland	Grassland	4.31
Wetlands	Wetlands	0
Others	Others	0

Table 11.2 Sequestration of Trees

Species	CO2 Sequestered (MT/tree/year)
Aspen	0.0352
Soft Maple	0.0433
Mixed Hardwood	0.0367
Hardwood Maple	0.0521
Juniper	0.0121
Cedar/Larch	0.0264
Douglas Fir	0.0447
True Fir/Hemlock	0.0381
Pine	0.0319
Spruce	0.0337
Miscellaneous	0.0354

Roseville Dry Creek Trail_Segment A_Bridge #2

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Off-road Equipment - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Roseville Dry Creek Trail_Segment A_Bridge #2 - Placer County APCD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	50.00
tblOffRoadEquipment	HorsePower	231.00	9.00
tblOffRoadEquipment	LoadFactor	0.29	0.56
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	8.00	4.80
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	5.00
tblTripsAndVMT	VendorTripNumber	2.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0297	0.2912	0.3133	6.9000e-004	2.6600e-003	0.0134	0.0161	7.2000e-004	0.0127	0.0134	0.0000	60.5139	60.5139	0.0145	0.0000	60.8756
Maximum	**0.0297**	**0.2912**	**0.3133**	**6.9000e-004**	**2.6600e-003**	**0.0134**	**0.0161**	**7.2000e-004**	**0.0127**	**0.0134**	**0.0000**	**60.5139**	**60.5139**	**0.0145**	**0.0000**	**60.8756**

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	0.0297	0.2912	0.3133	6.9000e-004	2.6600e-003	0.0134	0.0161	7.2000e-004	0.0127	0.0134	0.0000	60.5139	60.5139	0.0145	0.0000	60.8755
Maximum	**0.0297**	**0.2912**	**0.3133**	**6.9000e-004**	**2.6600e-003**	**0.0134**	**0.0161**	**7.2000e-004**	**0.0127**	**0.0134**	**0.0000**	**60.5139**	**60.5139**	**0.0145**	**0.0000**	**60.8755**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

Roseville Dry Creek Trail_Segment A_Bridge #2 - Placer County APCD Air District, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-1-2021	6-30-2021	0.3207	0.3207
		Highest	0.3207	0.3207

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**5.3000e-004**	**2.8300e-003**	**4.5500e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.9000e-004**	**4.0600e-003**	**2.0699**	**2.0739**	**3.1000e-004**	**0.0000**	**2.0826**

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**5.3000e-004**	**2.8300e-003**	**4.5500e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.9000e-004**	**4.0600e-003**	**2.0699**	**2.0739**	**3.1000e-004**	**0.0000**	**2.0826**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Building Construction	Building Construction	4/1/2021	6/9/2021	5	50	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Bore/Drill Rigs	1	8.00	221	0.50
Building Construction	Cranes	1	8.00	9	0.56
Building Construction	Excavators	1	8.00	158	0.38
Building Construction	Paving Equipment	1	2.00	132	0.36
Building Construction	Pumps	1	8.00	84	0.74
Building Construction	Rollers	1	4.80	80	0.38
Building Construction	Tractors/Loaders/Backhoes	1	4.80	97	0.37
Building Construction	Cranes	0	4.00	231	0.29
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	0	8.00	97	0.37

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
Building Construction	7	10.00	4.00	5.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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	0.0286	0.2791	0.3052	6.4000e-004		0.0134	0.0134		0.0127	0.0127	0.0000	55.9483	55.9483	0.0143	0.0000	56.3057
Total	**0.0286**	**0.2791**	**0.3052**	**6.4000e-004**		**0.0134**	**0.0134**		**0.0127**	**0.0127**	**0.0000**	**55.9483**	**55.9483**	**0.0143**	**0.0000**	**56.3057**

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-005	6.4000e-004	1.1000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1923	0.1923	1.0000e-005	0.0000	0.1925
Vendor	3.1000e-004	0.0109	2.0900e-003	3.0000e-005	6.5000e-004	2.0000e-005	6.8000e-004	1.9000e-004	2.0000e-005	2.1000e-004	0.0000	2.7385	2.7385	1.3000e-004	0.0000	2.7417
Worker	8.1000e-004	5.4000e-004	5.9400e-003	2.0000e-005	1.9600e-003	1.0000e-005	1.9800e-003	5.2000e-004	1.0000e-005	5.3000e-004	0.0000	1.6349	1.6349	4.0000e-005	0.0000	1.6358
Total	**1.1400e-003**	**0.0121**	**8.1400e-003**	**5.0000e-005**	**2.6500e-003**	**3.0000e-005**	**2.7000e-003**	**7.2000e-004**	**3.0000e-005**	**7.5000e-004**	**0.0000**	**4.5656**	**4.5656**	**1.8000e-004**	**0.0000**	**4.5699**

3.2 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	tons/yr										MT/yr					
Off-Road	0.0286	0.2791	0.3052	6.4000e-004		0.0134	0.0134		0.0127	0.0127	0.0000	55.9482	55.9482	0.0143	0.0000	56.3056
Total	**0.0286**	**0.2791**	**0.3052**	**6.4000e-004**		**0.0134**	**0.0134**		**0.0127**	**0.0127**	**0.0000**	**55.9482**	**55.9482**	**0.0143**	**0.0000**	**56.3056**

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-005	6.4000e-004	1.1000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1923	0.1923	1.0000e-005	0.0000	0.1925
Vendor	3.1000e-004	0.0109	2.0900e-003	3.0000e-005	6.5000e-004	2.0000e-005	6.8000e-004	1.9000e-004	2.0000e-005	2.1000e-004	0.0000	2.7385	2.7385	1.3000e-004	0.0000	2.7417
Worker	8.1000e-004	5.4000e-004	5.9400e-003	2.0000e-005	1.9600e-003	1.0000e-005	1.9800e-003	5.2000e-004	1.0000e-005	5.3000e-004	0.0000	1.6349	1.6349	4.0000e-005	0.0000	1.6358
Total	**1.1400e-003**	**0.0121**	**8.1400e-003**	**5.0000e-005**	**2.6500e-003**	**3.0000e-005**	**2.7000e-003**	**7.2000e-004**	**3.0000e-005**	**7.5000e-004**	**0.0000**	**4.5656**	**4.5656**	**1.8000e-004**	**0.0000**	**4.5699**

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	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Unmitigated	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.3754	1.0000e-005	0.0000	0.3766
Unmitigated	0.3754	1.0000e-005	0.0000	0.3766

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.0600e-003	2.4000e-004	0.0000	0.0101
Unmitigated	4.0600e-003	2.4000e-004	0.0000	0.0101

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment A_Bridge #4

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Off-road Equipment - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	50.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	8.00	4.80
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	5.00
tblTripsAndVMT	VendorTripNumber	2.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0400	0.4124	0.3629	8.3000e-004	2.6600e-003	0.0183	0.0210	7.2000e-004	0.0172	0.0180	0.0000	73.1859	73.1859	0.0186	0.0000	73.6500
Maximum	**0.0400**	**0.4124**	**0.3629**	**8.3000e-004**	**2.6600e-003**	**0.0183**	**0.0210**	**7.2000e-004**	**0.0172**	**0.0180**	**0.0000**	**73.1859**	**73.1859**	**0.0186**	**0.0000**	**73.6500**

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	0.0400	0.4124	0.3629	8.3000e-004	2.6600e-003	0.0183	0.0210	7.2000e-004	0.0172	0.0180	0.0000	73.1858	73.1858	0.0186	0.0000	73.6500
Maximum	**0.0400**	**0.4124**	**0.3629**	**8.3000e-004**	**2.6600e-003**	**0.0183**	**0.0210**	**7.2000e-004**	**0.0172**	**0.0180**	**0.0000**	**73.1858**	**73.1858**	**0.0186**	**0.0000**	**73.6500**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	4-1-2021	6-30-2021	0.4523	0.4523
		Highest	0.4523	0.4523

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**5.3000e-004**	**2.8300e-003**	**4.5500e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.9000e-004**	**4.0600e-003**	**2.0699**	**2.0739**	**3.1000e-004**	**0.0000**	**2.0826**

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**5.3000e-004**	**2.8300e-003**	**4.5500e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.9000e-004**	**4.0600e-003**	**2.0699**	**2.0739**	**3.1000e-004**	**0.0000**	**2.0826**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Building Construction	Building Construction	4/1/2021	6/9/2021	5	50	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Bore/Drill Rigs	1	8.00	221	0.50
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Excavators	1	8.00	158	0.38
Building Construction	Paving Equipment	1	2.00	132	0.36
Building Construction	Pumps	1	8.00	84	0.74
Building Construction	Rollers	1	4.80	80	0.38
Building Construction	Tractors/Loaders/Backhoes	1	4.80	97	0.37
Building Construction	Cranes	0	4.00	231	0.29
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	0	8.00	97	0.37

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
Building Construction	7	10.00	4.00	5.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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	0.0389	0.4003	0.3547	7.8000e-004		0.0183	0.0183		0.0172	0.0172	0.0000	68.6203	68.6203	0.0184	0.0000	69.0801
Total	**0.0389**	**0.4003**	**0.3547**	**7.8000e-004**		**0.0183**	**0.0183**		**0.0172**	**0.0172**	**0.0000**	**68.6203**	**68.6203**	**0.0184**	**0.0000**	**69.0801**

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-005	6.4000e-004	1.1000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1923	0.1923	1.0000e-005	0.0000	0.1925
Vendor	3.1000e-004	0.0109	2.0900e-003	3.0000e-005	6.5000e-004	2.0000e-005	6.8000e-004	1.9000e-004	2.0000e-005	2.1000e-004	0.0000	2.7385	2.7385	1.3000e-004	0.0000	2.7417
Worker	8.1000e-004	5.4000e-004	5.9400e-003	2.0000e-005	1.9600e-003	1.0000e-005	1.9800e-003	5.2000e-004	1.0000e-005	5.3000e-004	0.0000	1.6349	1.6349	4.0000e-005	0.0000	1.6358
Total	**1.1400e-003**	**0.0121**	**8.1400e-003**	**5.0000e-005**	**2.6500e-003**	**3.0000e-005**	**2.7000e-003**	**7.2000e-004**	**3.0000e-005**	**7.5000e-004**	**0.0000**	**4.5656**	**4.5656**	**1.8000e-004**	**0.0000**	**4.5699**

3.2 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	tons/yr										MT/yr					
Off-Road	0.0389	0.4003	0.3547	7.8000e-004		0.0183	0.0183		0.0172	0.0172	0.0000	68.6202	68.6202	0.0184	0.0000	69.0800
Total	**0.0389**	**0.4003**	**0.3547**	**7.8000e-004**		**0.0183**	**0.0183**		**0.0172**	**0.0172**	**0.0000**	**68.6202**	**68.6202**	**0.0184**	**0.0000**	**69.0800**

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-005	6.4000e-004	1.1000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1923	0.1923	1.0000e-005	0.0000	0.1925
Vendor	3.1000e-004	0.0109	2.0900e-003	3.0000e-005	6.5000e-004	2.0000e-005	6.8000e-004	1.9000e-004	2.0000e-005	2.1000e-004	0.0000	2.7385	2.7385	1.3000e-004	0.0000	2.7417
Worker	8.1000e-004	5.4000e-004	5.9400e-003	2.0000e-005	1.9600e-003	1.0000e-005	1.9800e-003	5.2000e-004	1.0000e-005	5.3000e-004	0.0000	1.6349	1.6349	4.0000e-005	0.0000	1.6358
Total	**1.1400e-003**	**0.0121**	**8.1400e-003**	**5.0000e-005**	**2.6500e-003**	**3.0000e-005**	**2.7000e-003**	**7.2000e-004**	**3.0000e-005**	**7.5000e-004**	**0.0000**	**4.5656**	**4.5656**	**1.8000e-004**	**0.0000**	**4.5699**

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	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Unmitigated	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.3754	1.0000e-005	0.0000	0.3766
Unmitigated	0.3754	1.0000e-005	0.0000	0.3766

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.0600e-003	2.4000e-004	0.0000	0.0101
Unmitigated	4.0600e-003	2.4000e-004	0.0000	0.0101

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment A_Clearing and Grading

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	6.00	Acre	6.00	261,360.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 6,300 ft (1.2 miles)

Construction Phase - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Off-road Equipment - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Grading - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 6,300 ft (1.2 miles)

Roseville Dry Creek Trail_Segment A_Clearing and Grading - Placer County APCD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	30.00
tblGrading	AcresOfGrading	7.50	6.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	2.70
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	28.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0352	0.3650	0.2699	5.3000e-004	0.0499	0.0171	0.0671	0.0256	0.0158	0.0414	0.0000	47.1181	47.1181	0.0145	0.0000	47.4797
Maximum	**0.0352**	**0.3650**	**0.2699**	**5.3000e-004**	**0.0499**	**0.0171**	**0.0671**	**0.0256**	**0.0158**	**0.0414**	**0.0000**	**47.1181**	**47.1181**	**0.0145**	**0.0000**	**47.4797**

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	0.0352	0.3650	0.2699	5.3000e-004	0.0499	0.0171	0.0671	0.0256	0.0158	0.0414	0.0000	47.1180	47.1180	0.0145	0.0000	47.4797
Maximum	**0.0352**	**0.3650**	**0.2699**	**5.3000e-004**	**0.0499**	**0.0171**	**0.0671**	**0.0256**	**0.0158**	**0.0414**	**0.0000**	**47.1180**	**47.1180**	**0.0145**	**0.0000**	**47.4797**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

Roseville Dry Creek Trail_Segment A_Clearing and Grading - Placer County APCD Air District, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-1-2021	6-30-2021	0.4001	0.4001
		Highest	0.4001	0.4001

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	2.4600e-003	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.1000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0102	0.0679	0.1091	4.4000e-004	0.0333	3.1000e-004	0.0336	8.9600e-003	2.9000e-004	9.2500e-003	0.0000	40.6672	40.6672	1.4700e-003	0.0000	40.7039
Waste						0.0000	0.0000		0.0000	0.0000	0.1056	0.0000	0.1056	6.2400e-003	0.0000	0.2615
Water						0.0000	0.0000		0.0000	0.0000	0.0000	9.0091	9.0091	3.3000e-004	7.0000e-005	9.0377
Total	**0.0127**	**0.0679**	**0.1092**	**4.4000e-004**	**0.0333**	**3.1000e-004**	**0.0336**	**8.9600e-003**	**2.9000e-004**	**9.2500e-003**	**0.1056**	**49.6765**	**49.7821**	**8.0400e-003**	**7.0000e-005**	**50.0032**

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	2.4600e-003	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.1000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0102	0.0679	0.1091	4.4000e-004	0.0333	3.1000e-004	0.0336	8.9600e-003	2.9000e-004	9.2500e-003	0.0000	40.6672	40.6672	1.4700e-003	0.0000	40.7039
Waste						0.0000	0.0000		0.0000	0.0000	0.1056	0.0000	0.1056	6.2400e-003	0.0000	0.2615
Water						0.0000	0.0000		0.0000	0.0000	0.0000	9.0091	9.0091	3.3000e-004	7.0000e-005	9.0377
Total	**0.0127**	**0.0679**	**0.1092**	**4.4000e-004**	**0.0333**	**3.1000e-004**	**0.0336**	**8.9600e-003**	**2.9000e-004**	**9.2500e-003**	**0.1056**	**49.6765**	**49.7821**	**8.0400e-003**	**7.0000e-005**	**50.0032**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Initial Clearing and Rough Grading	Site Preparation	4/1/2021	5/12/2021	5	30	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Initial Clearing and Rough Grading	Excavators	1	5.40	158	0.38
Initial Clearing and Rough Grading	Graders	1	4.00	187	0.41
Initial Clearing and Rough Grading	Off-Highway Trucks	1	4.00	402	0.38
Initial Clearing and Rough Grading	Other Construction Equipment	4	4.00	172	0.42
Initial Clearing and Rough Grading	Rollers	2	4.00	80	0.38
Initial Clearing and Rough Grading	Rubber Tired Dozers	1	4.00	247	0.40
Initial Clearing and Rough Grading	Tractors/Loaders/Backhoes	1	2.70	97	0.37
Initial Clearing and Rough Grading	Rubber Tired Dozers	0	8.00	247	0.40
Initial Clearing and Rough Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37

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
Initial Clearing and Rough Grading	11	10.00	4.00	2.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Initial Clearing and Rough 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					0.0484	0.0000	0.0484	0.0252	0.0000	0.0252	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0345	0.3579	0.2650	5.1000e-004		0.0171	0.0171		0.0157	0.0157	0.0000	44.4171	44.4171	0.0144	0.0000	44.7763
Total	**0.0345**	**0.3579**	**0.2650**	**5.1000e-004**	**0.0484**	**0.0171**	**0.0655**	**0.0252**	**0.0157**	**0.0409**	**0.0000**	**44.4171**	**44.4171**	**0.0144**	**0.0000**	**44.7763**

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	1.0000e-005	2.5000e-004	4.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0769	0.0769	0.0000	0.0000	0.0770
Vendor	1.9000e-004	6.5500e-003	1.2500e-003	2.0000e-005	3.9000e-004	1.0000e-005	4.1000e-004	1.1000e-004	1.0000e-005	1.3000e-004	0.0000	1.6431	1.6431	8.0000e-005	0.0000	1.6450
Worker	4.8000e-004	3.3000e-004	3.5600e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.9809	0.9809	2.0000e-005	0.0000	0.9815
Total	**6.8000e-004**	**7.1300e-003**	**4.8500e-003**	**3.0000e-005**	**1.5900e-003**	**2.0000e-005**	**1.6200e-003**	**4.2000e-004**	**2.0000e-005**	**4.6000e-004**	**0.0000**	**2.7009**	**2.7009**	**1.0000e-004**	**0.0000**	**2.7035**

3.2 Initial Clearing and Rough 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	tons/yr										MT/yr					
Fugitive Dust					0.0484	0.0000	0.0484	0.0252	0.0000	0.0252	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0345	0.3579	0.2650	5.1000e-004		0.0171	0.0171		0.0157	0.0157	0.0000	44.4171	44.4171	0.0144	0.0000	44.7762
Total	**0.0345**	**0.3579**	**0.2650**	**5.1000e-004**	**0.0484**	**0.0171**	**0.0655**	**0.0252**	**0.0157**	**0.0409**	**0.0000**	**44.4171**	**44.4171**	**0.0144**	**0.0000**	**44.7762**

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	1.0000e-005	2.5000e-004	4.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0769	0.0769	0.0000	0.0000	0.0770
Vendor	1.9000e-004	6.5500e-003	1.2500e-003	2.0000e-005	3.9000e-004	1.0000e-005	4.1000e-004	1.1000e-004	1.0000e-005	1.3000e-004	0.0000	1.6431	1.6431	8.0000e-005	0.0000	1.6450
Worker	4.8000e-004	3.3000e-004	3.5600e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.9809	0.9809	2.0000e-005	0.0000	0.9815
Total	**6.8000e-004**	**7.1300e-003**	**4.8500e-003**	**3.0000e-005**	**1.5900e-003**	**2.0000e-005**	**1.6200e-003**	**4.2000e-004**	**2.0000e-005**	**4.6000e-004**	**0.0000**	**2.7009**	**2.7009**	**1.0000e-004**	**0.0000**	**2.7035**

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	0.0102	0.0679	0.1091	4.4000e-004	0.0333	3.1000e-004	0.0336	8.9600e-003	2.9000e-004	9.2500e-003	0.0000	40.6672	40.6672	1.4700e-003	0.0000	40.7039
Unmitigated	0.0102	0.0679	0.1091	4.4000e-004	0.0333	3.1000e-004	0.0336	8.9600e-003	2.9000e-004	9.2500e-003	0.0000	40.6672	40.6672	1.4700e-003	0.0000	40.7039

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	11.34	136.50	100.44	89,554	89,554
Total	11.34	136.50	100.44	89,554	89,554

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	2.4600e-003	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.1000e-004
Unmitigated	2.4600e-003	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.1000e-004

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.4600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.1000e-004
Total	**2.4700e-003**	**0.0000**	**6.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.1000e-004**	**1.1000e-004**	**0.0000**	**0.0000**	**1.1000e-004**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.4600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.1000e-004
Total	**2.4700e-003**	**0.0000**	**6.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.1000e-004**	**1.1000e-004**	**0.0000**	**0.0000**	**1.1000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	9.0091	3.3000e-004	7.0000e-005	9.0377
Unmitigated	9.0091	3.3000e-004	7.0000e-005	9.0377

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 7.14889	9.0091	3.3000e-004	7.0000e-005	9.0377
Total		**9.0091**	**3.3000e-004**	**7.0000e-005**	**9.0377**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 7.14889	9.0091	3.3000e-004	7.0000e-005	9.0377
Total		**9.0091**	**3.3000e-004**	**7.0000e-005**	**9.0377**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.1056	6.2400e-003	0.0000	0.2615
Unmitigated	0.1056	6.2400e-003	0.0000	0.2615

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.52	0.1056	6.2400e-003	0.0000	0.2615
Total		**0.1056**	**6.2400e-003**	**0.0000**	**0.2615**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.52	0.1056	6.2400e-003	0.0000	0.2615
Total		**0.1056**	**6.2400e-003**	**0.0000**	**0.2615**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment A_Darling Bridge Widening

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Note

Land Use -

Construction Phase - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Off-road Equipment - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	60.00
tblOffRoadEquipment	HorsePower	172.00	168.00
tblOffRoadEquipment	LoadFactor	0.42	0.40
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	8.00	4.80
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	12.00
tblTripsAndVMT	VendorTripNumber	2.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0758	0.7838	0.7191	1.4400e-003	3.2400e-003	0.0370	0.0402	8.8000e-004	0.0344	0.0353	0.0000	126.4108	126.4108	0.0347	0.0000	127.2781
Maximum	**0.0758**	**0.7838**	**0.7191**	**1.4400e-003**	**3.2400e-003**	**0.0370**	**0.0402**	**8.8000e-004**	**0.0344**	**0.0353**	**0.0000**	**126.4108**	**126.4108**	**0.0347**	**0.0000**	**127.2781**

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	0.0758	0.7838	0.7191	1.4400e-003	3.2400e-003	0.0370	0.0402	8.8000e-004	0.0344	0.0353	0.0000	126.4107	126.4107	0.0347	0.0000	127.2779
Maximum	**0.0758**	**0.7838**	**0.7191**	**1.4400e-003**	**3.2400e-003**	**0.0370**	**0.0402**	**8.8000e-004**	**0.0344**	**0.0353**	**0.0000**	**126.4107**	**126.4107**	**0.0347**	**0.0000**	**127.2779**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	4-1-2021	6-30-2021	0.8594	0.8594
		Highest	0.8594	0.8594

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**5.3000e-004**	**2.8300e-003**	**4.5500e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.9000e-004**	**4.0600e-003**	**2.0699**	**2.0739**	**3.1000e-004**	**0.0000**	**2.0826**

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**5.3000e-004**	**2.8300e-003**	**4.5500e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.9000e-004**	**4.0600e-003**	**2.0699**	**2.0739**	**3.1000e-004**	**0.0000**	**2.0826**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Building Construction	Building Construction	4/1/2021	6/23/2021	5	60	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Bore/Drill Rigs	1	8.00	221	0.50
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Excavators	1	8.00	158	0.38
Building Construction	Other Construction Equipment	2	8.00	168	0.40
Building Construction	Paving Equipment	1	8.00	132	0.36
Building Construction	Pumps	1	8.00	84	0.74
Building Construction	Rollers	1	4.80	80	0.38
Building Construction	Tractors/Loaders/Backhoes	1	4.80	97	0.37
Building Construction	Cranes	0	4.00	231	0.29
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	0	8.00	97	0.37

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
Building Construction	9	10.00	4.00	12.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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	0.0744	0.7686	0.7092	1.3800e-003		0.0369	0.0369		0.0344	0.0344	0.0000	120.7013	120.7013	0.0345	0.0000	121.5632
Total	**0.0744**	**0.7686**	**0.7092**	**1.3800e-003**		**0.0369**	**0.0369**		**0.0344**	**0.0344**	**0.0000**	**120.7013**	**120.7013**	**0.0345**	**0.0000**	**121.5632**

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	5.0000e-005	1.5300e-003	2.6000e-004	0.0000	1.0000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.4616	0.4616	1.0000e-005	0.0000	0.4620
Vendor	3.7000e-004	0.0131	2.5000e-003	3.0000e-005	7.8000e-004	3.0000e-005	8.1000e-004	2.3000e-004	3.0000e-005	2.6000e-004	0.0000	3.2862	3.2862	1.5000e-004	0.0000	3.2900
Worker	9.7000e-004	6.5000e-004	7.1200e-003	2.0000e-005	2.3600e-003	2.0000e-005	2.3700e-003	6.3000e-004	1.0000e-005	6.4000e-004	0.0000	1.9618	1.9618	4.0000e-005	0.0000	1.9630
Total	**1.3900e-003**	**0.0153**	**9.8800e-003**	**5.0000e-005**	**3.2400e-003**	**5.0000e-005**	**3.2900e-003**	**8.9000e-004**	**4.0000e-005**	**9.3000e-004**	**0.0000**	**5.7096**	**5.7096**	**2.0000e-004**	**0.0000**	**5.7149**

3.2 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	tons/yr										MT/yr					
Off-Road	0.0744	0.7686	0.7092	1.3800e-003		0.0369	0.0369		0.0344	0.0344	0.0000	120.7011	120.7011	0.0345	0.0000	121.5631
Total	**0.0744**	**0.7686**	**0.7092**	**1.3800e-003**		**0.0369**	**0.0369**		**0.0344**	**0.0344**	**0.0000**	**120.7011**	**120.7011**	**0.0345**	**0.0000**	**121.5631**

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	5.0000e-005	1.5300e-003	2.6000e-004	0.0000	1.0000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.4616	0.4616	1.0000e-005	0.0000	0.4620
Vendor	3.7000e-004	0.0131	2.5000e-003	3.0000e-005	7.8000e-004	3.0000e-005	8.1000e-004	2.3000e-004	3.0000e-005	2.6000e-004	0.0000	3.2862	3.2862	1.5000e-004	0.0000	3.2900
Worker	9.7000e-004	6.5000e-004	7.1200e-003	2.0000e-005	2.3600e-003	2.0000e-005	2.3700e-003	6.3000e-004	1.0000e-005	6.4000e-004	0.0000	1.9618	1.9618	4.0000e-005	0.0000	1.9630
Total	**1.3900e-003**	**0.0153**	**9.8800e-003**	**5.0000e-005**	**3.2400e-003**	**5.0000e-005**	**3.2900e-003**	**8.9000e-004**	**4.0000e-005**	**9.3000e-004**	**0.0000**	**5.7096**	**5.7096**	**2.0000e-004**	**0.0000**	**5.7149**

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	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Unmitigated	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.3754	1.0000e-005	0.0000	0.3766
Unmitigated	0.3754	1.0000e-005	0.0000	0.3766

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.0600e-003	2.4000e-004	0.0000	0.0101
Unmitigated	4.0600e-003	2.4000e-004	0.0000	0.0101

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment A_Drainage and Utilities

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Off-road Equipment - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Roseville Dry Creek Trail_Segment A_Drainage and Utilities - Placer County APCD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	20.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	UsageHours	8.00	2.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	VendorTripNumber	2.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	3.4900e-003	0.0318	0.0312	8.0000e-005	1.0500e-003	1.2200e-003	2.2600e-003	2.8000e-004	1.1200e-003	1.4100e-003	0.0000	7.1894	7.1894	1.7900e-003	0.0000	7.2342
Maximum	**3.4900e-003**	**0.0318**	**0.0312**	**8.0000e-005**	**1.0500e-003**	**1.2200e-003**	**2.2600e-003**	**2.8000e-004**	**1.1200e-003**	**1.4100e-003**	**0.0000**	**7.1894**	**7.1894**	**1.7900e-003**	**0.0000**	**7.2342**

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	3.4900e-003	0.0318	0.0312	8.0000e-005	1.0500e-003	1.2200e-003	2.2600e-003	2.8000e-004	1.1200e-003	1.4100e-003	0.0000	7.1894	7.1894	1.7900e-003	0.0000	7.2342
Maximum	**3.4900e-003**	**0.0318**	**0.0312**	**8.0000e-005**	**1.0500e-003**	**1.2200e-003**	**2.2600e-003**	**2.8000e-004**	**1.1200e-003**	**1.4100e-003**	**0.0000**	**7.1894**	**7.1894**	**1.7900e-003**	**0.0000**	**7.2342**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	4-1-2021	6-30-2021	0.0353	0.0353
		Highest	0.0353	0.0353

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**5.3000e-004**	**2.8300e-003**	**4.5500e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.9000e-004**	**4.0600e-003**	**2.0699**	**2.0739**	**3.1000e-004**	**0.0000**	**2.0826**

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**5.3000e-004**	**2.8300e-003**	**4.5500e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.9000e-004**	**4.0600e-003**	**2.0699**	**2.0739**	**3.1000e-004**	**0.0000**	**2.0826**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Building Construction	Building Construction	4/1/2021	4/28/2021	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Excavators	1	3.00	158	0.38
Building Construction	Off-Highway Trucks	1	2.00	402	0.38
Building Construction	Plate Compactors	2	2.00	8	0.43
Building Construction	Tractors/Loaders/Backhoes	1	2.00	97	0.37
Building Construction	Cranes	0	4.00	231	0.29
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	0	8.00	97	0.37

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
Building Construction	5	10.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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	3.0400e-003	0.0272	0.0280	6.0000e-005		1.2000e-003	1.2000e-003		1.1100e-003	1.1100e-003	0.0000	5.4401	5.4401	1.7300e-003	0.0000	5.4832
Total	**3.0400e-003**	**0.0272**	**0.0280**	**6.0000e-005**		**1.2000e-003**	**1.2000e-003**		**1.1100e-003**	**1.1100e-003**	**0.0000**	**5.4401**	**5.4401**	**1.7300e-003**	**0.0000**	**5.4832**

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	1.2000e-004	4.3700e-003	8.3000e-004	1.0000e-005	2.6000e-004	1.0000e-005	2.7000e-004	8.0000e-005	1.0000e-005	9.0000e-005	0.0000	1.0954	1.0954	5.0000e-005	0.0000	1.0967
Worker	3.2000e-004	2.2000e-004	2.3700e-003	1.0000e-005	7.9000e-004	1.0000e-005	7.9000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.6539	0.6539	1.0000e-005	0.0000	0.6543
Total	**4.4000e-004**	**4.5900e-003**	**3.2000e-003**	**2.0000e-005**	**1.0500e-003**	**2.0000e-005**	**1.0600e-003**	**2.9000e-004**	**1.0000e-005**	**3.0000e-004**	**0.0000**	**1.7493**	**1.7493**	**6.0000e-005**	**0.0000**	**1.7510**

3.2 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	tons/yr										MT/yr					
Off-Road	3.0400e-003	0.0272	0.0280	6.0000e-005		1.2000e-003	1.2000e-003		1.1100e-003	1.1100e-003	0.0000	5.4401	5.4401	1.7300e-003	0.0000	5.4832
Total	**3.0400e-003**	**0.0272**	**0.0280**	**6.0000e-005**		**1.2000e-003**	**1.2000e-003**		**1.1100e-003**	**1.1100e-003**	**0.0000**	**5.4401**	**5.4401**	**1.7300e-003**	**0.0000**	**5.4832**

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	1.2000e-004	4.3700e-003	8.3000e-004	1.0000e-005	2.6000e-004	1.0000e-005	2.7000e-004	8.0000e-005	1.0000e-005	9.0000e-005	0.0000	1.0954	1.0954	5.0000e-005	0.0000	1.0967
Worker	3.2000e-004	2.2000e-004	2.3700e-003	1.0000e-005	7.9000e-004	1.0000e-005	7.9000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.6539	0.6539	1.0000e-005	0.0000	0.6543
Total	**4.4000e-004**	**4.5900e-003**	**3.2000e-003**	**2.0000e-005**	**1.0500e-003**	**2.0000e-005**	**1.0600e-003**	**2.9000e-004**	**1.0000e-005**	**3.0000e-004**	**0.0000**	**1.7493**	**1.7493**	**6.0000e-005**	**0.0000**	**1.7510**

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	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Unmitigated	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.3754	1.0000e-005	0.0000	0.3766
Unmitigated	0.3754	1.0000e-005	0.0000	0.3766

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.0600e-003	2.4000e-004	0.0000	0.0101
Unmitigated	4.0600e-003	2.4000e-004	0.0000	0.0101

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment A_Grading

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	6.00	Acre	6.00	261,360.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Off-road Equipment - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Grading - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 6,300 ft (1.2 miles)

Roseville Dry Creek Trail_Segment A_Grading - Placer County APCD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	15.00
tblGrading	AcresOfGrading	3.75	6.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	200.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	13.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	7.1900e-003	0.0924	0.0494	2.0000e-004	5.6500e-003	2.8200e-003	8.4700e-003	1.0200e-003	2.6000e-003	3.6200e-003	0.0000	18.2898	18.2898	3.3000e-003	0.0000	18.3724
Maximum	**7.1900e-003**	**0.0924**	**0.0494**	**2.0000e-004**	**5.6500e-003**	**2.8200e-003**	**8.4700e-003**	**1.0200e-003**	**2.6000e-003**	**3.6200e-003**	**0.0000**	**18.2898**	**18.2898**	**3.3000e-003**	**0.0000**	**18.3724**

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	7.1900e-003	0.0924	0.0494	2.0000e-004	5.6500e-003	2.8200e-003	8.4700e-003	1.0200e-003	2.6000e-003	3.6200e-003	0.0000	18.2898	18.2898	3.3000e-003	0.0000	18.3724
Maximum	**7.1900e-003**	**0.0924**	**0.0494**	**2.0000e-004**	**5.6500e-003**	**2.8200e-003**	**8.4700e-003**	**1.0200e-003**	**2.6000e-003**	**3.6200e-003**	**0.0000**	**18.2898**	**18.2898**	**3.3000e-003**	**0.0000**	**18.3724**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	4-1-2021	6-30-2021	0.0989	0.0989
		Highest	0.0989	0.0989

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	2.4600e-003	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.1000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0102	0.0679	0.1091	4.4000e-004	0.0333	3.1000e-004	0.0336	8.9600e-003	2.9000e-004	9.2500e-003	0.0000	40.6672	40.6672	1.4700e-003	0.0000	40.7039
Waste						0.0000	0.0000		0.0000	0.0000	0.1056	0.0000	0.1056	6.2400e-003	0.0000	0.2615
Water						0.0000	0.0000		0.0000	0.0000	0.0000	9.0091	9.0091	3.3000e-004	7.0000e-005	9.0377
Total	**0.0127**	**0.0679**	**0.1092**	**4.4000e-004**	**0.0333**	**3.1000e-004**	**0.0336**	**8.9600e-003**	**2.9000e-004**	**9.2500e-003**	**0.1056**	**49.6765**	**49.7821**	**8.0400e-003**	**7.0000e-005**	**50.0032**

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	2.4600e-003	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.1000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0102	0.0679	0.1091	4.4000e-004	0.0333	3.1000e-004	0.0336	8.9600e-003	2.9000e-004	9.2500e-003	0.0000	40.6672	40.6672	1.4700e-003	0.0000	40.7039
Waste						0.0000	0.0000		0.0000	0.0000	0.1056	0.0000	0.1056	6.2400e-003	0.0000	0.2615
Water						0.0000	0.0000		0.0000	0.0000	0.0000	9.0091	9.0091	3.3000e-004	7.0000e-005	9.0377
Total	**0.0127**	**0.0679**	**0.1092**	**4.4000e-004**	**0.0333**	**3.1000e-004**	**0.0336**	**8.9600e-003**	**2.9000e-004**	**9.2500e-003**	**0.1056**	**49.6765**	**49.7821**	**8.0400e-003**	**7.0000e-005**	**50.0032**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Grading	Grading	4/1/2021	4/21/2021	5	15	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 6

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Graders	1	4.00	187	0.41
Grading	Off-Highway Trucks	1	4.00	402	0.38
Grading	Rollers	2	4.00	80	0.38
Grading	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	0	8.00	187	0.41
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37

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
Grading	5	10.00	4.00	200.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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					3.1800e-003	0.0000	3.1800e-003	3.4000e-004	0.0000	3.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.0900e-003	0.0635	0.0427	1.1000e-004		2.7300e-003	2.7300e-003		2.5100e-003	2.5100e-003	0.0000	9.2849	9.2849	3.0000e-003	0.0000	9.3599
Total	**6.0900e-003**	**0.0635**	**0.0427**	**1.1000e-004**	**3.1800e-003**	**2.7300e-003**	**5.9100e-003**	**3.4000e-004**	**2.5100e-003**	**2.8500e-003**	**0.0000**	**9.2849**	**9.2849**	**3.0000e-003**	**0.0000**	**9.3599**

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	7.6000e-004	0.0255	4.3100e-003	8.0000e-005	1.6800e-003	8.0000e-005	1.7700e-003	4.6000e-004	8.0000e-005	5.4000e-004	0.0000	7.6930	7.6930	2.5000e-004	0.0000	7.6992
Vendor	9.0000e-005	3.2800e-003	6.3000e-004	1.0000e-005	2.0000e-004	1.0000e-005	2.0000e-004	6.0000e-005	1.0000e-005	6.0000e-005	0.0000	0.8215	0.8215	4.0000e-005	0.0000	0.8225
Worker	2.4000e-004	1.6000e-004	1.7800e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4905	0.4905	1.0000e-005	0.0000	0.4907
Total	**1.0900e-003**	**0.0289**	**6.7200e-003**	**1.0000e-004**	**2.4700e-003**	**9.0000e-005**	**2.5600e-003**	**6.8000e-004**	**9.0000e-005**	**7.6000e-004**	**0.0000**	**9.0050**	**9.0050**	**3.0000e-004**	**0.0000**	**9.0124**

3.2 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	tons/yr										MT/yr					
Fugitive Dust					3.1800e-003	0.0000	3.1800e-003	3.4000e-004	0.0000	3.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.0900e-003	0.0635	0.0427	1.1000e-004		2.7300e-003	2.7300e-003		2.5100e-003	2.5100e-003	0.0000	9.2849	9.2849	3.0000e-003	0.0000	9.3599
Total	**6.0900e-003**	**0.0635**	**0.0427**	**1.1000e-004**	**3.1800e-003**	**2.7300e-003**	**5.9100e-003**	**3.4000e-004**	**2.5100e-003**	**2.8500e-003**	**0.0000**	**9.2849**	**9.2849**	**3.0000e-003**	**0.0000**	**9.3599**

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	7.6000e-004	0.0255	4.3100e-003	8.0000e-005	1.6800e-003	8.0000e-005	1.7700e-003	4.6000e-004	8.0000e-005	5.4000e-004	0.0000	7.6930	7.6930	2.5000e-004	0.0000	7.6992
Vendor	9.0000e-005	3.2800e-003	6.3000e-004	1.0000e-005	2.0000e-004	1.0000e-005	2.0000e-004	6.0000e-005	1.0000e-005	6.0000e-005	0.0000	0.8215	0.8215	4.0000e-005	0.0000	0.8225
Worker	2.4000e-004	1.6000e-004	1.7800e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4905	0.4905	1.0000e-005	0.0000	0.4907
Total	**1.0900e-003**	**0.0289**	**6.7200e-003**	**1.0000e-004**	**2.4700e-003**	**9.0000e-005**	**2.5600e-003**	**6.8000e-004**	**9.0000e-005**	**7.6000e-004**	**0.0000**	**9.0050**	**9.0050**	**3.0000e-004**	**0.0000**	**9.0124**

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	0.0102	0.0679	0.1091	4.4000e-004	0.0333	3.1000e-004	0.0336	8.9600e-003	2.9000e-004	9.2500e-003	0.0000	40.6672	40.6672	1.4700e-003	0.0000	40.7039
Unmitigated	0.0102	0.0679	0.1091	4.4000e-004	0.0333	3.1000e-004	0.0336	8.9600e-003	2.9000e-004	9.2500e-003	0.0000	40.6672	40.6672	1.4700e-003	0.0000	40.7039

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	11.34	136.50	100.44	89,554	89,554
Total	11.34	136.50	100.44	89,554	89,554

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	2.4600e-003	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.1000e-004
Unmitigated	2.4600e-003	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.1000e-004

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.4600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.1000e-004
Total	**2.4700e-003**	**0.0000**	**6.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.1000e-004**	**1.1000e-004**	**0.0000**	**0.0000**	**1.1000e-004**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.4600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.1000e-004
Total	**2.4700e-003**	**0.0000**	**6.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.1000e-004**	**1.1000e-004**	**0.0000**	**0.0000**	**1.1000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	9.0091	3.3000e-004	7.0000e-005	9.0377
Unmitigated	9.0091	3.3000e-004	7.0000e-005	9.0377

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 7.14889	9.0091	3.3000e-004	7.0000e-005	9.0377
Total		**9.0091**	**3.3000e-004**	**7.0000e-005**	**9.0377**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 7.14889	9.0091	3.3000e-004	7.0000e-005	9.0377
Total		**9.0091**	**3.3000e-004**	**7.0000e-005**	**9.0377**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.1056	6.2400e-003	0.0000	0.2615
Unmitigated	0.1056	6.2400e-003	0.0000	0.2615

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.52	0.1056	6.2400e-003	0.0000	0.2615
Total		**0.1056**	**6.2400e-003**	**0.0000**	**0.2615**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.52	0.1056	6.2400e-003	0.0000	0.2615
Total		**0.1056**	**6.2400e-003**	**0.0000**	**0.2615**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment A_Paving

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	6.00	Acre	6.00	261,360.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 6,300 ft (1.2 miles)

Construction Phase - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Off-road Equipment - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Roseville Dry Creek Trail_Segment A_Paving - Placer County APCD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	30.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	20.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	18.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0111	0.1153	0.1273	2.2000e-004	1.7400e-003	5.8500e-003	7.5900e-003	4.7000e-004	5.3800e-003	5.8600e-003	0.0000	19.4093	19.4093	5.3000e-003	0.0000	19.5419
Maximum	**0.0111**	**0.1153**	**0.1273**	**2.2000e-004**	**1.7400e-003**	**5.8500e-003**	**7.5900e-003**	**4.7000e-004**	**5.3800e-003**	**5.8600e-003**	**0.0000**	**19.4093**	**19.4093**	**5.3000e-003**	**0.0000**	**19.5419**

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	0.0111	0.1153	0.1273	2.2000e-004	1.7400e-003	5.8500e-003	7.5900e-003	4.7000e-004	5.3800e-003	5.8600e-003	0.0000	19.4093	19.4093	5.3000e-003	0.0000	19.5419
Maximum	**0.0111**	**0.1153**	**0.1273**	**2.2000e-004**	**1.7400e-003**	**5.8500e-003**	**7.5900e-003**	**4.7000e-004**	**5.3800e-003**	**5.8600e-003**	**0.0000**	**19.4093**	**19.4093**	**5.3000e-003**	**0.0000**	**19.5419**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

Roseville Dry Creek Trail_Segment A_Paving - Placer County APCD Air District, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-1-2021	6-30-2021	0.1263	0.1263
		Highest	0.1263	0.1263

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	2.4600e-003	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.1000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0102	0.0679	0.1091	4.4000e-004	0.0333	3.1000e-004	0.0336	8.9600e-003	2.9000e-004	9.2500e-003	0.0000	40.6672	40.6672	1.4700e-003	0.0000	40.7039
Waste						0.0000	0.0000		0.0000	0.0000	0.1056	0.0000	0.1056	6.2400e-003	0.0000	0.2615
Water						0.0000	0.0000		0.0000	0.0000	0.0000	9.0091	9.0091	3.3000e-004	7.0000e-005	9.0377
Total	**0.0127**	**0.0679**	**0.1092**	**4.4000e-004**	**0.0333**	**3.1000e-004**	**0.0336**	**8.9600e-003**	**2.9000e-004**	**9.2500e-003**	**0.1056**	**49.6765**	**49.7821**	**8.0400e-003**	**7.0000e-005**	**50.0032**

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	2.4600e-003	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.1000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0102	0.0679	0.1091	4.4000e-004	0.0333	3.1000e-004	0.0336	8.9600e-003	2.9000e-004	9.2500e-003	0.0000	40.6672	40.6672	1.4700e-003	0.0000	40.7039
Waste						0.0000	0.0000		0.0000	0.0000	0.1056	0.0000	0.1056	6.2400e-003	0.0000	0.2615
Water						0.0000	0.0000		0.0000	0.0000	0.0000	9.0091	9.0091	3.3000e-004	7.0000e-005	9.0377
Total	**0.0127**	**0.0679**	**0.1092**	**4.4000e-004**	**0.0333**	**3.1000e-004**	**0.0336**	**8.9600e-003**	**2.9000e-004**	**9.2500e-003**	**0.1056**	**49.6765**	**49.7821**	**8.0400e-003**	**7.0000e-005**	**50.0032**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Paving	Paving	4/1/2021	5/12/2021	5	30	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Paving	Pavers	1	4.00	130	0.42
Paving	Paving Equipment	2	4.00	132	0.36
Paving	Rollers	2	4.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Paving	Pavers	0	8.00	130	0.42
Paving	Paving Equipment	0	8.00	132	0.36
Paving	Rollers	0	8.00	80	0.38

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
Paving	7	10.00	4.00	20.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Paving - 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	0.0104	0.1059	0.1220	1.8000e-004		5.8200e-003	5.8200e-003		5.3500e-003	5.3500e-003	0.0000	16.0160	16.0160	5.1800e-003	0.0000	16.1455
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0104**	**0.1059**	**0.1220**	**1.8000e-004**		**5.8200e-003**	**5.8200e-003**		**5.3500e-003**	**5.3500e-003**	**0.0000**	**16.0160**	**16.0160**	**5.1800e-003**	**0.0000**	**16.1455**

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	8.0000e-005	2.5500e-003	4.3000e-004	1.0000e-005	1.7000e-004	1.0000e-005	1.8000e-004	5.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.7693	0.7693	2.0000e-005	0.0000	0.7699
Vendor	1.9000e-004	6.5500e-003	1.2500e-003	2.0000e-005	3.9000e-004	1.0000e-005	4.1000e-004	1.1000e-004	1.0000e-005	1.3000e-004	0.0000	1.6431	1.6431	8.0000e-005	0.0000	1.6450
Worker	4.8000e-004	3.3000e-004	3.5600e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.9809	0.9809	2.0000e-005	0.0000	0.9815
Total	**7.5000e-004**	**9.4300e-003**	**5.2400e-003**	**4.0000e-005**	**1.7400e-003**	**3.0000e-005**	**1.7800e-003**	**4.7000e-004**	**3.0000e-005**	**5.0000e-004**	**0.0000**	**3.3933**	**3.3933**	**1.2000e-004**	**0.0000**	**3.3964**

3.2 Paving - 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	tons/yr										MT/yr					
Off-Road	0.0104	0.1059	0.1220	1.8000e-004		5.8200e-003	5.8200e-003		5.3500e-003	5.3500e-003	0.0000	16.0160	16.0160	5.1800e-003	0.0000	16.1455
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0104**	**0.1059**	**0.1220**	**1.8000e-004**		**5.8200e-003**	**5.8200e-003**		**5.3500e-003**	**5.3500e-003**	**0.0000**	**16.0160**	**16.0160**	**5.1800e-003**	**0.0000**	**16.1455**

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	8.0000e-005	2.5500e-003	4.3000e-004	1.0000e-005	1.7000e-004	1.0000e-005	1.8000e-004	5.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.7693	0.7693	2.0000e-005	0.0000	0.7699
Vendor	1.9000e-004	6.5500e-003	1.2500e-003	2.0000e-005	3.9000e-004	1.0000e-005	4.1000e-004	1.1000e-004	1.0000e-005	1.3000e-004	0.0000	1.6431	1.6431	8.0000e-005	0.0000	1.6450
Worker	4.8000e-004	3.3000e-004	3.5600e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.9809	0.9809	2.0000e-005	0.0000	0.9815
Total	**7.5000e-004**	**9.4300e-003**	**5.2400e-003**	**4.0000e-005**	**1.7400e-003**	**3.0000e-005**	**1.7800e-003**	**4.7000e-004**	**3.0000e-005**	**5.0000e-004**	**0.0000**	**3.3933**	**3.3933**	**1.2000e-004**	**0.0000**	**3.3964**

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	0.0102	0.0679	0.1091	4.4000e-004	0.0333	3.1000e-004	0.0336	8.9600e-003	2.9000e-004	9.2500e-003	0.0000	40.6672	40.6672	1.4700e-003	0.0000	40.7039
Unmitigated	0.0102	0.0679	0.1091	4.4000e-004	0.0333	3.1000e-004	0.0336	8.9600e-003	2.9000e-004	9.2500e-003	0.0000	40.6672	40.6672	1.4700e-003	0.0000	40.7039

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	11.34	136.50	100.44	89,554	89,554
Total	11.34	136.50	100.44	89,554	89,554

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	2.4600e-003	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.1000e-004
Unmitigated	2.4600e-003	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.1000e-004

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.4600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.1000e-004
Total	**2.4700e-003**	**0.0000**	**6.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.1000e-004**	**1.1000e-004**	**0.0000**	**0.0000**	**1.1000e-004**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.4600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.1000e-004
Total	**2.4700e-003**	**0.0000**	**6.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.1000e-004**	**1.1000e-004**	**0.0000**	**0.0000**	**1.1000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	9.0091	3.3000e-004	7.0000e-005	9.0377
Unmitigated	9.0091	3.3000e-004	7.0000e-005	9.0377

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 7.14889	9.0091	3.3000e-004	7.0000e-005	9.0377
Total		**9.0091**	**3.3000e-004**	**7.0000e-005**	**9.0377**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 7.14889	9.0091	3.3000e-004	7.0000e-005	9.0377
Total		**9.0091**	**3.3000e-004**	**7.0000e-005**	**9.0377**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.1056	6.2400e-003	0.0000	0.2615
Unmitigated	0.1056	6.2400e-003	0.0000	0.2615

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.52	0.1056	6.2400e-003	0.0000	0.2615
Total		**0.1056**	**6.2400e-003**	**0.0000**	**0.2615**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.52	0.1056	6.2400e-003	0.0000	0.2615
Total		**0.1056**	**6.2400e-003**	**0.0000**	**0.2615**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment A_Planting

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Off-road Equipment - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Grading - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	1.00	20.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	1.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	4.2900e-003	0.0361	0.0317	9.0000e-005	7.9000e-004	1.5300e-003	2.3200e-003	2.1000e-004	1.4100e-003	1.6200e-003	0.0000	7.8566	7.8566	2.3300e-003	0.0000	7.9149
Maximum	**4.2900e-003**	**0.0361**	**0.0317**	**9.0000e-005**	**7.9000e-004**	**1.5300e-003**	**2.3200e-003**	**2.1000e-004**	**1.4100e-003**	**1.6200e-003**	**0.0000**	**7.8566**	**7.8566**	**2.3300e-003**	**0.0000**	**7.9149**

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	4.2900e-003	0.0361	0.0317	9.0000e-005	7.9000e-004	1.5300e-003	2.3200e-003	2.1000e-004	1.4100e-003	1.6200e-003	0.0000	7.8565	7.8565	2.3300e-003	0.0000	7.9149
Maximum	**4.2900e-003**	**0.0361**	**0.0317**	**9.0000e-005**	**7.9000e-004**	**1.5300e-003**	**2.3200e-003**	**2.1000e-004**	**1.4100e-003**	**1.6200e-003**	**0.0000**	**7.8565**	**7.8565**	**2.3300e-003**	**0.0000**	**7.9149**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	4-1-2021	6-30-2021	0.0404	0.0404
		Highest	0.0404	0.0404

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**5.3000e-004**	**2.8300e-003**	**4.5500e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.9000e-004**	**4.0600e-003**	**2.0699**	**2.0739**	**3.1000e-004**	**0.0000**	**2.0826**

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**5.3000e-004**	**2.8300e-003**	**4.5500e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.9000e-004**	**4.0600e-003**	**2.0699**	**2.0739**	**3.1000e-004**	**0.0000**	**2.0826**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Site Preparation	Site Preparation	4/1/2021	4/28/2021	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Off-Highway Trucks	1	4.00	402	0.38
Site Preparation	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Site Preparation	Graders	0	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	10.00	0.00	1.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9700e-003	0.0358	0.0293	8.0000e-005		1.5200e-003	1.5200e-003		1.4000e-003	1.4000e-003	0.0000	7.1641	7.1641	2.3200e-003	0.0000	7.2221
Total	**3.9700e-003**	**0.0358**	**0.0293**	**8.0000e-005**	**0.0000**	**1.5200e-003**	**1.5200e-003**	**0.0000**	**1.4000e-003**	**1.4000e-003**	**0.0000**	**7.1641**	**7.1641**	**2.3200e-003**	**0.0000**	**7.2221**

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	1.3000e-004	2.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0385	0.0385	0.0000	0.0000	0.0385
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	3.2000e-004	2.2000e-004	2.3700e-003	1.0000e-005	7.9000e-004	1.0000e-005	7.9000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.6539	0.6539	1.0000e-005	0.0000	0.6543
Total	**3.2000e-004**	**3.5000e-004**	**2.3900e-003**	**1.0000e-005**	**8.0000e-004**	**1.0000e-005**	**8.0000e-004**	**2.1000e-004**	**0.0000**	**2.1000e-004**	**0.0000**	**0.6924**	**0.6924**	**1.0000e-005**	**0.0000**	**0.6928**

3.2 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	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9700e-003	0.0358	0.0293	8.0000e-005		1.5200e-003	1.5200e-003		1.4000e-003	1.4000e-003	0.0000	7.1641	7.1641	2.3200e-003	0.0000	7.2221
Total	**3.9700e-003**	**0.0358**	**0.0293**	**8.0000e-005**	**0.0000**	**1.5200e-003**	**1.5200e-003**	**0.0000**	**1.4000e-003**	**1.4000e-003**	**0.0000**	**7.1641**	**7.1641**	**2.3200e-003**	**0.0000**	**7.2221**

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	1.3000e-004	2.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0385	0.0385	0.0000	0.0000	0.0385
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	3.2000e-004	2.2000e-004	2.3700e-003	1.0000e-005	7.9000e-004	1.0000e-005	7.9000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.6539	0.6539	1.0000e-005	0.0000	0.6543
Total	**3.2000e-004**	**3.5000e-004**	**2.3900e-003**	**1.0000e-005**	**8.0000e-004**	**1.0000e-005**	**8.0000e-004**	**2.1000e-004**	**0.0000**	**2.1000e-004**	**0.0000**	**0.6924**	**0.6924**	**1.0000e-005**	**0.0000**	**0.6928**

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	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Unmitigated	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.3754	1.0000e-005	0.0000	0.3766
Unmitigated	0.3754	1.0000e-005	0.0000	0.3766

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.0600e-003	2.4000e-004	0.0000	0.0101
Unmitigated	4.0600e-003	2.4000e-004	0.0000	0.0101

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

9.0 Operational Offroad

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

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

Rosseville Dry Creek Trail_Segment A_Retaining Walls/Undercrossings

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Off-road Equipment - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Off-road Equipment - Per Table 1: Construction Phases and Equipment - Segment A, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	40.00
tblOffRoadEquipment	HorsePower	221.00	231.00
tblOffRoadEquipment	HorsePower	158.00	89.00
tblOffRoadEquipment	LoadFactor	0.50	0.29
tblOffRoadEquipment	LoadFactor	0.38	0.20
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	2.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0254	0.2535	0.2154	4.9000e-004	2.1600e-003	0.0118	0.0140	5.9000e-004	0.0109	0.0115	0.0000	43.3553	43.3553	0.0129	0.0000	43.6769
Maximum	**0.0254**	**0.2535**	**0.2154**	**4.9000e-004**	**2.1600e-003**	**0.0118**	**0.0140**	**5.9000e-004**	**0.0109**	**0.0115**	**0.0000**	**43.3553**	**43.3553**	**0.0129**	**0.0000**	**43.6769**

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	0.0254	0.2535	0.2154	4.9000e-004	2.1600e-003	0.0118	0.0140	5.9000e-004	0.0109	0.0115	0.0000	43.3553	43.3553	0.0129	0.0000	43.6769
Maximum	**0.0254**	**0.2535**	**0.2154**	**4.9000e-004**	**2.1600e-003**	**0.0118**	**0.0140**	**5.9000e-004**	**0.0109**	**0.0115**	**0.0000**	**43.3553**	**43.3553**	**0.0129**	**0.0000**	**43.6769**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	4-1-2021	6-30-2021	0.2788	0.2788
		Highest	0.2788	0.2788

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**5.3000e-004**	**2.8300e-003**	**4.5500e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.9000e-004**	**4.0600e-003**	**2.0699**	**2.0739**	**3.1000e-004**	**0.0000**	**2.0826**

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**5.3000e-004**	**2.8300e-003**	**4.5500e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.9000e-004**	**4.0600e-003**	**2.0699**	**2.0739**	**3.1000e-004**	**0.0000**	**2.0826**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Building Construction	Building Construction	4/1/2021	5/26/2021	5	40	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Bore/Drill Rigs	1	4.00	231	0.29
Building Construction	Excavators	1	4.00	89	0.20
Building Construction	Off-Highway Trucks	1	4.00	402	0.38
Building Construction	Paving Equipment	2	4.00	132	0.36
Building Construction	Plate Compactors	2	2.00	8	0.43
Building Construction	Rollers	1	4.00	80	0.38
Building Construction	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20

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
Building Construction	12	10.00	4.00	8.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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	0.0245	0.2433	0.2088	4.5000e-004		0.0118	0.0118		0.0108	0.0108	0.0000	39.5489	39.5489	0.0127	0.0000	39.8670
Total	**0.0245**	**0.2433**	**0.2088**	**4.5000e-004**		**0.0118**	**0.0118**		**0.0108**	**0.0108**	**0.0000**	**39.5489**	**39.5489**	**0.0127**	**0.0000**	**39.8670**

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	3.0000e-005	1.0200e-003	1.7000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.3077	0.3077	1.0000e-005	0.0000	0.3080
Vendor	2.5000e-004	8.7300e-003	1.6700e-003	2.0000e-005	5.2000e-004	2.0000e-005	5.4000e-004	1.5000e-004	2.0000e-005	1.7000e-004	0.0000	2.1908	2.1908	1.0000e-004	0.0000	2.1933
Worker	6.4000e-004	4.3000e-004	4.7500e-003	1.0000e-005	1.5700e-003	1.0000e-005	1.5800e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.3079	1.3079	3.0000e-005	0.0000	1.3086
Total	**9.2000e-004**	**0.0102**	**6.5900e-003**	**3.0000e-005**	**2.1600e-003**	**3.0000e-005**	**2.1900e-003**	**5.9000e-004**	**3.0000e-005**	**6.2000e-004**	**0.0000**	**3.8064**	**3.8064**	**1.4000e-004**	**0.0000**	**3.8099**

3.2 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	tons/yr										MT/yr					
Off-Road	0.0245	0.2433	0.2088	4.5000e-004		0.0118	0.0118		0.0108	0.0108	0.0000	39.5489	39.5489	0.0127	0.0000	39.8670
Total	**0.0245**	**0.2433**	**0.2088**	**4.5000e-004**		**0.0118**	**0.0118**		**0.0108**	**0.0108**	**0.0000**	**39.5489**	**39.5489**	**0.0127**	**0.0000**	**39.8670**

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	3.0000e-005	1.0200e-003	1.7000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.3077	0.3077	1.0000e-005	0.0000	0.3080
Vendor	2.5000e-004	8.7300e-003	1.6700e-003	2.0000e-005	5.2000e-004	2.0000e-005	5.4000e-004	1.5000e-004	2.0000e-005	1.7000e-004	0.0000	2.1908	2.1908	1.0000e-004	0.0000	2.1933
Worker	6.4000e-004	4.3000e-004	4.7500e-003	1.0000e-005	1.5700e-003	1.0000e-005	1.5800e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.3079	1.3079	3.0000e-005	0.0000	1.3086
Total	**9.2000e-004**	**0.0102**	**6.5900e-003**	**3.0000e-005**	**2.1600e-003**	**3.0000e-005**	**2.1900e-003**	**5.9000e-004**	**3.0000e-005**	**6.2000e-004**	**0.0000**	**3.8064**	**3.8064**	**1.4000e-004**	**0.0000**	**3.8099**

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	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Unmitigated	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.3754	1.0000e-005	0.0000	0.3766
Unmitigated	0.3754	1.0000e-005	0.0000	0.3766

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.0600e-003	2.4000e-004	0.0000	0.0101
Unmitigated	4.0600e-003	2.4000e-004	0.0000	0.0101

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment B_New Bridge 13

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Notes

Land Use -

Construction Phase - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, August 2014.

Off-road Equipment - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, August 2014.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, August 2014.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	40.00
tblOffRoadEquipment	HorsePower	221.00	89.00
tblOffRoadEquipment	HorsePower	158.00	97.00
tblOffRoadEquipment	LoadFactor	0.50	0.20
tblOffRoadEquipment	LoadFactor	0.38	0.37
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	8.00	4.80
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	3.00
tblTripsAndVMT	VendorTripNumber	2.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0271	0.2795	0.2483	4.7000e-004	2.1200e-003	0.0136	0.0157	5.8000e-004	0.0128	0.0134	0.0000	40.9077	40.9077	9.1600e-003	0.0000	41.1367
Maximum	**0.0271**	**0.2795**	**0.2483**	**4.7000e-004**	**2.1200e-003**	**0.0136**	**0.0157**	**5.8000e-004**	**0.0128**	**0.0134**	**0.0000**	**40.9077**	**40.9077**	**9.1600e-003**	**0.0000**	**41.1367**

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	0.0271	0.2795	0.2483	4.7000e-004	2.1200e-003	0.0136	0.0157	5.8000e-004	0.0128	0.0134	0.0000	40.9077	40.9077	9.1600e-003	0.0000	41.1366
Maximum	**0.0271**	**0.2795**	**0.2483**	**4.7000e-004**	**2.1200e-003**	**0.0136**	**0.0157**	**5.8000e-004**	**0.0128**	**0.0134**	**0.0000**	**40.9077**	**40.9077**	**9.1600e-003**	**0.0000**	**41.1366**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	5-1-2021	7-31-2021	0.3065	0.3065
		Highest	0.3065	0.3065

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**5.3000e-004**	**2.8300e-003**	**4.5500e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.9000e-004**	**4.0600e-003**	**2.0699**	**2.0739**	**3.1000e-004**	**0.0000**	**2.0826**

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**5.3000e-004**	**2.8300e-003**	**4.5500e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.9000e-004**	**4.0600e-003**	**2.0699**	**2.0739**	**3.1000e-004**	**0.0000**	**2.0826**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Building Construction	Building Construction	5/1/2021	6/25/2021	5	40	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Bore/Drill Rigs	1	8.00	89	0.20
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Excavators	1	8.00	97	0.37
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Paving Equipment	1	2.00	132	0.36
Building Construction	Pumps	1	8.00	84	0.74
Building Construction	Rollers	1	4.80	80	0.38
Building Construction	Tractors/Loaders/Backhoes	1	4.80	97	0.37

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
Building Construction	7	10.00	4.00	3.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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	0.0262	0.2700	0.2418	4.3000e-004		0.0136	0.0136		0.0128	0.0128	0.0000	37.2937	37.2937	9.0200e-003	0.0000	37.5192
Total	**0.0262**	**0.2700**	**0.2418**	**4.3000e-004**		**0.0136**	**0.0136**		**0.0128**	**0.0128**	**0.0000**	**37.2937**	**37.2937**	**9.0200e-003**	**0.0000**	**37.5192**

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	1.0000e-005	3.8000e-004	6.0000e-005	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1154	0.1154	0.0000	0.0000	0.1155
Vendor	2.5000e-004	8.7300e-003	1.6700e-003	2.0000e-005	5.2000e-004	2.0000e-005	5.4000e-004	1.5000e-004	2.0000e-005	1.7000e-004	0.0000	2.1908	2.1908	1.0000e-004	0.0000	2.1933
Worker	6.4000e-004	4.3000e-004	4.7500e-003	1.0000e-005	1.5700e-003	1.0000e-005	1.5800e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.3079	1.3079	3.0000e-005	0.0000	1.3086
Total	**9.0000e-004**	**9.5400e-003**	**6.4800e-003**	**3.0000e-005**	**2.1200e-003**	**3.0000e-005**	**2.1500e-003**	**5.8000e-004**	**3.0000e-005**	**6.1000e-004**	**0.0000**	**3.6141**	**3.6141**	**1.3000e-004**	**0.0000**	**3.6174**

3.2 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	tons/yr										MT/yr					
Off-Road	0.0262	0.2700	0.2418	4.3000e-004		0.0136	0.0136		0.0128	0.0128	0.0000	37.2936	37.2936	9.0200e-003	0.0000	37.5192
Total	**0.0262**	**0.2700**	**0.2418**	**4.3000e-004**		**0.0136**	**0.0136**		**0.0128**	**0.0128**	**0.0000**	**37.2936**	**37.2936**	**9.0200e-003**	**0.0000**	**37.5192**

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	1.0000e-005	3.8000e-004	6.0000e-005	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1154	0.1154	0.0000	0.0000	0.1155
Vendor	2.5000e-004	8.7300e-003	1.6700e-003	2.0000e-005	5.2000e-004	2.0000e-005	5.4000e-004	1.5000e-004	2.0000e-005	1.7000e-004	0.0000	2.1908	2.1908	1.0000e-004	0.0000	2.1933
Worker	6.4000e-004	4.3000e-004	4.7500e-003	1.0000e-005	1.5700e-003	1.0000e-005	1.5800e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.3079	1.3079	3.0000e-005	0.0000	1.3086
Total	**9.0000e-004**	**9.5400e-003**	**6.4800e-003**	**3.0000e-005**	**2.1200e-003**	**3.0000e-005**	**2.1500e-003**	**5.8000e-004**	**3.0000e-005**	**6.1000e-004**	**0.0000**	**3.6141**	**3.6141**	**1.3000e-004**	**0.0000**	**3.6174**

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	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Unmitigated	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.3754	1.0000e-005	0.0000	0.3766
Unmitigated	0.3754	1.0000e-005	0.0000	0.3766

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.0600e-003	2.4000e-004	0.0000	0.0101
Unmitigated	4.0600e-003	2.4000e-004	0.0000	0.0101

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment B_Clearing and Grading

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	4.00	Acre	4.00	174,240.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 3,900 ft (.7 miles)

Construction Phase - Per Table 2: Construction Phases and Equipment - Segment B provided by Psomas, August 2014.

Off-road Equipment - Per Table 2: Construction Phases and Equipment - Segment B provided by Psomas, August 2014.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, August 2014.

Grading - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 3,900 ft (.7 miles)

Roseville Dry Creek Trail_Segment B_Clearing and Grading - Placer County APCD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	8.00	15.00
tblGrading	AcresOfGrading	3.75	4.00
tblOffRoadEquipment	HorsePower	172.00	88.00
tblOffRoadEquipment	HorsePower	80.00	247.00
tblOffRoadEquipment	LoadFactor	0.42	0.34
tblOffRoadEquipment	LoadFactor	0.38	0.40
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	UsageHours	8.00	4.70
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	2.70
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	25.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0122	0.1278	0.0881	2.2000e-004	2.9200e-003	5.8000e-003	8.7200e-003	4.5000e-004	5.3400e-003	5.7900e-003	0.0000	19.6165	19.6165	5.9500e-003	0.0000	19.7652
Maximum	**0.0122**	**0.1278**	**0.0881**	**2.2000e-004**	**2.9200e-003**	**5.8000e-003**	**8.7200e-003**	**4.5000e-004**	**5.3400e-003**	**5.7900e-003**	**0.0000**	**19.6165**	**19.6165**	**5.9500e-003**	**0.0000**	**19.7652**

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	0.0122	0.1278	0.0881	2.2000e-004	2.9200e-003	5.8000e-003	8.7200e-003	4.5000e-004	5.3400e-003	5.7900e-003	0.0000	19.6165	19.6165	5.9500e-003	0.0000	19.7652
Maximum	**0.0122**	**0.1278**	**0.0881**	**2.2000e-004**	**2.9200e-003**	**5.8000e-003**	**8.7200e-003**	**4.5000e-004**	**5.3400e-003**	**5.7900e-003**	**0.0000**	**19.6165**	**19.6165**	**5.9500e-003**	**0.0000**	**19.7652**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

Roseville Dry Creek Trail_Segment B_Clearing and Grading - Placer County APCD Air District, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-1-2021	6-30-2021	0.1399	0.1399
		Highest	0.1399	0.1399

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	1.6400e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	6.8200e-003	0.0453	0.0727	2.9000e-004	0.0222	2.1000e-004	0.0224	5.9700e-003	1.9000e-004	6.1700e-003	0.0000	27.1115	27.1115	9.8000e-004	0.0000	27.1360
Waste						0.0000	0.0000		0.0000	0.0000	0.0690	0.0000	0.0690	4.0800e-003	0.0000	0.1710
Water						0.0000	0.0000		0.0000	0.0000	0.0000	6.0061	6.0061	2.2000e-004	5.0000e-005	6.0251
Total	**8.4600e-003**	**0.0453**	**0.0728**	**2.9000e-004**	**0.0222**	**2.1000e-004**	**0.0224**	**5.9700e-003**	**1.9000e-004**	**6.1700e-003**	**0.0690**	**33.1177**	**33.1867**	**5.2800e-003**	**5.0000e-005**	**33.3321**

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	1.6400e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	6.8200e-003	0.0453	0.0727	2.9000e-004	0.0222	2.1000e-004	0.0224	5.9700e-003	1.9000e-004	6.1700e-003	0.0000	27.1115	27.1115	9.8000e-004	0.0000	27.1360
Waste						0.0000	0.0000		0.0000	0.0000	0.0690	0.0000	0.0690	4.0800e-003	0.0000	0.1710
Water						0.0000	0.0000		0.0000	0.0000	0.0000	6.0061	6.0061	2.2000e-004	5.0000e-005	6.0251
Total	**8.4600e-003**	**0.0453**	**0.0728**	**2.9000e-004**	**0.0222**	**2.1000e-004**	**0.0224**	**5.9700e-003**	**1.9000e-004**	**6.1700e-003**	**0.0690**	**33.1177**	**33.1867**	**5.2800e-003**	**5.0000e-005**	**33.3321**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Grading	Grading	4/1/2021	4/21/2021	5	15	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	1	4.70	158	0.38
Grading	Graders	1	4.00	187	0.41
Grading	Off-Highway Trucks	1	4.00	402	0.38
Grading	Other Construction Equipment	4	4.00	88	0.34
Grading	Rollers	2	4.00	247	0.40
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	2.70	97	0.37

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
Grading	10	10.00	4.00	2.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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					2.1200e-003	0.0000	2.1200e-003	2.3000e-004	0.0000	2.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0118	0.1241	0.0857	2.1000e-004		5.7900e-003	5.7900e-003		5.3300e-003	5.3300e-003	0.0000	18.2276	18.2276	5.9000e-003	0.0000	18.3750
Total	**0.0118**	**0.1241**	**0.0857**	**2.1000e-004**	**2.1200e-003**	**5.7900e-003**	**7.9100e-003**	**2.3000e-004**	**5.3300e-003**	**5.5600e-003**	**0.0000**	**18.2276**	**18.2276**	**5.9000e-003**	**0.0000**	**18.3750**

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	1.0000e-005	2.5000e-004	4.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0769	0.0769	0.0000	0.0000	0.0770
Vendor	9.0000e-005	3.2800e-003	6.3000e-004	1.0000e-005	2.0000e-004	1.0000e-005	2.0000e-004	6.0000e-005	1.0000e-005	6.0000e-005	0.0000	0.8215	0.8215	4.0000e-005	0.0000	0.8225
Worker	2.4000e-004	1.6000e-004	1.7800e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4905	0.4905	1.0000e-005	0.0000	0.4907
Total	**3.4000e-004**	**3.6900e-003**	**2.4500e-003**	**2.0000e-005**	**8.1000e-004**	**1.0000e-005**	**8.1000e-004**	**2.2000e-004**	**1.0000e-005**	**2.3000e-004**	**0.0000**	**1.3889**	**1.3889**	**5.0000e-005**	**0.0000**	**1.3902**

3.2 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	tons/yr										MT/yr					
Fugitive Dust					2.1200e-003	0.0000	2.1200e-003	2.3000e-004	0.0000	2.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0118	0.1241	0.0857	2.1000e-004		5.7900e-003	5.7900e-003		5.3300e-003	5.3300e-003	0.0000	18.2276	18.2276	5.9000e-003	0.0000	18.3749
Total	**0.0118**	**0.1241**	**0.0857**	**2.1000e-004**	**2.1200e-003**	**5.7900e-003**	**7.9100e-003**	**2.3000e-004**	**5.3300e-003**	**5.5600e-003**	**0.0000**	**18.2276**	**18.2276**	**5.9000e-003**	**0.0000**	**18.3749**

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	1.0000e-005	2.5000e-004	4.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0769	0.0769	0.0000	0.0000	0.0770
Vendor	9.0000e-005	3.2800e-003	6.3000e-004	1.0000e-005	2.0000e-004	1.0000e-005	2.0000e-004	6.0000e-005	1.0000e-005	6.0000e-005	0.0000	0.8215	0.8215	4.0000e-005	0.0000	0.8225
Worker	2.4000e-004	1.6000e-004	1.7800e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4905	0.4905	1.0000e-005	0.0000	0.4907
Total	**3.4000e-004**	**3.6900e-003**	**2.4500e-003**	**2.0000e-005**	**8.1000e-004**	**1.0000e-005**	**8.1000e-004**	**2.2000e-004**	**1.0000e-005**	**2.3000e-004**	**0.0000**	**1.3889**	**1.3889**	**5.0000e-005**	**0.0000**	**1.3902**

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	6.8200e-003	0.0453	0.0727	2.9000e-004	0.0222	2.1000e-004	0.0224	5.9700e-003	1.9000e-004	6.1700e-003	0.0000	27.1115	27.1115	9.8000e-004	0.0000	27.1360
Unmitigated	6.8200e-003	0.0453	0.0727	2.9000e-004	0.0222	2.1000e-004	0.0224	5.9700e-003	1.9000e-004	6.1700e-003	0.0000	27.1115	27.1115	9.8000e-004	0.0000	27.1360

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	7.56	91.00	66.96	59,703	59,703
Total	7.56	91.00	66.96	59,703	59,703

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	1.6400e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Unmitigated	1.6400e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.6400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Total	**1.6400e-003**	**0.0000**	**4.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**7.0000e-005**	**7.0000e-005**	**0.0000**	**0.0000**	**8.0000e-005**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.6400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Total	**1.6400e-003**	**0.0000**	**4.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**7.0000e-005**	**7.0000e-005**	**0.0000**	**0.0000**	**8.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	6.0061	2.2000e-004	5.0000e-005	6.0251
Unmitigated	6.0061	2.2000e-004	5.0000e-005	6.0251

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 4.76593	6.0061	2.2000e-004	5.0000e-005	6.0251
Total		**6.0061**	**2.2000e-004**	**5.0000e-005**	**6.0251**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 4.76593	6.0061	2.2000e-004	5.0000e-005	6.0251
Total		**6.0061**	**2.2000e-004**	**5.0000e-005**	**6.0251**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0690	4.0800e-003	0.0000	0.1710
Unmitigated	0.0690	4.0800e-003	0.0000	0.1710

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.34	0.0690	4.0800e-003	0.0000	0.1710
Total		**0.0690**	**4.0800e-003**	**0.0000**	**0.1710**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.34	0.0690	4.0800e-003	0.0000	0.1710
Total		**0.0690**	**4.0800e-003**	**0.0000**	**0.1710**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment B_Drainage and Stabilization

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, September 2017.

Off-road Equipment - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Grading - No grading

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	1.00	15.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	2.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	13.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	2.9700e-003	0.0282	0.0291	7.0000e-005	7.8000e-004	1.1400e-003	1.9200e-003	2.1000e-004	1.0500e-003	1.2600e-003	0.0000	6.1913	6.1913	1.6300e-003	0.0000	6.2320
Maximum	**2.9700e-003**	**0.0282**	**0.0291**	**7.0000e-005**	**7.8000e-004**	**1.1400e-003**	**1.9200e-003**	**2.1000e-004**	**1.0500e-003**	**1.2600e-003**	**0.0000**	**6.1913**	**6.1913**	**1.6300e-003**	**0.0000**	**6.2320**

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	2.9700e-003	0.0282	0.0291	7.0000e-005	7.8000e-004	1.1400e-003	1.9200e-003	2.1000e-004	1.0500e-003	1.2600e-003	0.0000	6.1913	6.1913	1.6300e-003	0.0000	6.2320
Maximum	**2.9700e-003**	**0.0282**	**0.0291**	**7.0000e-005**	**7.8000e-004**	**1.1400e-003**	**1.9200e-003**	**2.1000e-004**	**1.0500e-003**	**1.2600e-003**	**0.0000**	**6.1913**	**6.1913**	**1.6300e-003**	**0.0000**	**6.2320**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	5-1-2021	7-31-2021	0.0311	0.0311
		Highest	0.0311	0.0311

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**5.3000e-004**	**2.8300e-003**	**4.5500e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.9000e-004**	**4.0600e-003**	**2.0699**	**2.0739**	**3.1000e-004**	**0.0000**	**2.0826**

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**5.3000e-004**	**2.8300e-003**	**4.5500e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.9000e-004**	**4.0600e-003**	**2.0699**	**2.0739**	**3.1000e-004**	**0.0000**	**2.0826**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Site Preparation	Site Preparation	5/1/2021	5/21/2021	5	15	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Excavators	1	2.00	158	0.38
Site Preparation	Off-Highway Trucks	1	2.00	402	0.38
Site Preparation	Paving Equipment	2	2.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	1	2.00	97	0.37
Site Preparation	Graders	0	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	5	10.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6400e-003	0.0247	0.0267	6.0000e-005		1.1300e-003	1.1300e-003		1.0400e-003	1.0400e-003	0.0000	4.8793	4.8793	1.5800e-003	0.0000	4.9187
Total	**2.6400e-003**	**0.0247**	**0.0267**	**6.0000e-005**	**0.0000**	**1.1300e-003**	**1.1300e-003**	**0.0000**	**1.0400e-003**	**1.0400e-003**	**0.0000**	**4.8793**	**4.8793**	**1.5800e-003**	**0.0000**	**4.9187**

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-005	3.2800e-003	6.3000e-004	1.0000e-005	2.0000e-004	1.0000e-005	2.0000e-004	6.0000e-005	1.0000e-005	6.0000e-005	0.0000	0.8215	0.8215	4.0000e-005	0.0000	0.8225
Worker	2.4000e-004	1.6000e-004	1.7800e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4905	0.4905	1.0000e-005	0.0000	0.4907
Total	**3.3000e-004**	**3.4400e-003**	**2.4100e-003**	**2.0000e-005**	**7.9000e-004**	**1.0000e-005**	**7.9000e-004**	**2.2000e-004**	**1.0000e-005**	**2.2000e-004**	**0.0000**	**1.3120**	**1.3120**	**5.0000e-005**	**0.0000**	**1.3132**

3.2 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	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6400e-003	0.0247	0.0267	6.0000e-005		1.1300e-003	1.1300e-003		1.0400e-003	1.0400e-003	0.0000	4.8793	4.8793	1.5800e-003	0.0000	4.9187
Total	**2.6400e-003**	**0.0247**	**0.0267**	**6.0000e-005**	**0.0000**	**1.1300e-003**	**1.1300e-003**	**0.0000**	**1.0400e-003**	**1.0400e-003**	**0.0000**	**4.8793**	**4.8793**	**1.5800e-003**	**0.0000**	**4.9187**

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-005	3.2800e-003	6.3000e-004	1.0000e-005	2.0000e-004	1.0000e-005	2.0000e-004	6.0000e-005	1.0000e-005	6.0000e-005	0.0000	0.8215	0.8215	4.0000e-005	0.0000	0.8225
Worker	2.4000e-004	1.6000e-004	1.7800e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4905	0.4905	1.0000e-005	0.0000	0.4907
Total	**3.3000e-004**	**3.4400e-003**	**2.4100e-003**	**2.0000e-005**	**7.9000e-004**	**1.0000e-005**	**7.9000e-004**	**2.2000e-004**	**1.0000e-005**	**2.2000e-004**	**0.0000**	**1.3120**	**1.3120**	**5.0000e-005**	**0.0000**	**1.3132**

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	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Unmitigated	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.3754	1.0000e-005	0.0000	0.3766
Unmitigated	0.3754	1.0000e-005	0.0000	0.3766

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.0600e-003	2.4000e-004	0.0000	0.0101
Unmitigated	4.0600e-003	2.4000e-004	0.0000	0.0101

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment B_Finish Grading

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	4.00	Acre	4.00	174,240.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 3,900 ft (.7 miles)

Construction Phase - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, August 2014.

Off-road Equipment - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, August 2014.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, August 2014.

Grading - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 3,900 ft (.7 miles)

Roseville Dry Creek Trail_Segment B_Finish Grading - Placer County APCD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	8.00	10.00
tblGrading	AcresOfGrading	2.50	4.00
tblOffRoadEquipment	HorsePower	402.00	158.00
tblOffRoadEquipment	HorsePower	80.00	247.00
tblOffRoadEquipment	LoadFactor	0.38	0.40
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	1.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	13.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	4.2800e-003	0.0496	0.0312	9.0000e-005	2.6500e-003	1.7600e-003	4.4100e-003	3.7000e-004	1.6200e-003	2.0000e-003	0.0000	7.9226	7.9226	2.3000e-003	0.0000	7.9802
Maximum	**4.2800e-003**	**0.0496**	**0.0312**	**9.0000e-005**	**2.6500e-003**	**1.7600e-003**	**4.4100e-003**	**3.7000e-004**	**1.6200e-003**	**2.0000e-003**	**0.0000**	**7.9226**	**7.9226**	**2.3000e-003**	**0.0000**	**7.9802**

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	4.2800e-003	0.0496	0.0312	9.0000e-005	2.6500e-003	1.7600e-003	4.4100e-003	3.7000e-004	1.6200e-003	2.0000e-003	0.0000	7.9226	7.9226	2.3000e-003	0.0000	7.9802
Maximum	**4.2800e-003**	**0.0496**	**0.0312**	**9.0000e-005**	**2.6500e-003**	**1.7600e-003**	**4.4100e-003**	**3.7000e-004**	**1.6200e-003**	**2.0000e-003**	**0.0000**	**7.9226**	**7.9226**	**2.3000e-003**	**0.0000**	**7.9802**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	5-1-2021	7-31-2021	0.0539	0.0539
		Highest	0.0539	0.0539

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	1.6400e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	6.8200e-003	0.0453	0.0727	2.9000e-004	0.0222	2.1000e-004	0.0224	5.9700e-003	1.9000e-004	6.1700e-003	0.0000	27.1115	27.1115	9.8000e-004	0.0000	27.1360
Waste						0.0000	0.0000		0.0000	0.0000	0.0690	0.0000	0.0690	4.0800e-003	0.0000	0.1710
Water						0.0000	0.0000		0.0000	0.0000	0.0000	6.0061	6.0061	2.2000e-004	5.0000e-005	6.0251
Total	**8.4600e-003**	**0.0453**	**0.0728**	**2.9000e-004**	**0.0222**	**2.1000e-004**	**0.0224**	**5.9700e-003**	**1.9000e-004**	**6.1700e-003**	**0.0690**	**33.1177**	**33.1867**	**5.2800e-003**	**5.0000e-005**	**33.3321**

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	1.6400e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	6.8200e-003	0.0453	0.0727	2.9000e-004	0.0222	2.1000e-004	0.0224	5.9700e-003	1.9000e-004	6.1700e-003	0.0000	27.1115	27.1115	9.8000e-004	0.0000	27.1360
Waste						0.0000	0.0000		0.0000	0.0000	0.0690	0.0000	0.0690	4.0800e-003	0.0000	0.1710
Water						0.0000	0.0000		0.0000	0.0000	0.0000	6.0061	6.0061	2.2000e-004	5.0000e-005	6.0251
Total	**8.4600e-003**	**0.0453**	**0.0728**	**2.9000e-004**	**0.0222**	**2.1000e-004**	**0.0224**	**5.9700e-003**	**1.9000e-004**	**6.1700e-003**	**0.0690**	**33.1177**	**33.1867**	**5.2800e-003**	**5.0000e-005**	**33.3321**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Grading	Grading	5/1/2021	5/14/2021	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	1	4.00	187	0.41
Grading	Off-Highway Trucks	1	4.00	158	0.38
Grading	Rollers	2	4.00	247	0.40
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	4.00	97	0.37

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
Grading	5	10.00	4.00	1.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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					2.1200e-003	0.0000	2.1200e-003	2.3000e-004	0.0000	2.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0500e-003	0.0472	0.0296	8.0000e-005		1.7500e-003	1.7500e-003		1.6100e-003	1.6100e-003	0.0000	7.0095	7.0095	2.2700e-003	0.0000	7.0662
Total	**4.0500e-003**	**0.0472**	**0.0296**	**8.0000e-005**	**2.1200e-003**	**1.7500e-003**	**3.8700e-003**	**2.3000e-004**	**1.6100e-003**	**1.8400e-003**	**0.0000**	**7.0095**	**7.0095**	**2.2700e-003**	**0.0000**	**7.0662**

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	1.3000e-004	2.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0385	0.0385	0.0000	0.0000	0.0385
Vendor	6.0000e-005	2.1800e-003	4.2000e-004	1.0000e-005	1.3000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.5477	0.5477	3.0000e-005	0.0000	0.5483
Worker	1.6000e-004	1.1000e-004	1.1900e-003	0.0000	3.9000e-004	0.0000	4.0000e-004	1.0000e-004	0.0000	1.1000e-004	0.0000	0.3270	0.3270	1.0000e-005	0.0000	0.3272
Total	**2.2000e-004**	**2.4200e-003**	**1.6300e-003**	**1.0000e-005**	**5.3000e-004**	**0.0000**	**5.5000e-004**	**1.4000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.9131**	**0.9131**	**4.0000e-005**	**0.0000**	**0.9140**

3.2 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	tons/yr										MT/yr					
Fugitive Dust					2.1200e-003	0.0000	2.1200e-003	2.3000e-004	0.0000	2.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0500e-003	0.0472	0.0296	8.0000e-005		1.7500e-003	1.7500e-003		1.6100e-003	1.6100e-003	0.0000	7.0095	7.0095	2.2700e-003	0.0000	7.0662
Total	**4.0500e-003**	**0.0472**	**0.0296**	**8.0000e-005**	**2.1200e-003**	**1.7500e-003**	**3.8700e-003**	**2.3000e-004**	**1.6100e-003**	**1.8400e-003**	**0.0000**	**7.0095**	**7.0095**	**2.2700e-003**	**0.0000**	**7.0662**

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	1.3000e-004	2.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0385	0.0385	0.0000	0.0000	0.0385
Vendor	6.0000e-005	2.1800e-003	4.2000e-004	1.0000e-005	1.3000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.5477	0.5477	3.0000e-005	0.0000	0.5483
Worker	1.6000e-004	1.1000e-004	1.1900e-003	0.0000	3.9000e-004	0.0000	4.0000e-004	1.0000e-004	0.0000	1.1000e-004	0.0000	0.3270	0.3270	1.0000e-005	0.0000	0.3272
Total	**2.2000e-004**	**2.4200e-003**	**1.6300e-003**	**1.0000e-005**	**5.3000e-004**	**0.0000**	**5.5000e-004**	**1.4000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.9131**	**0.9131**	**4.0000e-005**	**0.0000**	**0.9140**

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	6.8200e-003	0.0453	0.0727	2.9000e-004	0.0222	2.1000e-004	0.0224	5.9700e-003	1.9000e-004	6.1700e-003	0.0000	27.1115	27.1115	9.8000e-004	0.0000	27.1360
Unmitigated	6.8200e-003	0.0453	0.0727	2.9000e-004	0.0222	2.1000e-004	0.0224	5.9700e-003	1.9000e-004	6.1700e-003	0.0000	27.1115	27.1115	9.8000e-004	0.0000	27.1360

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	7.56	91.00	66.96	59,703	59,703
Total	7.56	91.00	66.96	59,703	59,703

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	1.6400e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Unmitigated	1.6400e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.6400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Total	**1.6400e-003**	**0.0000**	**4.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**7.0000e-005**	**7.0000e-005**	**0.0000**	**0.0000**	**8.0000e-005**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.6400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Total	**1.6400e-003**	**0.0000**	**4.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**7.0000e-005**	**7.0000e-005**	**0.0000**	**0.0000**	**8.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	6.0061	2.2000e-004	5.0000e-005	6.0251
Unmitigated	6.0061	2.2000e-004	5.0000e-005	6.0251

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 4.76593	6.0061	2.2000e-004	5.0000e-005	6.0251
Total		**6.0061**	**2.2000e-004**	**5.0000e-005**	**6.0251**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 4.76593	6.0061	2.2000e-004	5.0000e-005	6.0251
Total		**6.0061**	**2.2000e-004**	**5.0000e-005**	**6.0251**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0690	4.0800e-003	0.0000	0.1710
Unmitigated	0.0690	4.0800e-003	0.0000	0.1710

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.34	0.0690	4.0800e-003	0.0000	0.1710
Total		**0.0690**	**4.0800e-003**	**0.0000**	**0.1710**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.34	0.0690	4.0800e-003	0.0000	0.1710
Total		**0.0690**	**4.0800e-003**	**0.0000**	**0.1710**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment B_Paving

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	4.00	Acre	4.00	174,240.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, August 2014.

Off-road Equipment - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, August 2014.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, August 2014.

Roseville Dry Creek Trail_Segment B_Paving - Placer County APCD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	18.00	20.00
tblOffRoadEquipment	HorsePower	130.00	9.00
tblOffRoadEquipment	HorsePower	97.00	130.00
tblOffRoadEquipment	LoadFactor	0.42	0.56
tblOffRoadEquipment	LoadFactor	0.37	0.42
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	UsageHours	8.00	4.80
tblOffRoadEquipment	UsageHours	6.00	4.00
tblOffRoadEquipment	UsageHours	6.00	4.80
tblOffRoadEquipment	UsageHours	8.00	4.80
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	10.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	18.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	6.8900e-003	0.0698	0.0806	1.4000e-004	1.1300e-003	3.5500e-003	4.6800e-003	3.1000e-004	3.2700e-003	3.5700e-003	0.0000	12.2939	12.2939	3.3600e-003	0.0000	12.3781
Maximum	**6.8900e-003**	**0.0698**	**0.0806**	**1.4000e-004**	**1.1300e-003**	**3.5500e-003**	**4.6800e-003**	**3.1000e-004**	**3.2700e-003**	**3.5700e-003**	**0.0000**	**12.2939**	**12.2939**	**3.3600e-003**	**0.0000**	**12.3781**

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	6.8900e-003	0.0698	0.0806	1.4000e-004	1.1300e-003	3.5500e-003	4.6800e-003	3.1000e-004	3.2700e-003	3.5700e-003	0.0000	12.2939	12.2939	3.3600e-003	0.0000	12.3780
Maximum	**6.8900e-003**	**0.0698**	**0.0806**	**1.4000e-004**	**1.1300e-003**	**3.5500e-003**	**4.6800e-003**	**3.1000e-004**	**3.2700e-003**	**3.5700e-003**	**0.0000**	**12.2939**	**12.2939**	**3.3600e-003**	**0.0000**	**12.3780**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	5-1-2021	7-31-2021	0.0766	0.0766
		Highest	0.0766	0.0766

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	1.6400e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	6.8200e-003	0.0453	0.0727	2.9000e-004	0.0222	2.1000e-004	0.0224	5.9700e-003	1.9000e-004	6.1700e-003	0.0000	27.1115	27.1115	9.8000e-004	0.0000	27.1360
Waste						0.0000	0.0000		0.0000	0.0000	0.0690	0.0000	0.0690	4.0800e-003	0.0000	0.1710
Water						0.0000	0.0000		0.0000	0.0000	0.0000	6.0061	6.0061	2.2000e-004	5.0000e-005	6.0251
Total	**8.4600e-003**	**0.0453**	**0.0728**	**2.9000e-004**	**0.0222**	**2.1000e-004**	**0.0224**	**5.9700e-003**	**1.9000e-004**	**6.1700e-003**	**0.0690**	**33.1177**	**33.1867**	**5.2800e-003**	**5.0000e-005**	**33.3321**

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	1.6400e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	6.8200e-003	0.0453	0.0727	2.9000e-004	0.0222	2.1000e-004	0.0224	5.9700e-003	1.9000e-004	6.1700e-003	0.0000	27.1115	27.1115	9.8000e-004	0.0000	27.1360
Waste						0.0000	0.0000		0.0000	0.0000	0.0690	0.0000	0.0690	4.0800e-003	0.0000	0.1710
Water						0.0000	0.0000		0.0000	0.0000	0.0000	6.0061	6.0061	2.2000e-004	5.0000e-005	6.0251
Total	**8.4600e-003**	**0.0453**	**0.0728**	**2.9000e-004**	**0.0222**	**2.1000e-004**	**0.0224**	**5.9700e-003**	**1.9000e-004**	**6.1700e-003**	**0.0690**	**33.1177**	**33.1867**	**5.2800e-003**	**5.0000e-005**	**33.3321**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Paving	Paving	5/1/2021	5/28/2021	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Paving	Cement and Mortar Mixers	0	6.00	9	0.56
Paving	Pavers	1	4.80	9	0.56
Paving	Paving Equipment	2	4.00	132	0.36
Paving	Rollers	2	4.80	80	0.38
Paving	Tractors/Loaders/Backhoes	1	4.80	130	0.42
Paving	Tractors/Loaders/Backhoes	1	4.00	97	0.37

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
Paving	7	10.00	4.00	10.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Paving - 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	6.4100e-003	0.0639	0.0771	1.2000e-004		3.5300e-003	3.5300e-003		3.2500e-003	3.2500e-003	0.0000	10.1600	10.1600	3.2900e-003	0.0000	10.2421
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.4100e-003**	**0.0639**	**0.0771**	**1.2000e-004**		**3.5300e-003**	**3.5300e-003**		**3.2500e-003**	**3.2500e-003**	**0.0000**	**10.1600**	**10.1600**	**3.2900e-003**	**0.0000**	**10.2421**

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	4.0000e-005	1.2700e-003	2.2000e-004	0.0000	8.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	3.0000e-005	0.0000	0.3847	0.3847	1.0000e-005	0.0000	0.3850
Vendor	1.2000e-004	4.3700e-003	8.3000e-004	1.0000e-005	2.6000e-004	1.0000e-005	2.7000e-004	8.0000e-005	1.0000e-005	9.0000e-005	0.0000	1.0954	1.0954	5.0000e-005	0.0000	1.0967
Worker	3.2000e-004	2.2000e-004	2.3700e-003	1.0000e-005	7.9000e-004	1.0000e-005	7.9000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.6539	0.6539	1.0000e-005	0.0000	0.6543
Total	**4.8000e-004**	**5.8600e-003**	**3.4200e-003**	**2.0000e-005**	**1.1300e-003**	**2.0000e-005**	**1.1500e-003**	**3.1000e-004**	**1.0000e-005**	**3.3000e-004**	**0.0000**	**2.1340**	**2.1340**	**7.0000e-005**	**0.0000**	**2.1359**

3.2 Paving - 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	tons/yr										MT/yr					
Off-Road	6.4100e-003	0.0639	0.0771	1.2000e-004		3.5300e-003	3.5300e-003		3.2500e-003	3.2500e-003	0.0000	10.1600	10.1600	3.2900e-003	0.0000	10.2421
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.4100e-003**	**0.0639**	**0.0771**	**1.2000e-004**		**3.5300e-003**	**3.5300e-003**		**3.2500e-003**	**3.2500e-003**	**0.0000**	**10.1600**	**10.1600**	**3.2900e-003**	**0.0000**	**10.2421**

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	4.0000e-005	1.2700e-003	2.2000e-004	0.0000	8.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	3.0000e-005	0.0000	0.3847	0.3847	1.0000e-005	0.0000	0.3850
Vendor	1.2000e-004	4.3700e-003	8.3000e-004	1.0000e-005	2.6000e-004	1.0000e-005	2.7000e-004	8.0000e-005	1.0000e-005	9.0000e-005	0.0000	1.0954	1.0954	5.0000e-005	0.0000	1.0967
Worker	3.2000e-004	2.2000e-004	2.3700e-003	1.0000e-005	7.9000e-004	1.0000e-005	7.9000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.6539	0.6539	1.0000e-005	0.0000	0.6543
Total	**4.8000e-004**	**5.8600e-003**	**3.4200e-003**	**2.0000e-005**	**1.1300e-003**	**2.0000e-005**	**1.1500e-003**	**3.1000e-004**	**1.0000e-005**	**3.3000e-004**	**0.0000**	**2.1340**	**2.1340**	**7.0000e-005**	**0.0000**	**2.1359**

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	6.8200e-003	0.0453	0.0727	2.9000e-004	0.0222	2.1000e-004	0.0224	5.9700e-003	1.9000e-004	6.1700e-003	0.0000	27.1115	27.1115	9.8000e-004	0.0000	27.1360
Unmitigated	6.8200e-003	0.0453	0.0727	2.9000e-004	0.0222	2.1000e-004	0.0224	5.9700e-003	1.9000e-004	6.1700e-003	0.0000	27.1115	27.1115	9.8000e-004	0.0000	27.1360

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	7.56	91.00	66.96	59,703	59,703
Total	7.56	91.00	66.96	59,703	59,703

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	1.6400e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Unmitigated	1.6400e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.6400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Total	**1.6400e-003**	**0.0000**	**4.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**7.0000e-005**	**7.0000e-005**	**0.0000**	**0.0000**	**8.0000e-005**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.6400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Total	**1.6400e-003**	**0.0000**	**4.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**7.0000e-005**	**7.0000e-005**	**0.0000**	**0.0000**	**8.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	6.0061	2.2000e-004	5.0000e-005	6.0251
Unmitigated	6.0061	2.2000e-004	5.0000e-005	6.0251

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 4.76593	6.0061	2.2000e-004	5.0000e-005	6.0251
Total		**6.0061**	**2.2000e-004**	**5.0000e-005**	**6.0251**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 4.76593	6.0061	2.2000e-004	5.0000e-005	6.0251
Total		**6.0061**	**2.2000e-004**	**5.0000e-005**	**6.0251**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0690	4.0800e-003	0.0000	0.1710
Unmitigated	0.0690	4.0800e-003	0.0000	0.1710

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.34	0.0690	4.0800e-003	0.0000	0.1710
Total		**0.0690**	**4.0800e-003**	**0.0000**	**0.1710**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.34	0.0690	4.0800e-003	0.0000	0.1710
Total		**0.0690**	**4.0800e-003**	**0.0000**	**0.1710**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment B_Planting and Erosion Control

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, September 2017.

Off-road Equipment - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Grading - No grading

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	1.00	15.00
tblOffRoadEquipment	HorsePower	402.00	124.00
tblOffRoadEquipment	LoadFactor	0.38	0.44
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	1.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	1.9500e-003	0.0155	0.0223	4.0000e-005	6.0000e-004	8.3000e-004	1.4300e-003	1.6000e-004	7.7000e-004	9.2000e-004	0.0000	3.0921	3.0921	8.4000e-004	0.0000	3.1131
Maximum	**1.9500e-003**	**0.0155**	**0.0223**	**4.0000e-005**	**6.0000e-004**	**8.3000e-004**	**1.4300e-003**	**1.6000e-004**	**7.7000e-004**	**9.2000e-004**	**0.0000**	**3.0921**	**3.0921**	**8.4000e-004**	**0.0000**	**3.1131**

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	1.9500e-003	0.0155	0.0223	4.0000e-005	6.0000e-004	8.3000e-004	1.4300e-003	1.6000e-004	7.7000e-004	9.2000e-004	0.0000	3.0921	3.0921	8.4000e-004	0.0000	3.1131
Maximum	**1.9500e-003**	**0.0155**	**0.0223**	**4.0000e-005**	**6.0000e-004**	**8.3000e-004**	**1.4300e-003**	**1.6000e-004**	**7.7000e-004**	**9.2000e-004**	**0.0000**	**3.0921**	**3.0921**	**8.4000e-004**	**0.0000**	**3.1131**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	5-1-2021	7-31-2021	0.0175	0.0175
		Highest	0.0175	0.0175

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**5.3000e-004**	**2.8300e-003**	**4.5500e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.9000e-004**	**4.0600e-003**	**2.0699**	**2.0739**	**3.1000e-004**	**0.0000**	**2.0826**

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**5.3000e-004**	**2.8300e-003**	**4.5500e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.9000e-004**	**4.0600e-003**	**2.0699**	**2.0739**	**3.1000e-004**	**0.0000**	**2.0826**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Site Preparation	Site Preparation	5/1/2021	5/21/2021	5	15	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Off-Highway Trucks	1	4.00	124	0.44
Site Preparation	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Site Preparation	Graders	0	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	10.00	0.00	1.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.7100e-003	0.0152	0.0205	3.0000e-005		8.3000e-004	8.3000e-004		7.6000e-004	7.6000e-004	0.0000	2.5632	2.5632	8.3000e-004	0.0000	2.5839
Total	**1.7100e-003**	**0.0152**	**0.0205**	**3.0000e-005**	**0.0000**	**8.3000e-004**	**8.3000e-004**	**0.0000**	**7.6000e-004**	**7.6000e-004**	**0.0000**	**2.5632**	**2.5632**	**8.3000e-004**	**0.0000**	**2.5839**

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	1.3000e-004	2.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0385	0.0385	0.0000	0.0000	0.0385
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	2.4000e-004	1.6000e-004	1.7800e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4905	0.4905	1.0000e-005	0.0000	0.4907
Total	**2.4000e-004**	**2.9000e-004**	**1.8000e-003**	**1.0000e-005**	**6.0000e-004**	**0.0000**	**6.0000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.5289**	**0.5289**	**1.0000e-005**	**0.0000**	**0.5292**

3.2 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	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.7100e-003	0.0152	0.0205	3.0000e-005		8.3000e-004	8.3000e-004		7.6000e-004	7.6000e-004	0.0000	2.5632	2.5632	8.3000e-004	0.0000	2.5839
Total	**1.7100e-003**	**0.0152**	**0.0205**	**3.0000e-005**	**0.0000**	**8.3000e-004**	**8.3000e-004**	**0.0000**	**7.6000e-004**	**7.6000e-004**	**0.0000**	**2.5632**	**2.5632**	**8.3000e-004**	**0.0000**	**2.5839**

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	1.3000e-004	2.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0385	0.0385	0.0000	0.0000	0.0385
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	2.4000e-004	1.6000e-004	1.7800e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4905	0.4905	1.0000e-005	0.0000	0.4907
Total	**2.4000e-004**	**2.9000e-004**	**1.8000e-003**	**1.0000e-005**	**6.0000e-004**	**0.0000**	**6.0000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.5289**	**0.5289**	**1.0000e-005**	**0.0000**	**0.5292**

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	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Unmitigated	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.3754	1.0000e-005	0.0000	0.3766
Unmitigated	0.3754	1.0000e-005	0.0000	0.3766

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.0600e-003	2.4000e-004	0.0000	0.0101
Unmitigated	4.0600e-003	2.4000e-004	0.0000	0.0101

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment B_Retaining Walls Undercrossings

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, August 2014.

Off-road Equipment - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, August 2014.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, August4 2014.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	20.00
tblOffRoadEquipment	HorsePower	158.00	231.00
tblOffRoadEquipment	HorsePower	8.00	97.00
tblOffRoadEquipment	HorsePower	80.00	89.00
tblOffRoadEquipment	LoadFactor	0.38	0.29
tblOffRoadEquipment	LoadFactor	0.43	0.37
tblOffRoadEquipment	LoadFactor	0.38	0.20
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	2.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	4.8300e-003	0.0494	0.0520	1.1000e-004	1.0600e-003	2.1900e-003	3.2500e-003	2.9000e-004	2.0100e-003	2.3000e-003	0.0000	9.9728	9.9728	2.7000e-003	0.0000	10.0404
Maximum	**4.8300e-003**	**0.0494**	**0.0520**	**1.1000e-004**	**1.0600e-003**	**2.1900e-003**	**3.2500e-003**	**2.9000e-004**	**2.0100e-003**	**2.3000e-003**	**0.0000**	**9.9728**	**9.9728**	**2.7000e-003**	**0.0000**	**10.0404**

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	4.8300e-003	0.0494	0.0520	1.1000e-004	1.0600e-003	2.1900e-003	3.2500e-003	2.9000e-004	2.0100e-003	2.3000e-003	0.0000	9.9728	9.9728	2.7000e-003	0.0000	10.0404
Maximum	**4.8300e-003**	**0.0494**	**0.0520**	**1.1000e-004**	**1.0600e-003**	**2.1900e-003**	**3.2500e-003**	**2.9000e-004**	**2.0100e-003**	**2.3000e-003**	**0.0000**	**9.9728**	**9.9728**	**2.7000e-003**	**0.0000**	**10.0404**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	5-1-2021	7-31-2021	0.0542	0.0542
		Highest	0.0542	0.0542

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**5.3000e-004**	**2.8300e-003**	**4.5500e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.9000e-004**	**4.0600e-003**	**2.0699**	**2.0739**	**3.1000e-004**	**0.0000**	**2.0826**

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**5.3000e-004**	**2.8300e-003**	**4.5500e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.9000e-004**	**4.0600e-003**	**2.0699**	**2.0739**	**3.1000e-004**	**0.0000**	**2.0826**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Building Construction	Building Construction	5/1/2021	5/28/2021	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Cranes	0	4.00	231	0.29
Building Construction	Excavators	1	4.00	231	0.29
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Paving Equipment	2	4.00	132	0.36
Building Construction	Plate Compactors	2	2.00	97	0.37
Building Construction	Rollers	1	4.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	1	4.00	97	0.37

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
Building Construction	7	10.00	4.00	2.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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	4.3700e-003	0.0446	0.0487	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	8.1466	8.1466	2.6300e-003	0.0000	8.2124
Total	**4.3700e-003**	**0.0446**	**0.0487**	**9.0000e-005**		**2.1700e-003**	**2.1700e-003**		**2.0000e-003**	**2.0000e-003**	**0.0000**	**8.1466**	**8.1466**	**2.6300e-003**	**0.0000**	**8.2124**

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	1.0000e-005	2.5000e-004	4.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0769	0.0769	0.0000	0.0000	0.0770
Vendor	1.2000e-004	4.3700e-003	8.3000e-004	1.0000e-005	2.6000e-004	1.0000e-005	2.7000e-004	8.0000e-005	1.0000e-005	9.0000e-005	0.0000	1.0954	1.0954	5.0000e-005	0.0000	1.0967
Worker	3.2000e-004	2.2000e-004	2.3700e-003	1.0000e-005	7.9000e-004	1.0000e-005	7.9000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.6539	0.6539	1.0000e-005	0.0000	0.6543
Total	**4.5000e-004**	**4.8400e-003**	**3.2400e-003**	**2.0000e-005**	**1.0700e-003**	**2.0000e-005**	**1.0800e-003**	**2.9000e-004**	**1.0000e-005**	**3.1000e-004**	**0.0000**	**1.8263**	**1.8263**	**6.0000e-005**	**0.0000**	**1.8280**

3.2 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	tons/yr										MT/yr					
Off-Road	4.3700e-003	0.0446	0.0487	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	8.1466	8.1466	2.6300e-003	0.0000	8.2124
Total	**4.3700e-003**	**0.0446**	**0.0487**	**9.0000e-005**		**2.1700e-003**	**2.1700e-003**		**2.0000e-003**	**2.0000e-003**	**0.0000**	**8.1466**	**8.1466**	**2.6300e-003**	**0.0000**	**8.2124**

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	1.0000e-005	2.5000e-004	4.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0769	0.0769	0.0000	0.0000	0.0770
Vendor	1.2000e-004	4.3700e-003	8.3000e-004	1.0000e-005	2.6000e-004	1.0000e-005	2.7000e-004	8.0000e-005	1.0000e-005	9.0000e-005	0.0000	1.0954	1.0954	5.0000e-005	0.0000	1.0967
Worker	3.2000e-004	2.2000e-004	2.3700e-003	1.0000e-005	7.9000e-004	1.0000e-005	7.9000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.6539	0.6539	1.0000e-005	0.0000	0.6543
Total	**4.5000e-004**	**4.8400e-003**	**3.2400e-003**	**2.0000e-005**	**1.0700e-003**	**2.0000e-005**	**1.0800e-003**	**2.9000e-004**	**1.0000e-005**	**3.1000e-004**	**0.0000**	**1.8263**	**1.8263**	**6.0000e-005**	**0.0000**	**1.8280**

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	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Unmitigated	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.3754	1.0000e-005	0.0000	0.3766
Unmitigated	0.3754	1.0000e-005	0.0000	0.3766

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.0600e-003	2.4000e-004	0.0000	0.0101
Unmitigated	4.0600e-003	2.4000e-004	0.0000	0.0101

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment B_Clearing and Grading

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	4.00	Acre	4.00	174,240.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 3,900 ft (.7 miles)

Construction Phase - Per Table 1: Construction Phases and Equipment - Segment B - Option 5A, provided by Psomas, September 2017.

Off-road Equipment - Per Table 1: Construction Phases and Equipment - Segment B - Option 5A, provided by Psomas, September 2017.gr

Grading - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 3,900 ft (.7 miles)

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	8.00	15.00
tblConstructionPhase	PhaseEndDate	3/31/2021	4/21/2021
tblGrading	AcresOfGrading	7.50	4.00
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblOffRoadEquipment	OffRoadEquipmentType		Graders
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Rollers
tblOffRoadEquipment	OffRoadEquipmentType		Other Construction Equipment
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	15.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0175	0.1892	0.1214	2.4000e-004	0.0481	8.7100e-003	0.0568	0.0253	8.0100e-003	0.0333	0.0000	20.9292	20.9292	6.3700e-003	0.0000	21.0885
Maximum	**0.0175**	**0.1892**	**0.1214**	**2.4000e-004**	**0.0481**	**8.7100e-003**	**0.0568**	**0.0253**	**8.0100e-003**	**0.0333**	**0.0000**	**20.9292**	**20.9292**	**6.3700e-003**	**0.0000**	**21.0885**

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	0.0175	0.1892	0.1214	2.4000e-004	0.0481	8.7100e-003	0.0568	0.0253	8.0100e-003	0.0333	0.0000	20.9292	20.9292	6.3700e-003	0.0000	21.0885
Maximum	**0.0175**	**0.1892**	**0.1214**	**2.4000e-004**	**0.0481**	**8.7100e-003**	**0.0568**	**0.0253**	**8.0100e-003**	**0.0333**	**0.0000**	**20.9292**	**20.9292**	**6.3700e-003**	**0.0000**	**21.0885**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	4-1-2021	6-30-2021	0.2067	0.2067
		Highest	0.2067	0.2067

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	1.6400e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	6.8200e-003	0.0453	0.0727	2.9000e-004	0.0222	2.1000e-004	0.0224	5.9700e-003	1.9000e-004	6.1700e-003	0.0000	27.1115	27.1115	9.8000e-004	0.0000	27.1360
Waste						0.0000	0.0000		0.0000	0.0000	0.0690	0.0000	0.0690	4.0800e-003	0.0000	0.1710
Water						0.0000	0.0000		0.0000	0.0000	0.0000	6.0061	6.0061	2.2000e-004	5.0000e-005	6.0251
Total	**8.4600e-003**	**0.0453**	**0.0728**	**2.9000e-004**	**0.0222**	**2.1000e-004**	**0.0224**	**5.9700e-003**	**1.9000e-004**	**6.1700e-003**	**0.0690**	**33.1177**	**33.1867**	**5.2800e-003**	**5.0000e-005**	**33.3321**

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	1.6400e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	6.8200e-003	0.0453	0.0727	2.9000e-004	0.0222	2.1000e-004	0.0224	5.9700e-003	1.9000e-004	6.1700e-003	0.0000	27.1115	27.1115	9.8000e-004	0.0000	27.1360
Waste						0.0000	0.0000		0.0000	0.0000	0.0690	0.0000	0.0690	4.0800e-003	0.0000	0.1710
Water						0.0000	0.0000		0.0000	0.0000	0.0000	6.0061	6.0061	2.2000e-004	5.0000e-005	6.0251
Total	**8.4600e-003**	**0.0453**	**0.0728**	**2.9000e-004**	**0.0222**	**2.1000e-004**	**0.0224**	**5.9700e-003**	**1.9000e-004**	**6.1700e-003**	**0.0690**	**33.1177**	**33.1867**	**5.2800e-003**	**5.0000e-005**	**33.3321**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Grading	Grading	4/1/2021	4/21/2021	5	15	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Tractors/Loaders/Backhoes	1	2.66	97	0.37
Architectural Coating	Graders	1	4.00	187	0.41
Architectural Coating	Off-Highway Trucks	1	4.00	402	0.38
Architectural Coating	Excavators	1	4.80	158	0.38
Architectural Coating	Rollers	2	4.00	80	0.38
Architectural Coating	Other Construction Equipment	4	4.00	172	0.42
Grading	Excavators	1	8.00	158	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41

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
Grading	6	10.00	4.00	2.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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					0.0473	0.0000	0.0473	0.0251	0.0000	0.0251	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0172	0.1855	0.1189	2.2000e-004		8.7000e-003	8.7000e-003		8.0000e-003	8.0000e-003	0.0000	19.5403	19.5403	6.3200e-003	0.0000	19.6983
Total	**0.0172**	**0.1855**	**0.1189**	**2.2000e-004**	**0.0473**	**8.7000e-003**	**0.0560**	**0.0251**	**8.0000e-003**	**0.0331**	**0.0000**	**19.5403**	**19.5403**	**6.3200e-003**	**0.0000**	**19.6983**

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	1.0000e-005	2.5000e-004	4.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0769	0.0769	0.0000	0.0000	0.0770
Vendor	9.0000e-005	3.2800e-003	6.3000e-004	1.0000e-005	2.0000e-004	1.0000e-005	2.0000e-004	6.0000e-005	1.0000e-005	6.0000e-005	0.0000	0.8215	0.8215	4.0000e-005	0.0000	0.8225
Worker	2.4000e-004	1.6000e-004	1.7800e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4905	0.4905	1.0000e-005	0.0000	0.4907
Total	**3.4000e-004**	**3.6900e-003**	**2.4500e-003**	**2.0000e-005**	**8.1000e-004**	**1.0000e-005**	**8.1000e-004**	**2.2000e-004**	**1.0000e-005**	**2.3000e-004**	**0.0000**	**1.3889**	**1.3889**	**5.0000e-005**	**0.0000**	**1.3902**

3.2 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	tons/yr										MT/yr					
Fugitive Dust					0.0473	0.0000	0.0473	0.0251	0.0000	0.0251	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0172	0.1855	0.1189	2.2000e-004		8.7000e-003	8.7000e-003		8.0000e-003	8.0000e-003	0.0000	19.5403	19.5403	6.3200e-003	0.0000	19.6982
Total	**0.0172**	**0.1855**	**0.1189**	**2.2000e-004**	**0.0473**	**8.7000e-003**	**0.0560**	**0.0251**	**8.0000e-003**	**0.0331**	**0.0000**	**19.5403**	**19.5403**	**6.3200e-003**	**0.0000**	**19.6982**

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	1.0000e-005	2.5000e-004	4.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0769	0.0769	0.0000	0.0000	0.0770
Vendor	9.0000e-005	3.2800e-003	6.3000e-004	1.0000e-005	2.0000e-004	1.0000e-005	2.0000e-004	6.0000e-005	1.0000e-005	6.0000e-005	0.0000	0.8215	0.8215	4.0000e-005	0.0000	0.8225
Worker	2.4000e-004	1.6000e-004	1.7800e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4905	0.4905	1.0000e-005	0.0000	0.4907
Total	**3.4000e-004**	**3.6900e-003**	**2.4500e-003**	**2.0000e-005**	**8.1000e-004**	**1.0000e-005**	**8.1000e-004**	**2.2000e-004**	**1.0000e-005**	**2.3000e-004**	**0.0000**	**1.3889**	**1.3889**	**5.0000e-005**	**0.0000**	**1.3902**

4.0 Operational Detail - Mobile

District, Annual **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	6.8200e-003	0.0453	0.0727	2.9000e-004	0.0222	2.1000e-004	0.0224	5.9700e-003	1.9000e-004	6.1700e-003	0.0000	27.1115	27.1115	9.8000e-004	0.0000	27.1360
Unmitigated	6.8200e-003	0.0453	0.0727	2.9000e-004	0.0222	2.1000e-004	0.0224	5.9700e-003	1.9000e-004	6.1700e-003	0.0000	27.1115	27.1115	9.8000e-004	0.0000	27.1360

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	7.56	91.00	66.96	59,703	59,703
Total	7.56	91.00	66.96	59,703	59,703

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	1.6400e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Unmitigated	1.6400e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.6400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Total	**1.6400e-003**	**0.0000**	**4.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**7.0000e-005**	**7.0000e-005**	**0.0000**	**0.0000**	**8.0000e-005**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.6400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Total	**1.6400e-003**	**0.0000**	**4.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**7.0000e-005**	**7.0000e-005**	**0.0000**	**0.0000**	**8.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	6.0061	2.2000e-004	5.0000e-005	6.0251
Unmitigated	6.0061	2.2000e-004	5.0000e-005	6.0251

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 4.76593	6.0061	2.2000e-004	5.0000e-005	6.0251
Total		**6.0061**	**2.2000e-004**	**5.0000e-005**	**6.0251**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 4.76593	6.0061	2.2000e-004	5.0000e-005	6.0251
Total		**6.0061**	**2.2000e-004**	**5.0000e-005**	**6.0251**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0690	4.0800e-003	0.0000	0.1710
Unmitigated	0.0690	4.0800e-003	0.0000	0.1710

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.34	0.0690	4.0800e-003	0.0000	0.1710
Total		**0.0690**	**4.0800e-003**	**0.0000**	**0.1710**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.34	0.0690	4.0800e-003	0.0000	0.1710
Total		**0.0690**	**4.0800e-003**	**0.0000**	**0.1710**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment B - Option 5A_Drainage and Stabilization Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, September 2017.

Off-road Equipment - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, September 2017.

Grading - No grading

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	1.00	15.00
tblConstructionPhase	PhaseEndDate	4/30/2021	5/21/2021
tblGrading	AcresOfGrading	7.50	0.00
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblOffRoadEquipment	OffRoadEquipmentType		Paving Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	5.1400e-003	0.0621	0.0326	9.0000e-005	7.8000e-004	2.2600e-003	3.0400e-003	2.1000e-004	2.0800e-003	2.2900e-003	0.0000	7.7252	7.7252	2.1200e-003	0.0000	7.7783
Maximum	**5.1400e-003**	**0.0621**	**0.0326**	**9.0000e-005**	**7.8000e-004**	**2.2600e-003**	**3.0400e-003**	**2.1000e-004**	**2.0800e-003**	**2.2900e-003**	**0.0000**	**7.7252**	**7.7252**	**2.1200e-003**	**0.0000**	**7.7783**

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	5.1400e-003	0.0621	0.0326	9.0000e-005	7.8000e-004	2.2600e-003	3.0400e-003	2.1000e-004	2.0800e-003	2.2900e-003	0.0000	7.7252	7.7252	2.1200e-003	0.0000	7.7783
Maximum	**5.1400e-003**	**0.0621**	**0.0326**	**9.0000e-005**	**7.8000e-004**	**2.2600e-003**	**3.0400e-003**	**2.1000e-004**	**2.0800e-003**	**2.2900e-003**	**0.0000**	**7.7252**	**7.7252**	**2.1200e-003**	**0.0000**	**7.7783**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	5-1-2021	7-31-2021	0.0672	0.0672
		Highest	0.0672	0.0672

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**5.3000e-004**	**2.8300e-003**	**4.5500e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.9000e-004**	**4.0600e-003**	**2.0699**	**2.0739**	**3.1000e-004**	**0.0000**	**2.0826**

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**5.3000e-004**	**2.8300e-003**	**4.5500e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.9000e-004**	**4.0600e-003**	**2.0699**	**2.0739**	**3.1000e-004**	**0.0000**	**2.0826**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Site Preparation	Site Preparation	5/1/2021	5/21/2021	5	15	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Excavators	1	2.00	158	0.38
Architectural Coating	Tractors/Loaders/Backhoes	1	2.00	97	0.37
Architectural Coating	Paving Equipment	2	2.00	132	0.36
Architectural Coating	Off-Highway Trucks	1	2.00	402	0.38
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	10.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.8000e-003	0.0587	0.0302	7.0000e-005		2.2500e-003	2.2500e-003		2.0700e-003	2.0700e-003	0.0000	6.4132	6.4132	2.0700e-003	0.0000	6.4651
Total	**4.8000e-003**	**0.0587**	**0.0302**	**7.0000e-005**	**0.0000**	**2.2500e-003**	**2.2500e-003**	**0.0000**	**2.0700e-003**	**2.0700e-003**	**0.0000**	**6.4132**	**6.4132**	**2.0700e-003**	**0.0000**	**6.4651**

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-005	3.2800e-003	6.3000e-004	1.0000e-005	2.0000e-004	1.0000e-005	2.0000e-004	6.0000e-005	1.0000e-005	6.0000e-005	0.0000	0.8215	0.8215	4.0000e-005	0.0000	0.8225
Worker	2.4000e-004	1.6000e-004	1.7800e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4905	0.4905	1.0000e-005	0.0000	0.4907
Total	**3.3000e-004**	**3.4400e-003**	**2.4100e-003**	**2.0000e-005**	**7.9000e-004**	**1.0000e-005**	**7.9000e-004**	**2.2000e-004**	**1.0000e-005**	**2.2000e-004**	**0.0000**	**1.3120**	**1.3120**	**5.0000e-005**	**0.0000**	**1.3132**

3.2 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	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.8000e-003	0.0587	0.0302	7.0000e-005		2.2500e-003	2.2500e-003		2.0700e-003	2.0700e-003	0.0000	6.4132	6.4132	2.0700e-003	0.0000	6.4651
Total	**4.8000e-003**	**0.0587**	**0.0302**	**7.0000e-005**	**0.0000**	**2.2500e-003**	**2.2500e-003**	**0.0000**	**2.0700e-003**	**2.0700e-003**	**0.0000**	**6.4132**	**6.4132**	**2.0700e-003**	**0.0000**	**6.4651**

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-005	3.2800e-003	6.3000e-004	1.0000e-005	2.0000e-004	1.0000e-005	2.0000e-004	6.0000e-005	1.0000e-005	6.0000e-005	0.0000	0.8215	0.8215	4.0000e-005	0.0000	0.8225
Worker	2.4000e-004	1.6000e-004	1.7800e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4905	0.4905	1.0000e-005	0.0000	0.4907
Total	**3.3000e-004**	**3.4400e-003**	**2.4100e-003**	**2.0000e-005**	**7.9000e-004**	**1.0000e-005**	**7.9000e-004**	**2.2000e-004**	**1.0000e-005**	**2.2000e-004**	**0.0000**	**1.3120**	**1.3120**	**5.0000e-005**	**0.0000**	**1.3132**

4.0 Operational Detail - Mobile

District, Annual **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	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Unmitigated	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.3754	1.0000e-005	0.0000	0.3766
Unmitigated	0.3754	1.0000e-005	0.0000	0.3766

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.0600e-003	2.4000e-004	0.0000	0.0101
Unmitigated	4.0600e-003	2.4000e-004	0.0000	0.0101

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment B - Option 5A_Finish Grading Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	4.00	Acre	4.00	174,240.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 3,900 ft (.7 miles)

Construction Phase - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, September 2017.

Off-road Equipment - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, September 2017.

Grading - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 3,900 ft (.7 miles)

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Date: Roseville Dry Creek Trail_Segment B - Option 5A_Finish Grading - Placer County APCD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	8.00	10.00
tblGrading	AcresOfGrading	5.00	4.00
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblOffRoadEquipment	OffRoadEquipmentType		Graders
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Rollers
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	100.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	15.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0121	0.1387	0.0831	2.0000e-004	0.0336	5.8500e-003	0.0394	0.0172	5.3800e-003	0.0225	0.0000	17.7480	17.7480	4.3700e-003	0.0000	17.8573
Maximum	**0.0121**	**0.1387**	**0.0831**	**2.0000e-004**	**0.0336**	**5.8500e-003**	**0.0394**	**0.0172**	**5.3800e-003**	**0.0225**	**0.0000**	**17.7480**	**17.7480**	**4.3700e-003**	**0.0000**	**17.8573**

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	0.0121	0.1387	0.0831	2.0000e-004	0.0336	5.8500e-003	0.0394	0.0172	5.3800e-003	0.0225	0.0000	17.7480	17.7480	4.3700e-003	0.0000	17.8572
Maximum	**0.0121**	**0.1387**	**0.0831**	**2.0000e-004**	**0.0336**	**5.8500e-003**	**0.0394**	**0.0172**	**5.3800e-003**	**0.0225**	**0.0000**	**17.7480**	**17.7480**	**4.3700e-003**	**0.0000**	**17.8572**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	5-1-2021	7-31-2021	0.1504	0.1504
		Highest	0.1504	0.1504

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	1.6400e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	6.8200e-003	0.0453	0.0727	2.9000e-004	0.0222	2.1000e-004	0.0224	5.9700e-003	1.9000e-004	6.1700e-003	0.0000	27.1115	27.1115	9.8000e-004	0.0000	27.1360
Waste						0.0000	0.0000		0.0000	0.0000	0.0690	0.0000	0.0690	4.0800e-003	0.0000	0.1710
Water						0.0000	0.0000		0.0000	0.0000	0.0000	6.0061	6.0061	2.2000e-004	5.0000e-005	6.0251
Total	**8.4600e-003**	**0.0453**	**0.0728**	**2.9000e-004**	**0.0222**	**2.1000e-004**	**0.0224**	**5.9700e-003**	**1.9000e-004**	**6.1700e-003**	**0.0690**	**33.1177**	**33.1867**	**5.2800e-003**	**5.0000e-005**	**33.3321**

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	1.6400e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	6.8200e-003	0.0453	0.0727	2.9000e-004	0.0222	2.1000e-004	0.0224	5.9700e-003	1.9000e-004	6.1700e-003	0.0000	27.1115	27.1115	9.8000e-004	0.0000	27.1360
Waste						0.0000	0.0000		0.0000	0.0000	0.0690	0.0000	0.0690	4.0800e-003	0.0000	0.1710
Water						0.0000	0.0000		0.0000	0.0000	0.0000	6.0061	6.0061	2.2000e-004	5.0000e-005	6.0251
Total	**8.4600e-003**	**0.0453**	**0.0728**	**2.9000e-004**	**0.0222**	**2.1000e-004**	**0.0224**	**5.9700e-003**	**1.9000e-004**	**6.1700e-003**	**0.0690**	**33.1177**	**33.1867**	**5.2800e-003**	**5.0000e-005**	**33.3321**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Grading	Grading	5/1/2021	5/14/2021	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Architectural Coating	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Architectural Coating	Graders	1	4.00	187	0.41
Architectural Coating	Off-Highway Trucks	1	4.00	402	0.38
Architectural Coating	Rollers	2	4.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37

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
Grading	6	10.00	4.00	100.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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					0.0322	0.0000	0.0322	0.0168	0.0000	0.0168	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0115	0.1237	0.0793	1.5000e-004		5.8000e-003	5.8000e-003		5.3400e-003	5.3400e-003	0.0000	13.0269	13.0269	4.2100e-003	0.0000	13.1322
Total	**0.0115**	**0.1237**	**0.0793**	**1.5000e-004**	**0.0322**	**5.8000e-003**	**0.0380**	**0.0168**	**5.3400e-003**	**0.0221**	**0.0000**	**13.0269**	**13.0269**	**4.2100e-003**	**0.0000**	**13.1322**

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	3.8000e-004	0.0127	2.1600e-003	4.0000e-005	8.4000e-004	4.0000e-005	8.8000e-004	2.3000e-004	4.0000e-005	2.7000e-004	0.0000	3.8465	3.8465	1.2000e-004	0.0000	3.8496
Vendor	6.0000e-005	2.1800e-003	4.2000e-004	1.0000e-005	1.3000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.5477	0.5477	3.0000e-005	0.0000	0.5483
Worker	1.6000e-004	1.1000e-004	1.1900e-003	0.0000	3.9000e-004	0.0000	4.0000e-004	1.0000e-004	0.0000	1.1000e-004	0.0000	0.3270	0.3270	1.0000e-005	0.0000	0.3272
Total	**6.0000e-004**	**0.0150**	**3.7700e-003**	**5.0000e-005**	**1.3600e-003**	**4.0000e-005**	**1.4200e-003**	**3.7000e-004**	**4.0000e-005**	**4.2000e-004**	**0.0000**	**4.7211**	**4.7211**	**1.6000e-004**	**0.0000**	**4.7251**

3.2 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	tons/yr										MT/yr					
Fugitive Dust					0.0322	0.0000	0.0322	0.0168	0.0000	0.0168	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0115	0.1237	0.0793	1.5000e-004		5.8000e-003	5.8000e-003		5.3400e-003	5.3400e-003	0.0000	13.0268	13.0268	4.2100e-003	0.0000	13.1322
Total	**0.0115**	**0.1237**	**0.0793**	**1.5000e-004**	**0.0322**	**5.8000e-003**	**0.0380**	**0.0168**	**5.3400e-003**	**0.0221**	**0.0000**	**13.0268**	**13.0268**	**4.2100e-003**	**0.0000**	**13.1322**

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	3.8000e-004	0.0127	2.1600e-003	4.0000e-005	8.4000e-004	4.0000e-005	8.8000e-004	2.3000e-004	4.0000e-005	2.7000e-004	0.0000	3.8465	3.8465	1.2000e-004	0.0000	3.8496
Vendor	6.0000e-005	2.1800e-003	4.2000e-004	1.0000e-005	1.3000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.5477	0.5477	3.0000e-005	0.0000	0.5483
Worker	1.6000e-004	1.1000e-004	1.1900e-003	0.0000	3.9000e-004	0.0000	4.0000e-004	1.0000e-004	0.0000	1.1000e-004	0.0000	0.3270	0.3270	1.0000e-005	0.0000	0.3272
Total	**6.0000e-004**	**0.0150**	**3.7700e-003**	**5.0000e-005**	**1.3600e-003**	**4.0000e-005**	**1.4200e-003**	**3.7000e-004**	**4.0000e-005**	**4.2000e-004**	**0.0000**	**4.7211**	**4.7211**	**1.6000e-004**	**0.0000**	**4.7251**

4.0 Operational Detail - Mobile

District, Annual **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	6.8200e-003	0.0453	0.0727	2.9000e-004	0.0222	2.1000e-004	0.0224	5.9700e-003	1.9000e-004	6.1700e-003	0.0000	27.1115	27.1115	9.8000e-004	0.0000	27.1360
Unmitigated	6.8200e-003	0.0453	0.0727	2.9000e-004	0.0222	2.1000e-004	0.0224	5.9700e-003	1.9000e-004	6.1700e-003	0.0000	27.1115	27.1115	9.8000e-004	0.0000	27.1360

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	7.56	91.00	66.96	59,703	59,703
Total	7.56	91.00	66.96	59,703	59,703

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	1.6400e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Unmitigated	1.6400e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.6400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Total	**1.6400e-003**	**0.0000**	**4.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**7.0000e-005**	**7.0000e-005**	**0.0000**	**0.0000**	**8.0000e-005**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.6400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Total	**1.6400e-003**	**0.0000**	**4.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**7.0000e-005**	**7.0000e-005**	**0.0000**	**0.0000**	**8.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	6.0061	2.2000e-004	5.0000e-005	6.0251
Unmitigated	6.0061	2.2000e-004	5.0000e-005	6.0251

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 4.76593	6.0061	2.2000e-004	5.0000e-005	6.0251
Total		**6.0061**	**2.2000e-004**	**5.0000e-005**	**6.0251**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 4.76593	6.0061	2.2000e-004	5.0000e-005	6.0251
Total		**6.0061**	**2.2000e-004**	**5.0000e-005**	**6.0251**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0690	4.0800e-003	0.0000	0.1710
Unmitigated	0.0690	4.0800e-003	0.0000	0.1710

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.34	0.0690	4.0800e-003	0.0000	0.1710
Total		**0.0690**	**4.0800e-003**	**0.0000**	**0.1710**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.34	0.0690	4.0800e-003	0.0000	0.1710
Total		**0.0690**	**4.0800e-003**	**0.0000**	**0.1710**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment B - Option 5A_Paving Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	4.00	Acre	4.00	174,240.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, September 2017.

Off-road Equipment - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Roseville Dry Creek Trail_Segment B - Option 5A_Paving - Placer County APCD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	18.00	20.00
tblConstructionPhase	PhaseEndDate	4/30/2021	5/28/2021
tblOffRoadEquipment	OffRoadEquipmentType		Pavers
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblOffRoadEquipment	OffRoadEquipmentType		Rollers
tblOffRoadEquipment	OffRoadEquipmentType		Paving Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	15.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	20.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0114	0.1149	0.1261	2.1000e-004	1.1700e-003	5.8100e-003	6.9800e-003	3.2000e-004	5.3600e-003	5.6800e-003	0.0000	18.6969	18.6969	5.2300e-003	0.0000	18.8276
Maximum	**0.0114**	**0.1149**	**0.1261**	**2.1000e-004**	**1.1700e-003**	**5.8100e-003**	**6.9800e-003**	**3.2000e-004**	**5.3600e-003**	**5.6800e-003**	**0.0000**	**18.6969**	**18.6969**	**5.2300e-003**	**0.0000**	**18.8276**

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	0.0114	0.1149	0.1261	2.1000e-004	1.1700e-003	5.8100e-003	6.9800e-003	3.2000e-004	5.3600e-003	5.6800e-003	0.0000	18.6969	18.6969	5.2300e-003	0.0000	18.8276
Maximum	**0.0114**	**0.1149**	**0.1261**	**2.1000e-004**	**1.1700e-003**	**5.8100e-003**	**6.9800e-003**	**3.2000e-004**	**5.3600e-003**	**5.6800e-003**	**0.0000**	**18.6969**	**18.6969**	**5.2300e-003**	**0.0000**	**18.8276**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	5-1-2021	7-31-2021	0.1262	0.1262
		Highest	0.1262	0.1262

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	1.6400e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	6.8200e-003	0.0453	0.0727	2.9000e-004	0.0222	2.1000e-004	0.0224	5.9700e-003	1.9000e-004	6.1700e-003	0.0000	27.1115	27.1115	9.8000e-004	0.0000	27.1360
Waste						0.0000	0.0000		0.0000	0.0000	0.0690	0.0000	0.0690	4.0800e-003	0.0000	0.1710
Water						0.0000	0.0000		0.0000	0.0000	0.0000	6.0061	6.0061	2.2000e-004	5.0000e-005	6.0251
Total	**8.4600e-003**	**0.0453**	**0.0728**	**2.9000e-004**	**0.0222**	**2.1000e-004**	**0.0224**	**5.9700e-003**	**1.9000e-004**	**6.1700e-003**	**0.0690**	**33.1177**	**33.1867**	**5.2800e-003**	**5.0000e-005**	**33.3321**

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	1.6400e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	6.8200e-003	0.0453	0.0727	2.9000e-004	0.0222	2.1000e-004	0.0224	5.9700e-003	1.9000e-004	6.1700e-003	0.0000	27.1115	27.1115	9.8000e-004	0.0000	27.1360
Waste						0.0000	0.0000		0.0000	0.0000	0.0690	0.0000	0.0690	4.0800e-003	0.0000	0.1710
Water						0.0000	0.0000		0.0000	0.0000	0.0000	6.0061	6.0061	2.2000e-004	5.0000e-005	6.0251
Total	**8.4600e-003**	**0.0453**	**0.0728**	**2.9000e-004**	**0.0222**	**2.1000e-004**	**0.0224**	**5.9700e-003**	**1.9000e-004**	**6.1700e-003**	**0.0690**	**33.1177**	**33.1867**	**5.2800e-003**	**5.0000e-005**	**33.3321**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Paving	Paving	5/1/2021	5/28/2021	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Pavers	1	4.80	130	0.42
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Architectural Coating	Tractors/Loaders/Backhoes	1	4.80	97	0.37
Architectural Coating	Rollers	2	4.80	80	0.38
Architectural Coating	Paving Equipment	2	4.00	8	0.43
Architectural Coating	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Paving	Paving Equipment	2	6.00	132	0.36

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
Paving	8	10.00	4.00	15.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Paving - 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	0.0109	0.1084	0.1226	1.9000e-004		5.7900e-003	5.7900e-003		5.3400e-003	5.3400e-003	0.0000	16.3706	16.3706	5.1400e-003	0.0000	16.4992
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1084**	**0.1226**	**1.9000e-004**		**5.7900e-003**	**5.7900e-003**		**5.3400e-003**	**5.3400e-003**	**0.0000**	**16.3706**	**16.3706**	**5.1400e-003**	**0.0000**	**16.4992**

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	6.0000e-005	1.9100e-003	3.2000e-004	1.0000e-005	1.3000e-004	1.0000e-005	1.3000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.5770	0.5770	2.0000e-005	0.0000	0.5774
Vendor	1.2000e-004	4.3700e-003	8.3000e-004	1.0000e-005	2.6000e-004	1.0000e-005	2.7000e-004	8.0000e-005	1.0000e-005	9.0000e-005	0.0000	1.0954	1.0954	5.0000e-005	0.0000	1.0967
Worker	3.2000e-004	2.2000e-004	2.3700e-003	1.0000e-005	7.9000e-004	1.0000e-005	7.9000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.6539	0.6539	1.0000e-005	0.0000	0.6543
Total	**5.0000e-004**	**6.5000e-003**	**3.5200e-003**	**3.0000e-005**	**1.1800e-003**	**3.0000e-005**	**1.1900e-003**	**3.2000e-004**	**2.0000e-005**	**3.4000e-004**	**0.0000**	**2.3263**	**2.3263**	**8.0000e-005**	**0.0000**	**2.3284**

3.2 Paving - 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	tons/yr										MT/yr					
Off-Road	0.0109	0.1084	0.1226	1.9000e-004		5.7900e-003	5.7900e-003		5.3400e-003	5.3400e-003	0.0000	16.3706	16.3706	5.1400e-003	0.0000	16.4992
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1084**	**0.1226**	**1.9000e-004**		**5.7900e-003**	**5.7900e-003**		**5.3400e-003**	**5.3400e-003**	**0.0000**	**16.3706**	**16.3706**	**5.1400e-003**	**0.0000**	**16.4992**

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	6.0000e-005	1.9100e-003	3.2000e-004	1.0000e-005	1.3000e-004	1.0000e-005	1.3000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.5770	0.5770	2.0000e-005	0.0000	0.5774
Vendor	1.2000e-004	4.3700e-003	8.3000e-004	1.0000e-005	2.6000e-004	1.0000e-005	2.7000e-004	8.0000e-005	1.0000e-005	9.0000e-005	0.0000	1.0954	1.0954	5.0000e-005	0.0000	1.0967
Worker	3.2000e-004	2.2000e-004	2.3700e-003	1.0000e-005	7.9000e-004	1.0000e-005	7.9000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.6539	0.6539	1.0000e-005	0.0000	0.6543
Total	**5.0000e-004**	**6.5000e-003**	**3.5200e-003**	**3.0000e-005**	**1.1800e-003**	**3.0000e-005**	**1.1900e-003**	**3.2000e-004**	**2.0000e-005**	**3.4000e-004**	**0.0000**	**2.3263**	**2.3263**	**8.0000e-005**	**0.0000**	**2.3284**

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	6.8200e-003	0.0453	0.0727	2.9000e-004	0.0222	2.1000e-004	0.0224	5.9700e-003	1.9000e-004	6.1700e-003	0.0000	27.1115	27.1115	9.8000e-004	0.0000	27.1360
Unmitigated	6.8200e-003	0.0453	0.0727	2.9000e-004	0.0222	2.1000e-004	0.0224	5.9700e-003	1.9000e-004	6.1700e-003	0.0000	27.1115	27.1115	9.8000e-004	0.0000	27.1360

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	7.56	91.00	66.96	59,703	59,703
Total	7.56	91.00	66.96	59,703	59,703

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	1.6400e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Unmitigated	1.6400e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.6400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Total	**1.6400e-003**	**0.0000**	**4.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**7.0000e-005**	**7.0000e-005**	**0.0000**	**0.0000**	**8.0000e-005**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.6400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Total	**1.6400e-003**	**0.0000**	**4.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**7.0000e-005**	**7.0000e-005**	**0.0000**	**0.0000**	**8.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	6.0061	2.2000e-004	5.0000e-005	6.0251
Unmitigated	6.0061	2.2000e-004	5.0000e-005	6.0251

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 4.76593	6.0061	2.2000e-004	5.0000e-005	6.0251
Total		**6.0061**	**2.2000e-004**	**5.0000e-005**	**6.0251**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 4.76593	6.0061	2.2000e-004	5.0000e-005	6.0251
Total		**6.0061**	**2.2000e-004**	**5.0000e-005**	**6.0251**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0690	4.0800e-003	0.0000	0.1710
Unmitigated	0.0690	4.0800e-003	0.0000	0.1710

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.34	0.0690	4.0800e-003	0.0000	0.1710
Total		**0.0690**	**4.0800e-003**	**0.0000**	**0.1710**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.34	0.0690	4.0800e-003	0.0000	0.1710
Total		**0.0690**	**4.0800e-003**	**0.0000**	**0.1710**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment B - Option 5A_Planting and Erosion Control Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, September 2017.

Off-road Equipment - Per Table 2: Construction Phases and Equipment - Segment B, provided by Psomas, September 2017.

Grading - No grading

Trips and VMT - Assume 10 avg employees on site in all phases. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	1.00	15.00
tblConstructionPhase	PhaseEndDate	4/30/2021	5/21/2021
tblGrading	AcresOfGrading	7.50	0.00
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	1.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	5.0500e-003	0.0589	0.0320	8.0000e-005	6.0000e-004	2.2500e-003	2.8500e-003	1.6000e-004	2.0700e-003	2.2300e-003	0.0000	6.9422	6.9422	2.0900e-003	0.0000	6.9943
Maximum	**5.0500e-003**	**0.0589**	**0.0320**	**8.0000e-005**	**6.0000e-004**	**2.2500e-003**	**2.8500e-003**	**1.6000e-004**	**2.0700e-003**	**2.2300e-003**	**0.0000**	**6.9422**	**6.9422**	**2.0900e-003**	**0.0000**	**6.9943**

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	5.0500e-003	0.0589	0.0320	8.0000e-005	6.0000e-004	2.2500e-003	2.8500e-003	1.6000e-004	2.0700e-003	2.2300e-003	0.0000	6.9422	6.9422	2.0900e-003	0.0000	6.9943
Maximum	**5.0500e-003**	**0.0589**	**0.0320**	**8.0000e-005**	**6.0000e-004**	**2.2500e-003**	**2.8500e-003**	**1.6000e-004**	**2.0700e-003**	**2.2300e-003**	**0.0000**	**6.9422**	**6.9422**	**2.0900e-003**	**0.0000**	**6.9943**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	5-1-2021	7-31-2021	0.0640	0.0640
		Highest	0.0640	0.0640

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**5.3000e-004**	**2.8300e-003**	**4.5500e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.9000e-004**	**4.0600e-003**	**2.0699**	**2.0739**	**3.1000e-004**	**0.0000**	**2.0826**

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**5.3000e-004**	**2.8300e-003**	**4.5500e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.9000e-004**	**4.0600e-003**	**2.0699**	**2.0739**	**3.1000e-004**	**0.0000**	**2.0826**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Site Preparation	Site Preparation	5/1/2021	5/21/2021	5	15	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Architectural Coating	Off-Highway Trucks	1	4.00	124	0.44
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	10.00	0.00	1.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.8000e-003	0.0587	0.0302	7.0000e-005		2.2500e-003	2.2500e-003		2.0700e-003	2.0700e-003	0.0000	6.4132	6.4132	2.0700e-003	0.0000	6.4651
Total	**4.8000e-003**	**0.0587**	**0.0302**	**7.0000e-005**	**0.0000**	**2.2500e-003**	**2.2500e-003**	**0.0000**	**2.0700e-003**	**2.0700e-003**	**0.0000**	**6.4132**	**6.4132**	**2.0700e-003**	**0.0000**	**6.4651**

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	1.3000e-004	2.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0385	0.0385	0.0000	0.0000	0.0385
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	2.4000e-004	1.6000e-004	1.7800e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4905	0.4905	1.0000e-005	0.0000	0.4907
Total	**2.4000e-004**	**2.9000e-004**	**1.8000e-003**	**1.0000e-005**	**6.0000e-004**	**0.0000**	**6.0000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.5289**	**0.5289**	**1.0000e-005**	**0.0000**	**0.5292**

3.2 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	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.8000e-003	0.0587	0.0302	7.0000e-005		2.2500e-003	2.2500e-003		2.0700e-003	2.0700e-003	0.0000	6.4132	6.4132	2.0700e-003	0.0000	6.4651
Total	**4.8000e-003**	**0.0587**	**0.0302**	**7.0000e-005**	**0.0000**	**2.2500e-003**	**2.2500e-003**	**0.0000**	**2.0700e-003**	**2.0700e-003**	**0.0000**	**6.4132**	**6.4132**	**2.0700e-003**	**0.0000**	**6.4651**

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	1.3000e-004	2.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0385	0.0385	0.0000	0.0000	0.0385
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	2.4000e-004	1.6000e-004	1.7800e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4905	0.4905	1.0000e-005	0.0000	0.4907
Total	**2.4000e-004**	**2.9000e-004**	**1.8000e-003**	**1.0000e-005**	**6.0000e-004**	**0.0000**	**6.0000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.5289**	**0.5289**	**1.0000e-005**	**0.0000**	**0.5292**

4.0 Operational Detail - Mobile

District, Annual **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	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Unmitigated	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.3754	1.0000e-005	0.0000	0.3766
Unmitigated	0.3754	1.0000e-005	0.0000	0.3766

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.0600e-003	2.4000e-004	0.0000	0.0101
Unmitigated	4.0600e-003	2.4000e-004	0.0000	0.0101

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment C_Clearing and Grading

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	5.00	Acre	5.00	217,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Notes

Land Use - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 5,100 ft (1.0 miles)

Construction Phase - Per Table 3: Construction Phases and Equipment - Segment C, provided by Psomas, September 2017.

Off-road Equipment - Per Table 3: Construction Phases and Equipment - Segment C, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Grading - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 5,100 ft (1.0 miles)

Roseville Dry Creek Trail_Segment C_Clearing and Grading - Placer County APCD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	8.00	10.00
tblGrading	AcresOfGrading	2.50	5.00
tblOffRoadEquipment	HorsePower	80.00	247.00
tblOffRoadEquipment	LoadFactor	0.38	0.40
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	UsageHours	8.00	4.80
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	2.70
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	25.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	8.8400e-003	0.0912	0.0787	1.8000e-004	3.1900e-003	3.8600e-003	7.0500e-003	4.3000e-004	3.5500e-003	3.9800e-003	0.0000	16.2819	16.2819	5.0000e-003	0.0000	16.4068
Maximum	**8.8400e-003**	**0.0912**	**0.0787**	**1.8000e-004**	**3.1900e-003**	**3.8600e-003**	**7.0500e-003**	**4.3000e-004**	**3.5500e-003**	**3.9800e-003**	**0.0000**	**16.2819**	**16.2819**	**5.0000e-003**	**0.0000**	**16.4068**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	8.8400e-003	0.0912	0.0787	1.8000e-004	3.1900e-003	3.8600e-003	7.0500e-003	4.3000e-004	3.5500e-003	3.9800e-003	0.0000	16.2819	16.2819	5.0000e-003	0.0000	16.4068
Maximum	**8.8400e-003**	**0.0912**	**0.0787**	**1.8000e-004**	**3.1900e-003**	**3.8600e-003**	**7.0500e-003**	**4.3000e-004**	**3.5500e-003**	**3.9800e-003**	**0.0000**	**16.2819**	**16.2819**	**5.0000e-003**	**0.0000**	**16.4068**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	4-1-2022	6-30-2022	0.1000	0.1000
		Highest	0.1000	0.1000

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	2.0500e-003	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	0.0000	1.0000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	8.5300e-003	0.0566	0.0909	3.7000e-004	0.0278	2.6000e-004	0.0280	7.4600e-003	2.4000e-004	7.7100e-003	0.0000	33.8894	33.8894	1.2200e-003	0.0000	33.9199
Waste						0.0000	0.0000		0.0000	0.0000	0.0873	0.0000	0.0873	5.1600e-003	0.0000	0.2163
Water						0.0000	0.0000		0.0000	0.0000	0.0000	7.5076	7.5076	2.7000e-004	6.0000e-005	7.5314
Total	**0.0106**	**0.0566**	**0.0910**	**3.7000e-004**	**0.0278**	**2.6000e-004**	**0.0280**	**7.4600e-003**	**2.4000e-004**	**7.7100e-003**	**0.0873**	**41.3971**	**41.4844**	**6.6500e-003**	**6.0000e-005**	**41.6677**

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	2.0500e-003	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	0.0000	1.0000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	8.5300e-003	0.0566	0.0909	3.7000e-004	0.0278	2.6000e-004	0.0280	7.4600e-003	2.4000e-004	7.7100e-003	0.0000	33.8894	33.8894	1.2200e-003	0.0000	33.9199
Waste						0.0000	0.0000		0.0000	0.0000	0.0873	0.0000	0.0873	5.1600e-003	0.0000	0.2163
Water						0.0000	0.0000		0.0000	0.0000	0.0000	7.5076	7.5076	2.7000e-004	6.0000e-005	7.5314
Total	**0.0106**	**0.0566**	**0.0910**	**3.7000e-004**	**0.0278**	**2.6000e-004**	**0.0280**	**7.4600e-003**	**2.4000e-004**	**7.7100e-003**	**0.0873**	**41.3971**	**41.4844**	**6.6500e-003**	**6.0000e-005**	**41.6677**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Grading	Grading	4/1/2022	4/14/2022	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	1	4.80	158	0.38
Grading	Graders	1	4.00	187	0.41
Grading	Off-Highway Trucks	1	4.00	402	0.38
Grading	Other Construction Equipment	4	4.00	172	0.42
Grading	Rollers	2	4.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	2.70	97	0.37

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
Grading	10	10.00	4.00	2.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.6500e-003	0.0000	2.6500e-003	2.9000e-004	0.0000	2.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.6300e-003	0.0888	0.0772	1.7000e-004		3.8500e-003	3.8500e-003		3.5400e-003	3.5400e-003	0.0000	15.3477	15.3477	4.9600e-003	0.0000	15.4718
Total	**8.6300e-003**	**0.0888**	**0.0772**	**1.7000e-004**	**2.6500e-003**	**3.8500e-003**	**6.5000e-003**	**2.9000e-004**	**3.5400e-003**	**3.8300e-003**	**0.0000**	**15.3477**	**15.3477**	**4.9600e-003**	**0.0000**	**15.4718**

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	1.0000e-005	2.3000e-004	4.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0761	0.0761	0.0000	0.0000	0.0761
Vendor	6.0000e-005	2.0700e-003	3.9000e-004	1.0000e-005	1.3000e-004	0.0000	1.3000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.5432	0.5432	2.0000e-005	0.0000	0.5438
Worker	1.5000e-004	1.0000e-004	1.0900e-003	0.0000	3.9000e-004	0.0000	4.0000e-004	1.0000e-004	0.0000	1.1000e-004	0.0000	0.3150	0.3150	1.0000e-005	0.0000	0.3152
Total	**2.2000e-004**	**2.4000e-003**	**1.5200e-003**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**5.5000e-004**	**1.4000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.9342**	**0.9342**	**3.0000e-005**	**0.0000**	**0.9351**

3.2 Grading - 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	tons/yr										MT/yr					
Fugitive Dust					2.6500e-003	0.0000	2.6500e-003	2.9000e-004	0.0000	2.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.6300e-003	0.0888	0.0772	1.7000e-004		3.8500e-003	3.8500e-003		3.5400e-003	3.5400e-003	0.0000	15.3477	15.3477	4.9600e-003	0.0000	15.4718
Total	**8.6300e-003**	**0.0888**	**0.0772**	**1.7000e-004**	**2.6500e-003**	**3.8500e-003**	**6.5000e-003**	**2.9000e-004**	**3.5400e-003**	**3.8300e-003**	**0.0000**	**15.3477**	**15.3477**	**4.9600e-003**	**0.0000**	**15.4718**

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	1.0000e-005	2.3000e-004	4.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0761	0.0761	0.0000	0.0000	0.0761
Vendor	6.0000e-005	2.0700e-003	3.9000e-004	1.0000e-005	1.3000e-004	0.0000	1.3000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.5432	0.5432	2.0000e-005	0.0000	0.5438
Worker	1.5000e-004	1.0000e-004	1.0900e-003	0.0000	3.9000e-004	0.0000	4.0000e-004	1.0000e-004	0.0000	1.1000e-004	0.0000	0.3150	0.3150	1.0000e-005	0.0000	0.3152
Total	**2.2000e-004**	**2.4000e-003**	**1.5200e-003**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**5.5000e-004**	**1.4000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.9342**	**0.9342**	**3.0000e-005**	**0.0000**	**0.9351**

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	8.5300e-003	0.0566	0.0909	3.7000e-004	0.0278	2.6000e-004	0.0280	7.4600e-003	2.4000e-004	7.7100e-003	0.0000	33.8894	33.8894	1.2200e-003	0.0000	33.9199
Unmitigated	8.5300e-003	0.0566	0.0909	3.7000e-004	0.0278	2.6000e-004	0.0280	7.4600e-003	2.4000e-004	7.7100e-003	0.0000	33.8894	33.8894	1.2200e-003	0.0000	33.9199

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	9.45	113.75	83.70	74,628	74,628
Total	9.45	113.75	83.70	74,628	74,628

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	2.0500e-003	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	0.0000	1.0000e-004
Unmitigated	2.0500e-003	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	0.0000	1.0000e-004

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.0500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	0.0000	1.0000e-004
Total	**2.0500e-003**	**0.0000**	**5.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**9.0000e-005**	**9.0000e-005**	**0.0000**	**0.0000**	**1.0000e-004**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.0500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	0.0000	1.0000e-004
Total	**2.0500e-003**	**0.0000**	**5.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**9.0000e-005**	**9.0000e-005**	**0.0000**	**0.0000**	**1.0000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	7.5076	2.7000e-004	6.0000e-005	7.5314
Unmitigated	7.5076	2.7000e-004	6.0000e-005	7.5314

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 5.95741	7.5076	2.7000e-004	6.0000e-005	7.5314
Total		**7.5076**	**2.7000e-004**	**6.0000e-005**	**7.5314**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 5.95741	7.5076	2.7000e-004	6.0000e-005	7.5314
Total		**7.5076**	**2.7000e-004**	**6.0000e-005**	**7.5314**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0873	5.1600e-003	0.0000	0.2163
Unmitigated	0.0873	5.1600e-003	0.0000	0.2163

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.43	0.0873	5.1600e-003	0.0000	0.2163
Total		**0.0873**	**5.1600e-003**	**0.0000**	**0.2163**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.43	0.0873	5.1600e-003	0.0000	0.2163
Total		**0.0873**	**5.1600e-003**	**0.0000**	**0.2163**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment C_Drainage and Utilities

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Notes

Land Use -

Construction Phase - Per Table 3: Construction Phases and Equipment - Segment C, provided by Psomas, September 2017.

Off-road Equipment - Per Table 3: Construction Phases and Equipment - Segment C, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Roseville Dry Creek Trail_Segment C_Drainage and Utilities - Placer County APCD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	20.00
tblOffRoadEquipment	HorsePower	158.00	231.00
tblOffRoadEquipment	HorsePower	8.00	89.00
tblOffRoadEquipment	LoadFactor	0.38	0.29
tblOffRoadEquipment	LoadFactor	0.43	0.20
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	8.00	2.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	VendorTripNumber	2.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	2.5900e-003	0.0227	0.0202	7.0000e-005	1.0500e-003	7.3000e-004	1.7800e-003	2.8000e-004	6.7000e-004	9.6000e-004	0.0000	6.5651	6.5651	1.6300e-003	0.0000	6.6059
Maximum	**2.5900e-003**	**0.0227**	**0.0202**	**7.0000e-005**	**1.0500e-003**	**7.3000e-004**	**1.7800e-003**	**2.8000e-004**	**6.7000e-004**	**9.6000e-004**	**0.0000**	**6.5651**	**6.5651**	**1.6300e-003**	**0.0000**	**6.6059**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	2.5900e-003	0.0227	0.0202	7.0000e-005	1.0500e-003	7.3000e-004	1.7800e-003	2.8000e-004	6.7000e-004	9.6000e-004	0.0000	6.5651	6.5651	1.6300e-003	0.0000	6.6059
Maximum	**2.5900e-003**	**0.0227**	**0.0202**	**7.0000e-005**	**1.0500e-003**	**7.3000e-004**	**1.7800e-003**	**2.8000e-004**	**6.7000e-004**	**9.6000e-004**	**0.0000**	**6.5651**	**6.5651**	**1.6300e-003**	**0.0000**	**6.6059**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	6-1-2022	8-31-2022	0.0252	0.0252
		Highest	0.0252	0.0252

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**5.3000e-004**	**2.8300e-003**	**4.5500e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.9000e-004**	**4.0600e-003**	**2.0699**	**2.0739**	**3.1000e-004**	**0.0000**	**2.0826**

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**5.3000e-004**	**2.8300e-003**	**4.5500e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.9000e-004**	**4.0600e-003**	**2.0699**	**2.0739**	**3.1000e-004**	**0.0000**	**2.0826**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Building Construction	Building Construction	6/1/2022	6/28/2022	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Excavators	1	2.00	231	0.29
Building Construction	Off-Highway Trucks	1	2.00	402	0.38
Building Construction	Plate Compactors	2	2.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	1	2.00	97	0.37

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
Building Construction	5	10.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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	2.1700e-003	0.0183	0.0172	6.0000e-005		7.2000e-004	7.2000e-004		6.6000e-004	6.6000e-004	0.0000	4.8488	4.8488	1.5700e-003	0.0000	4.8880
Total	**2.1700e-003**	**0.0183**	**0.0172**	**6.0000e-005**		**7.2000e-004**	**7.2000e-004**		**6.6000e-004**	**6.6000e-004**	**0.0000**	**4.8488**	**4.8488**	**1.5700e-003**	**0.0000**	**4.8880**

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	1.1000e-004	4.1400e-003	7.7000e-004	1.0000e-005	2.6000e-004	1.0000e-005	2.7000e-004	8.0000e-005	1.0000e-005	8.0000e-005	0.0000	1.0864	1.0864	5.0000e-005	0.0000	1.0876
Worker	3.0000e-004	2.0000e-004	2.1900e-003	1.0000e-005	7.9000e-004	0.0000	7.9000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.6300	0.6300	1.0000e-005	0.0000	0.6303
Total	**4.1000e-004**	**4.3400e-003**	**2.9600e-003**	**2.0000e-005**	**1.0500e-003**	**1.0000e-005**	**1.0600e-003**	**2.9000e-004**	**1.0000e-005**	**2.9000e-004**	**0.0000**	**1.7164**	**1.7164**	**6.0000e-005**	**0.0000**	**1.7179**

3.2 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	tons/yr										MT/yr					
Off-Road	2.1700e-003	0.0183	0.0172	6.0000e-005		7.2000e-004	7.2000e-004		6.6000e-004	6.6000e-004	0.0000	4.8488	4.8488	1.5700e-003	0.0000	4.8880
Total	**2.1700e-003**	**0.0183**	**0.0172**	**6.0000e-005**		**7.2000e-004**	**7.2000e-004**		**6.6000e-004**	**6.6000e-004**	**0.0000**	**4.8488**	**4.8488**	**1.5700e-003**	**0.0000**	**4.8880**

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	1.1000e-004	4.1400e-003	7.7000e-004	1.0000e-005	2.6000e-004	1.0000e-005	2.7000e-004	8.0000e-005	1.0000e-005	8.0000e-005	0.0000	1.0864	1.0864	5.0000e-005	0.0000	1.0876
Worker	3.0000e-004	2.0000e-004	2.1900e-003	1.0000e-005	7.9000e-004	0.0000	7.9000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.6300	0.6300	1.0000e-005	0.0000	0.6303
Total	**4.1000e-004**	**4.3400e-003**	**2.9600e-003**	**2.0000e-005**	**1.0500e-003**	**1.0000e-005**	**1.0600e-003**	**2.9000e-004**	**1.0000e-005**	**2.9000e-004**	**0.0000**	**1.7164**	**1.7164**	**6.0000e-005**	**0.0000**	**1.7179**

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	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Unmitigated	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.3754	1.0000e-005	0.0000	0.3766
Unmitigated	0.3754	1.0000e-005	0.0000	0.3766

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.0600e-003	2.4000e-004	0.0000	0.0101
Unmitigated	4.0600e-003	2.4000e-004	0.0000	0.0101

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment C_Finish Grading

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	5.00	Acre	5.00	217,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Notes

Land Use - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 5,100 ft (1.0 miles)

Construction Phase - Per Table 3: Construction Phases and Equipment - Segment C, provided by Psomas, September 2017.

Off-road Equipment - Per Table 3: Construction Phases and Equipment - Segment C, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Grading - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 5,100 ft (1.0 miles)

Off-road Equipment - Per Table 3: Construction Phases and Equipment - Segment C, provided by Psomas, September 2017.

Roseville Dry Creek Trail_Segment C_Finish Grading - Placer County APCD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	8.00	15.00
tblConstructionPhase	PhaseEndDate	6/14/2022	6/21/2022
tblGrading	AcresOfGrading	3.75	5.00
tblOffRoadEquipment	HorsePower	80.00	158.00
tblOffRoadEquipment	HorsePower	402.00	247.00
tblOffRoadEquipment	LoadFactor	0.38	0.40
tblOffRoadEquipment	OffRoadEquipmentType	Excavators	Rollers
tblOffRoadEquipment	OffRoadEquipmentType	Rubber Tired Dozers	Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	100.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	18.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0133	0.1444	0.1019	2.6000e-004	0.0494	5.8300e-003	0.0553	0.0256	5.3600e-003	0.0309	0.0000	23.5095	23.5095	6.1200e-003	0.0000	23.6625
Maximum	**0.0133**	**0.1444**	**0.1019**	**2.6000e-004**	**0.0494**	**5.8300e-003**	**0.0553**	**0.0256**	**5.3600e-003**	**0.0309**	**0.0000**	**23.5095**	**23.5095**	**6.1200e-003**	**0.0000**	**23.6625**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0133	0.1444	0.1019	2.6000e-004	0.0494	5.8300e-003	0.0553	0.0256	5.3600e-003	0.0309	0.0000	23.5094	23.5094	6.1200e-003	0.0000	23.6625
Maximum	**0.0133**	**0.1444**	**0.1019**	**2.6000e-004**	**0.0494**	**5.8300e-003**	**0.0553**	**0.0256**	**5.3600e-003**	**0.0309**	**0.0000**	**23.5094**	**23.5094**	**6.1200e-003**	**0.0000**	**23.6625**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	6-1-2022	8-31-2022	0.1574	0.1574
		Highest	0.1574	0.1574

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	2.0500e-003	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	0.0000	1.0000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	8.5300e-003	0.0566	0.0909	3.7000e-004	0.0278	2.6000e-004	0.0280	7.4600e-003	2.4000e-004	7.7100e-003	0.0000	33.8894	33.8894	1.2200e-003	0.0000	33.9199
Waste						0.0000	0.0000		0.0000	0.0000	0.0873	0.0000	0.0873	5.1600e-003	0.0000	0.2163
Water						0.0000	0.0000		0.0000	0.0000	0.0000	7.5076	7.5076	2.7000e-004	6.0000e-005	7.5314
Total	**0.0106**	**0.0566**	**0.0910**	**3.7000e-004**	**0.0278**	**2.6000e-004**	**0.0280**	**7.4600e-003**	**2.4000e-004**	**7.7100e-003**	**0.0873**	**41.3971**	**41.4844**	**6.6500e-003**	**6.0000e-005**	**41.6677**

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	2.0500e-003	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	0.0000	1.0000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	8.5300e-003	0.0566	0.0909	3.7000e-004	0.0278	2.6000e-004	0.0280	7.4600e-003	2.4000e-004	7.7100e-003	0.0000	33.8894	33.8894	1.2200e-003	0.0000	33.9199
Waste						0.0000	0.0000		0.0000	0.0000	0.0873	0.0000	0.0873	5.1600e-003	0.0000	0.2163
Water						0.0000	0.0000		0.0000	0.0000	0.0000	7.5076	7.5076	2.7000e-004	6.0000e-005	7.5314
Total	**0.0106**	**0.0566**	**0.0910**	**3.7000e-004**	**0.0278**	**2.6000e-004**	**0.0280**	**7.4600e-003**	**2.4000e-004**	**7.7100e-003**	**0.0873**	**41.3971**	**41.4844**	**6.6500e-003**	**6.0000e-005**	**41.6677**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Grading	Grading	6/1/2022	6/21/2022	5	15	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	1	8.00	158	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rollers	2	4.00	158	0.38
Grading	Graders	1	4.00	187	0.41
Grading	Off-Highway Trucks	1	4.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	4.00	97	0.37

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
Grading	7	10.00	4.00	100.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0478	0.0000	0.0478	0.0251	0.0000	0.0251	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1295	0.0976	2.1000e-004		5.7800e-003	5.7800e-003		5.3200e-003	5.3200e-003	0.0000	18.4197	18.4197	5.9600e-003	0.0000	18.5686
Total	**0.0127**	**0.1295**	**0.0976**	**2.1000e-004**	**0.0478**	**5.7800e-003**	**0.0536**	**0.0251**	**5.3200e-003**	**0.0304**	**0.0000**	**18.4197**	**18.4197**	**5.9600e-003**	**0.0000**	**18.5686**

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	3.5000e-004	0.0116	2.0700e-003	4.0000e-005	8.4000e-004	4.0000e-005	8.8000e-004	2.3000e-004	3.0000e-005	2.7000e-004	0.0000	3.8025	3.8025	1.2000e-004	0.0000	3.8055
Vendor	9.0000e-005	3.1100e-003	5.8000e-004	1.0000e-005	2.0000e-004	1.0000e-005	2.0000e-004	6.0000e-005	1.0000e-005	6.0000e-005	0.0000	0.8148	0.8148	4.0000e-005	0.0000	0.8157
Worker	2.3000e-004	1.5000e-004	1.6400e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4725	0.4725	1.0000e-005	0.0000	0.4728
Total	**6.7000e-004**	**0.0149**	**4.2900e-003**	**6.0000e-005**	**1.6300e-003**	**5.0000e-005**	**1.6700e-003**	**4.5000e-004**	**4.0000e-005**	**4.9000e-004**	**0.0000**	**5.0898**	**5.0898**	**1.7000e-004**	**0.0000**	**5.0939**

3.2 Grading - 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	tons/yr										MT/yr					
Fugitive Dust					0.0478	0.0000	0.0478	0.0251	0.0000	0.0251	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1295	0.0976	2.1000e-004		5.7800e-003	5.7800e-003		5.3200e-003	5.3200e-003	0.0000	18.4196	18.4196	5.9600e-003	0.0000	18.5686
Total	**0.0127**	**0.1295**	**0.0976**	**2.1000e-004**	**0.0478**	**5.7800e-003**	**0.0536**	**0.0251**	**5.3200e-003**	**0.0304**	**0.0000**	**18.4196**	**18.4196**	**5.9600e-003**	**0.0000**	**18.5686**

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	3.5000e-004	0.0116	2.0700e-003	4.0000e-005	8.4000e-004	4.0000e-005	8.8000e-004	2.3000e-004	3.0000e-005	2.7000e-004	0.0000	3.8025	3.8025	1.2000e-004	0.0000	3.8055
Vendor	9.0000e-005	3.1100e-003	5.8000e-004	1.0000e-005	2.0000e-004	1.0000e-005	2.0000e-004	6.0000e-005	1.0000e-005	6.0000e-005	0.0000	0.8148	0.8148	4.0000e-005	0.0000	0.8157
Worker	2.3000e-004	1.5000e-004	1.6400e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4725	0.4725	1.0000e-005	0.0000	0.4728
Total	**6.7000e-004**	**0.0149**	**4.2900e-003**	**6.0000e-005**	**1.6300e-003**	**5.0000e-005**	**1.6700e-003**	**4.5000e-004**	**4.0000e-005**	**4.9000e-004**	**0.0000**	**5.0898**	**5.0898**	**1.7000e-004**	**0.0000**	**5.0939**

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	8.5300e-003	0.0566	0.0909	3.7000e-004	0.0278	2.6000e-004	0.0280	7.4600e-003	2.4000e-004	7.7100e-003	0.0000	33.8894	33.8894	1.2200e-003	0.0000	33.9199
Unmitigated	8.5300e-003	0.0566	0.0909	3.7000e-004	0.0278	2.6000e-004	0.0280	7.4600e-003	2.4000e-004	7.7100e-003	0.0000	33.8894	33.8894	1.2200e-003	0.0000	33.9199

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	9.45	113.75	83.70	74,628	74,628
Total	9.45	113.75	83.70	74,628	74,628

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	2.0500e-003	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	0.0000	1.0000e-004
Unmitigated	2.0500e-003	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	0.0000	1.0000e-004

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.0500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	0.0000	1.0000e-004
Total	**2.0500e-003**	**0.0000**	**5.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**9.0000e-005**	**9.0000e-005**	**0.0000**	**0.0000**	**1.0000e-004**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.0500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	0.0000	1.0000e-004
Total	**2.0500e-003**	**0.0000**	**5.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**9.0000e-005**	**9.0000e-005**	**0.0000**	**0.0000**	**1.0000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	7.5076	2.7000e-004	6.0000e-005	7.5314
Unmitigated	7.5076	2.7000e-004	6.0000e-005	7.5314

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 5.95741	7.5076	2.7000e-004	6.0000e-005	7.5314
Total		**7.5076**	**2.7000e-004**	**6.0000e-005**	**7.5314**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 5.95741	7.5076	2.7000e-004	6.0000e-005	7.5314
Total		**7.5076**	**2.7000e-004**	**6.0000e-005**	**7.5314**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0873	5.1600e-003	0.0000	0.2163
Unmitigated	0.0873	5.1600e-003	0.0000	0.2163

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.43	0.0873	5.1600e-003	0.0000	0.2163
Total		**0.0873**	**5.1600e-003**	**0.0000**	**0.2163**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.43	0.0873	5.1600e-003	0.0000	0.2163
Total		**0.0873**	**5.1600e-003**	**0.0000**	**0.2163**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment C_Paving

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	5.00	Acre	5.00	217,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Notes

Land Use - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 5,100 ft (1.0 miles)

Construction Phase - Per Table 3: Construction Phases and Equipment - Segment C, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Off-road Equipment - Per Table 3: Construction Phases and Equipment - Segment C, provided by Psomas, September 2017.

Roseville Dry Creek Trail_Segment C_Paving - Placer County APCD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	18.00	30.00
tblOffRoadEquipment	HorsePower	97.00	132.00
tblOffRoadEquipment	LoadFactor	0.37	0.36
tblOffRoadEquipment	LoadFactor	0.36	0.36
tblOffRoadEquipment	OffRoadEquipmentType	Paving Equipment	Tractors/Loaders/Backhoes
tblOffRoadEquipment	OffRoadEquipmentType		Paving Equipment
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	8.00	4.80
tblOffRoadEquipment	UsageHours	8.00	4.80
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	15.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	18.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0124	0.1253	0.1474	2.5000e-004	1.7000e-003	6.2000e-003	7.8900e-003	4.6000e-004	5.7000e-003	6.1600e-003	0.0000	22.4920	22.4920	6.3600e-003	0.0000	22.6509
Maximum	**0.0124**	**0.1253**	**0.1474**	**2.5000e-004**	**1.7000e-003**	**6.2000e-003**	**7.8900e-003**	**4.6000e-004**	**5.7000e-003**	**6.1600e-003**	**0.0000**	**22.4920**	**22.4920**	**6.3600e-003**	**0.0000**	**22.6509**

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	0.0124	0.1253	0.1474	2.5000e-004	1.7000e-003	6.2000e-003	7.8900e-003	4.6000e-004	5.7000e-003	6.1600e-003	0.0000	22.4919	22.4919	6.3600e-003	0.0000	22.6509
Maximum	**0.0124**	**0.1253**	**0.1474**	**2.5000e-004**	**1.7000e-003**	**6.2000e-003**	**7.8900e-003**	**4.6000e-004**	**5.7000e-003**	**6.1600e-003**	**0.0000**	**22.4919**	**22.4919**	**6.3600e-003**	**0.0000**	**22.6509**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

Roseville Dry Creek Trail_Segment C_Paving - Placer County APCD Air District, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2021	9-30-2021	0.0983	0.0983
		Highest	0.0983	0.0983

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	2.0500e-003	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	0.0000	1.0000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	8.5300e-003	0.0566	0.0909	3.7000e-004	0.0278	2.6000e-004	0.0280	7.4600e-003	2.4000e-004	7.7100e-003	0.0000	33.8894	33.8894	1.2200e-003	0.0000	33.9199
Waste						0.0000	0.0000		0.0000	0.0000	0.0873	0.0000	0.0873	5.1600e-003	0.0000	0.2163
Water						0.0000	0.0000		0.0000	0.0000	0.0000	7.5076	7.5076	2.7000e-004	6.0000e-005	7.5314
Total	**0.0106**	**0.0566**	**0.0910**	**3.7000e-004**	**0.0278**	**2.6000e-004**	**0.0280**	**7.4600e-003**	**2.4000e-004**	**7.7100e-003**	**0.0873**	**41.3971**	**41.4844**	**6.6500e-003**	**6.0000e-005**	**41.6677**

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	2.0500e-003	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	0.0000	1.0000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	8.5300e-003	0.0566	0.0909	3.7000e-004	0.0278	2.6000e-004	0.0280	7.4600e-003	2.4000e-004	7.7100e-003	0.0000	33.8894	33.8894	1.2200e-003	0.0000	33.9199
Waste						0.0000	0.0000		0.0000	0.0000	0.0873	0.0000	0.0873	5.1600e-003	0.0000	0.2163
Water						0.0000	0.0000		0.0000	0.0000	0.0000	7.5076	7.5076	2.7000e-004	6.0000e-005	7.5314
Total	**0.0106**	**0.0566**	**0.0910**	**3.7000e-004**	**0.0278**	**2.6000e-004**	**0.0280**	**7.4600e-003**	**2.4000e-004**	**7.7100e-003**	**0.0873**	**41.3971**	**41.4844**	**6.6500e-003**	**6.0000e-005**	**41.6677**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Paving	Paving	9/1/2021	10/12/2021	5	30	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Paving	Paving Equipment	2	4.00	132	0.36
Paving	Pavers	1	4.80	130	0.42
Paving	Tractors/Loaders/Backhoes	2	4.60	132	0.36
Paving	Rollers	2	4.80	80	0.38

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
Paving	7	10.00	4.00	15.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Paving - 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	0.0117	0.1165	0.1423	2.2000e-004		6.1700e-003	6.1700e-003		5.6800e-003	5.6800e-003	0.0000	19.2910	19.2910	6.2400e-003	0.0000	19.4470
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0117**	**0.1165**	**0.1423**	**2.2000e-004**		**6.1700e-003**	**6.1700e-003**		**5.6800e-003**	**5.6800e-003**	**0.0000**	**19.2910**	**19.2910**	**6.2400e-003**	**0.0000**	**19.4470**

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	6.0000e-005	1.9100e-003	3.2000e-004	1.0000e-005	1.3000e-004	1.0000e-005	1.3000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.5770	0.5770	2.0000e-005	0.0000	0.5774
Vendor	1.9000e-004	6.5500e-003	1.2500e-003	2.0000e-005	3.9000e-004	1.0000e-005	4.1000e-004	1.1000e-004	1.0000e-005	1.3000e-004	0.0000	1.6431	1.6431	8.0000e-005	0.0000	1.6450
Worker	4.8000e-004	3.3000e-004	3.5600e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.9809	0.9809	2.0000e-005	0.0000	0.9815
Total	**7.3000e-004**	**8.7900e-003**	**5.1300e-003**	**4.0000e-005**	**1.7000e-003**	**3.0000e-005**	**1.7300e-003**	**4.5000e-004**	**3.0000e-005**	**4.9000e-004**	**0.0000**	**3.2010**	**3.2010**	**1.2000e-004**	**0.0000**	**3.2039**

3.2 Paving - 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	tons/yr										MT/yr					
Off-Road	0.0117	0.1165	0.1423	2.2000e-004		6.1700e-003	6.1700e-003		5.6800e-003	5.6800e-003	0.0000	19.2910	19.2910	6.2400e-003	0.0000	19.4470
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0117**	**0.1165**	**0.1423**	**2.2000e-004**		**6.1700e-003**	**6.1700e-003**		**5.6800e-003**	**5.6800e-003**	**0.0000**	**19.2910**	**19.2910**	**6.2400e-003**	**0.0000**	**19.4470**

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	6.0000e-005	1.9100e-003	3.2000e-004	1.0000e-005	1.3000e-004	1.0000e-005	1.3000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.5770	0.5770	2.0000e-005	0.0000	0.5774
Vendor	1.9000e-004	6.5500e-003	1.2500e-003	2.0000e-005	3.9000e-004	1.0000e-005	4.1000e-004	1.1000e-004	1.0000e-005	1.3000e-004	0.0000	1.6431	1.6431	8.0000e-005	0.0000	1.6450
Worker	4.8000e-004	3.3000e-004	3.5600e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.9809	0.9809	2.0000e-005	0.0000	0.9815
Total	**7.3000e-004**	**8.7900e-003**	**5.1300e-003**	**4.0000e-005**	**1.7000e-003**	**3.0000e-005**	**1.7300e-003**	**4.5000e-004**	**3.0000e-005**	**4.9000e-004**	**0.0000**	**3.2010**	**3.2010**	**1.2000e-004**	**0.0000**	**3.2039**

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	8.5300e-003	0.0566	0.0909	3.7000e-004	0.0278	2.6000e-004	0.0280	7.4600e-003	2.4000e-004	7.7100e-003	0.0000	33.8894	33.8894	1.2200e-003	0.0000	33.9199
Unmitigated	8.5300e-003	0.0566	0.0909	3.7000e-004	0.0278	2.6000e-004	0.0280	7.4600e-003	2.4000e-004	7.7100e-003	0.0000	33.8894	33.8894	1.2200e-003	0.0000	33.9199

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	9.45	113.75	83.70	74,628	74,628
Total	9.45	113.75	83.70	74,628	74,628

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	2.0500e-003	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	0.0000	1.0000e-004
Unmitigated	2.0500e-003	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	0.0000	1.0000e-004

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.0500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	0.0000	1.0000e-004
Total	**2.0500e-003**	**0.0000**	**5.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**9.0000e-005**	**9.0000e-005**	**0.0000**	**0.0000**	**1.0000e-004**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.0500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	0.0000	1.0000e-004
Total	**2.0500e-003**	**0.0000**	**5.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**9.0000e-005**	**9.0000e-005**	**0.0000**	**0.0000**	**1.0000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	7.5076	2.7000e-004	6.0000e-005	7.5314
Unmitigated	7.5076	2.7000e-004	6.0000e-005	7.5314

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 5.95741	7.5076	2.7000e-004	6.0000e-005	7.5314
Total		**7.5076**	**2.7000e-004**	**6.0000e-005**	**7.5314**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 5.95741	7.5076	2.7000e-004	6.0000e-005	7.5314
Total		**7.5076**	**2.7000e-004**	**6.0000e-005**	**7.5314**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0873	5.1600e-003	0.0000	0.2163
Unmitigated	0.0873	5.1600e-003	0.0000	0.2163

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.43	0.0873	5.1600e-003	0.0000	0.2163
Total		**0.0873**	**5.1600e-003**	**0.0000**	**0.2163**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.43	0.0873	5.1600e-003	0.0000	0.2163
Total		**0.0873**	**5.1600e-003**	**0.0000**	**0.2163**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment C_Planting and Erosion Control

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Notes

Land Use -
Construction Phase - Per Table 3: Construction Phases and Equipment - Segment C, provided by Psomas, September 2017.
Off-road Equipment - Per Table 3: Construction Phases and Equipment - Segment C, provided by Psomas, September 2017.
Trips and VMT - Assume 10 avg employees on site in all phases. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.
Grading - No grading

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	1.00	15.00
tblGrading	AcresOfGrading	0.00	7.50
tblOffRoadEquipment	HorsePower	402.00	187.00
tblOffRoadEquipment	LoadFactor	0.38	0.41
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblTripsAndVMT	HaulingTripNumber	0.00	1.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	2.2100e-003	0.0181	0.0171	4.0000e-005	4.5700e-003	8.4000e-004	5.4100e-003	5.9000e-004	7.7000e-004	1.3600e-003	0.0000	3.7156	3.7156	1.0400e-003	0.0000	3.7416
Maximum	**2.2100e-003**	**0.0181**	**0.0171**	**4.0000e-005**	**4.5700e-003**	**8.4000e-004**	**5.4100e-003**	**5.9000e-004**	**7.7000e-004**	**1.3600e-003**	**0.0000**	**3.7156**	**3.7156**	**1.0400e-003**	**0.0000**	**3.7416**

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	2.2100e-003	0.0181	0.0171	4.0000e-005	4.5700e-003	8.4000e-004	5.4100e-003	5.9000e-004	7.7000e-004	1.3600e-003	0.0000	3.7156	3.7156	1.0400e-003	0.0000	3.7416
Maximum	**2.2100e-003**	**0.0181**	**0.0171**	**4.0000e-005**	**4.5700e-003**	**8.4000e-004**	**5.4100e-003**	**5.9000e-004**	**7.7000e-004**	**1.3600e-003**	**0.0000**	**3.7156**	**3.7156**	**1.0400e-003**	**0.0000**	**3.7416**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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)
		Highest		

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**5.3000e-004**	**2.8300e-003**	**4.5500e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.9000e-004**	**4.0600e-003**	**2.0699**	**2.0739**	**3.1000e-004**	**0.0000**	**2.0826**

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**5.3000e-004**	**2.8300e-003**	**4.5500e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.9000e-004**	**4.0600e-003**	**2.0699**	**2.0739**	**3.1000e-004**	**0.0000**	**2.0826**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Site Preparation	Site Preparation	10/1/2021	10/21/2021	5	15	

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	0	8.00	187	0.41
Site Preparation	Off-Highway Trucks	1	4.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	4.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	10.00	0.00	1.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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					3.9800e-003	0.0000	3.9800e-003	4.3000e-004	0.0000	4.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9700e-003	0.0178	0.0153	4.0000e-005		8.4000e-004	8.4000e-004		7.7000e-004	7.7000e-004	0.0000	3.1866	3.1866	1.0300e-003	0.0000	3.2124
Total	**1.9700e-003**	**0.0178**	**0.0153**	**4.0000e-005**	**3.9800e-003**	**8.4000e-004**	**4.8200e-003**	**4.3000e-004**	**7.7000e-004**	**1.2000e-003**	**0.0000**	**3.1866**	**3.1866**	**1.0300e-003**	**0.0000**	**3.2124**

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	1.3000e-004	2.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0385	0.0385	0.0000	0.0000	0.0385
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	2.4000e-004	1.6000e-004	1.7800e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4905	0.4905	1.0000e-005	0.0000	0.4907
Total	**2.4000e-004**	**2.9000e-004**	**1.8000e-003**	**1.0000e-005**	**6.0000e-004**	**0.0000**	**6.0000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.5289**	**0.5289**	**1.0000e-005**	**0.0000**	**0.5292**

3.2 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	tons/yr										MT/yr					
Fugitive Dust					3.9800e-003	0.0000	3.9800e-003	4.3000e-004	0.0000	4.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9700e-003	0.0178	0.0153	4.0000e-005		8.4000e-004	8.4000e-004		7.7000e-004	7.7000e-004	0.0000	3.1866	3.1866	1.0300e-003	0.0000	3.2124
Total	**1.9700e-003**	**0.0178**	**0.0153**	**4.0000e-005**	**3.9800e-003**	**8.4000e-004**	**4.8200e-003**	**4.3000e-004**	**7.7000e-004**	**1.2000e-003**	**0.0000**	**3.1866**	**3.1866**	**1.0300e-003**	**0.0000**	**3.2124**

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	1.3000e-004	2.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0385	0.0385	0.0000	0.0000	0.0385
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	2.4000e-004	1.6000e-004	1.7800e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4905	0.4905	1.0000e-005	0.0000	0.4907
Total	**2.4000e-004**	**2.9000e-004**	**1.8000e-003**	**1.0000e-005**	**6.0000e-004**	**0.0000**	**6.0000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.5289**	**0.5289**	**1.0000e-005**	**0.0000**	**0.5292**

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	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960
Unmitigated	4.3000e-004	2.8300e-003	4.5500e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.9000e-004	0.0000	1.6945	1.6945	6.0000e-005	0.0000	1.6960

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.504187	0.038691	0.220388	0.121642	0.020356	0.005773	0.031759	0.047089	0.001411	0.001172	0.005719	0.000756	0.001058

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.3754	1.0000e-005	0.0000	0.3766
Unmitigated	0.3754	1.0000e-005	0.0000	0.3766

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.0600e-003	2.4000e-004	0.0000	0.0101
Unmitigated	4.0600e-003	2.4000e-004	0.0000	0.0101

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment D_New Bridge 20

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2025
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Note

Land Use -

Construction Phase - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Off-road Equipment - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	50.00
tblOffRoadEquipment	HorsePower	221.00	89.00
tblOffRoadEquipment	HorsePower	158.00	97.00
tblOffRoadEquipment	LoadFactor	0.50	0.20
tblOffRoadEquipment	LoadFactor	0.38	0.37
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	8.00	4.80
tblProjectCharacteristics	OperationalYear	2018	2025
tblTripsAndVMT	HaulingTripNumber	0.00	5.00
tblTripsAndVMT	VendorTripNumber	2.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0287	0.2870	0.3033	5.8000e-004	2.6600e-003	0.0130	0.0156	7.2000e-004	0.0122	0.0129	0.0000	50.9602	50.9602	0.0113	0.0000	51.2419
Maximum	**0.0287**	**0.2870**	**0.3033**	**5.8000e-004**	**2.6600e-003**	**0.0130**	**0.0156**	**7.2000e-004**	**0.0122**	**0.0129**	**0.0000**	**50.9602**	**50.9602**	**0.0113**	**0.0000**	**51.2419**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0287	0.2870	0.3033	5.8000e-004	2.6600e-003	0.0130	0.0156	7.2000e-004	0.0122	0.0129	0.0000	50.9601	50.9601	0.0113	0.0000	51.2418
Maximum	**0.0287**	**0.2870**	**0.3033**	**5.8000e-004**	**2.6600e-003**	**0.0130**	**0.0156**	**7.2000e-004**	**0.0122**	**0.0129**	**0.0000**	**50.9601**	**50.9601**	**0.0113**	**0.0000**	**51.2418**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	6-1-2023	8-31-2023	0.3156	0.3156
		Highest	0.3156	0.3156

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	3.8000e-004	2.6600e-003	3.9700e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.6004	1.6004	5.0000e-005	0.0000	1.6017
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**4.8000e-004**	**2.6600e-003**	**3.9700e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.8000e-004**	**4.0600e-003**	**1.9757**	**1.9798**	**3.0000e-004**	**0.0000**	**1.9884**

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	3.8000e-004	2.6600e-003	3.9700e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.6004	1.6004	5.0000e-005	0.0000	1.6017
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**4.8000e-004**	**2.6600e-003**	**3.9700e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.8000e-004**	**4.0600e-003**	**1.9757**	**1.9798**	**3.0000e-004**	**0.0000**	**1.9884**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Building Construction	Building Construction	6/1/2023	8/9/2023	5	50	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Bore/Drill Rigs	1	8.00	89	0.20
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Excavators	1	8.00	97	0.37
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Paving Equipment	1	2.00	132	0.36
Building Construction	Pumps	1	8.00	84	0.74
Building Construction	Rollers	1	4.80	80	0.38
Building Construction	Tractors/Loaders/Backhoes	1	4.80	97	0.37

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
Building Construction	7	10.00	4.00	5.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0277	0.2776	0.2965	5.3000e-004		0.0129	0.0129		0.0122	0.0122	0.0000	46.5926	46.5926	0.0112	0.0000	46.8712
Total	**0.0277**	**0.2776**	**0.2965**	**5.3000e-004**		**0.0129**	**0.0129**		**0.0122**	**0.0122**	**0.0000**	**46.5926**	**46.5926**	**0.0112**	**0.0000**	**46.8712**

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	1.0000e-005	4.3000e-004	9.0000e-005	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1854	0.1854	0.0000	0.0000	0.1855
Vendor	2.2000e-004	8.5700e-003	1.6800e-003	3.0000e-005	6.5000e-004	1.0000e-005	6.6000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	2.6672	2.6672	9.0000e-005	0.0000	2.6694
Worker	7.1000e-004	4.4000e-004	5.0300e-003	2.0000e-005	1.9600e-003	1.0000e-005	1.9800e-003	5.2000e-004	1.0000e-005	5.3000e-004	0.0000	1.5150	1.5150	3.0000e-005	0.0000	1.5158
Total	**9.4000e-004**	**9.4400e-003**	**6.8000e-003**	**5.0000e-005**	**2.6500e-003**	**2.0000e-005**	**2.6800e-003**	**7.2000e-004**	**2.0000e-005**	**7.4000e-004**	**0.0000**	**4.3676**	**4.3676**	**1.2000e-004**	**0.0000**	**4.3707**

3.2 Building Construction - 2023

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	0.0277	0.2776	0.2965	5.3000e-004		0.0129	0.0129		0.0122	0.0122	0.0000	46.5925	46.5925	0.0112	0.0000	46.8711
Total	**0.0277**	**0.2776**	**0.2965**	**5.3000e-004**		**0.0129**	**0.0129**		**0.0122**	**0.0122**	**0.0000**	**46.5925**	**46.5925**	**0.0112**	**0.0000**	**46.8711**

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	1.0000e-005	4.3000e-004	9.0000e-005	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1854	0.1854	0.0000	0.0000	0.1855
Vendor	2.2000e-004	8.5700e-003	1.6800e-003	3.0000e-005	6.5000e-004	1.0000e-005	6.6000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	2.6672	2.6672	9.0000e-005	0.0000	2.6694
Worker	7.1000e-004	4.4000e-004	5.0300e-003	2.0000e-005	1.9600e-003	1.0000e-005	1.9800e-003	5.2000e-004	1.0000e-005	5.3000e-004	0.0000	1.5150	1.5150	3.0000e-005	0.0000	1.5158
Total	**9.4000e-004**	**9.4400e-003**	**6.8000e-003**	**5.0000e-005**	**2.6500e-003**	**2.0000e-005**	**2.6800e-003**	**7.2000e-004**	**2.0000e-005**	**7.4000e-004**	**0.0000**	**4.3676**	**4.3676**	**1.2000e-004**	**0.0000**	**4.3707**

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	3.8000e-004	2.6600e-003	3.9700e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.6004	1.6004	5.0000e-005	0.0000	1.6017
Unmitigated	3.8000e-004	2.6600e-003	3.9700e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.6004	1.6004	5.0000e-005	0.0000	1.6017

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.512206	0.037649	0.220902	0.116610	0.017603	0.005350	0.033125	0.046863	0.001372	0.001143	0.005515	0.000740	0.000922

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.3754	1.0000e-005	0.0000	0.3766
Unmitigated	0.3754	1.0000e-005	0.0000	0.3766

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.0600e-003	2.4000e-004	0.0000	0.0101
Unmitigated	4.0600e-003	2.4000e-004	0.0000	0.0101

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment D_Existing Bridge 21

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2025
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Note

Land Use -

Construction Phase - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Off-road Equipment - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Roseville Dry Creek Trail_Segment D_Existing Bridge 21 - Placer County APCD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	30.00
tblOffRoadEquipment	HorsePower	158.00	89.00
tblOffRoadEquipment	HorsePower	84.00	231.00
tblOffRoadEquipment	LoadFactor	0.38	0.20
tblOffRoadEquipment	LoadFactor	0.74	0.29
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	8.00	2.70
tblProjectCharacteristics	OperationalYear	2018	2025
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	2.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0139	0.1356	0.1577	2.9000e-004	1.5900e-003	6.5400e-003	8.1300e-003	4.3000e-004	6.0400e-003	6.4700e-003	0.0000	25.3299	25.3299	6.5100e-003	0.0000	25.4926
Maximum	**0.0139**	**0.1356**	**0.1577**	**2.9000e-004**	**1.5900e-003**	**6.5400e-003**	**8.1300e-003**	**4.3000e-004**	**6.0400e-003**	**6.4700e-003**	**0.0000**	**25.3299**	**25.3299**	**6.5100e-003**	**0.0000**	**25.4926**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0139	0.1356	0.1577	2.9000e-004	1.5900e-003	6.5400e-003	8.1300e-003	4.3000e-004	6.0400e-003	6.4700e-003	0.0000	25.3299	25.3299	6.5100e-003	0.0000	25.4926
Maximum	**0.0139**	**0.1356**	**0.1577**	**2.9000e-004**	**1.5900e-003**	**6.5400e-003**	**8.1300e-003**	**4.3000e-004**	**6.0400e-003**	**6.4700e-003**	**0.0000**	**25.3299**	**25.3299**	**6.5100e-003**	**0.0000**	**25.4926**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	8-1-2023	9-30-2023	0.1494	0.1494
		Highest	0.1494	0.1494

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	3.8000e-004	2.6600e-003	3.9700e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.6004	1.6004	5.0000e-005	0.0000	1.6017
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**4.8000e-004**	**2.6600e-003**	**3.9700e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.8000e-004**	**4.0600e-003**	**1.9757**	**1.9798**	**3.0000e-004**	**0.0000**	**1.9884**

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	3.8000e-004	2.6600e-003	3.9700e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.6004	1.6004	5.0000e-005	0.0000	1.6017
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**4.8000e-004**	**2.6600e-003**	**3.9700e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.8000e-004**	**4.0600e-003**	**1.9757**	**1.9798**	**3.0000e-004**	**0.0000**	**1.9884**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Building Construction	Building Construction	8/1/2023	9/11/2023	5	30	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Cranes	0	4.00	231	0.29
Building Construction	Excavators	1	8.00	89	0.20
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Generator Sets	1	2.70	231	0.29
Building Construction	Other Construction Equipment	2	8.00	172	0.42
Building Construction	Tractors/Loaders/Backhoes	1	2.70	97	0.37

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
Building Construction	5	10.00	4.00	2.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0133	0.1301	0.1537	2.6000e-004		6.5300e-003	6.5300e-003		6.0200e-003	6.0200e-003	0.0000	22.7464	22.7464	6.4400e-003	0.0000	22.9073
Total	**0.0133**	**0.1301**	**0.1537**	**2.6000e-004**		**6.5300e-003**	**6.5300e-003**		**6.0200e-003**	**6.0200e-003**	**0.0000**	**22.7464**	**22.7464**	**6.4400e-003**	**0.0000**	**22.9073**

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	1.0000e-005	1.7000e-004	4.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0742	0.0742	0.0000	0.0000	0.0742
Vendor	1.3000e-004	5.1400e-003	1.0100e-003	2.0000e-005	3.9000e-004	1.0000e-005	4.0000e-004	1.1000e-004	1.0000e-005	1.2000e-004	0.0000	1.6003	1.6003	5.0000e-005	0.0000	1.6016
Worker	4.2000e-004	2.6000e-004	3.0200e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.9090	0.9090	2.0000e-005	0.0000	0.9095
Total	**5.6000e-004**	**5.5700e-003**	**4.0700e-003**	**3.0000e-005**	**1.5900e-003**	**2.0000e-005**	**1.6100e-003**	**4.2000e-004**	**2.0000e-005**	**4.4000e-004**	**0.0000**	**2.5835**	**2.5835**	**7.0000e-005**	**0.0000**	**2.5853**

3.2 Building Construction - 2023

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	0.0133	0.1301	0.1537	2.6000e-004		6.5300e-003	6.5300e-003		6.0200e-003	6.0200e-003	0.0000	22.7464	22.7464	6.4400e-003	0.0000	22.9073
Total	**0.0133**	**0.1301**	**0.1537**	**2.6000e-004**		**6.5300e-003**	**6.5300e-003**		**6.0200e-003**	**6.0200e-003**	**0.0000**	**22.7464**	**22.7464**	**6.4400e-003**	**0.0000**	**22.9073**

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	1.0000e-005	1.7000e-004	4.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0742	0.0742	0.0000	0.0000	0.0742
Vendor	1.3000e-004	5.1400e-003	1.0100e-003	2.0000e-005	3.9000e-004	1.0000e-005	4.0000e-004	1.1000e-004	1.0000e-005	1.2000e-004	0.0000	1.6003	1.6003	5.0000e-005	0.0000	1.6016
Worker	4.2000e-004	2.6000e-004	3.0200e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.9090	0.9090	2.0000e-005	0.0000	0.9095
Total	**5.6000e-004**	**5.5700e-003**	**4.0700e-003**	**3.0000e-005**	**1.5900e-003**	**2.0000e-005**	**1.6100e-003**	**4.2000e-004**	**2.0000e-005**	**4.4000e-004**	**0.0000**	**2.5835**	**2.5835**	**7.0000e-005**	**0.0000**	**2.5853**

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	3.8000e-004	2.6600e-003	3.9700e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.6004	1.6004	5.0000e-005	0.0000	1.6017
Unmitigated	3.8000e-004	2.6600e-003	3.9700e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.6004	1.6004	5.0000e-005	0.0000	1.6017

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.512206	0.037649	0.220902	0.116610	0.017603	0.005350	0.033125	0.046863	0.001372	0.001143	0.005515	0.000740	0.000922

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.3754	1.0000e-005	0.0000	0.3766
Unmitigated	0.3754	1.0000e-005	0.0000	0.3766

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.0600e-003	2.4000e-004	0.0000	0.0101
Unmitigated	4.0600e-003	2.4000e-004	0.0000	0.0101

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment D_New Bridge 30

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2025
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Note

Land Use -

Construction Phase - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Off-road Equipment - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	40.00
tblOffRoadEquipment	HorsePower	221.00	89.00
tblOffRoadEquipment	HorsePower	158.00	97.00
tblOffRoadEquipment	LoadFactor	0.50	0.20
tblOffRoadEquipment	LoadFactor	0.38	0.37
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	8.00	4.80
tblProjectCharacteristics	OperationalYear	2018	2025
tblTripsAndVMT	HaulingTripNumber	0.00	5.00
tblTripsAndVMT	VendorTripNumber	2.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.0216	0.2147	0.2410	4.6000e-004	2.1300e-003	9.2700e-003	0.0114	5.8000e-004	8.7200e-003	9.3000e-003	0.0000	40.7471	40.7471	8.9900e-003	0.0000	40.9719
Maximum	**0.0216**	**0.2147**	**0.2410**	**4.6000e-004**	**2.1300e-003**	**9.2700e-003**	**0.0114**	**5.8000e-004**	**8.7200e-003**	**9.3000e-003**	**0.0000**	**40.7471**	**40.7471**	**8.9900e-003**	**0.0000**	**40.9719**

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					
2024	0.0216	0.2147	0.2410	4.6000e-004	2.1300e-003	9.2700e-003	0.0114	5.8000e-004	8.7200e-003	9.3000e-003	0.0000	40.7471	40.7471	8.9900e-003	0.0000	40.9719
Maximum	**0.0216**	**0.2147**	**0.2410**	**4.6000e-004**	**2.1300e-003**	**9.2700e-003**	**0.0114**	**5.8000e-004**	**8.7200e-003**	**9.3000e-003**	**0.0000**	**40.7471**	**40.7471**	**8.9900e-003**	**0.0000**	**40.9719**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	5-1-2024	7-31-2024	0.2363	0.2363
		Highest	0.2363	0.2363

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	3.8000e-004	2.6600e-003	3.9700e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.6004	1.6004	5.0000e-005	0.0000	1.6017
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**4.8000e-004**	**2.6600e-003**	**3.9700e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.8000e-004**	**4.0600e-003**	**1.9757**	**1.9798**	**3.0000e-004**	**0.0000**	**1.9884**

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	3.8000e-004	2.6600e-003	3.9700e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.6004	1.6004	5.0000e-005	0.0000	1.6017
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**4.8000e-004**	**2.6600e-003**	**3.9700e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.8000e-004**	**4.0600e-003**	**1.9757**	**1.9798**	**3.0000e-004**	**0.0000**	**1.9884**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Building Construction	Building Construction	5/1/2024	6/25/2024	5	40	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Bore/Drill Rigs	1	8.00	89	0.20
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Excavators	1	8.00	97	0.37
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Paving Equipment	1	2.00	132	0.36
Building Construction	Pumps	1	8.00	84	0.74
Building Construction	Rollers	1	4.80	80	0.38
Building Construction	Tractors/Loaders/Backhoes	1	4.80	97	0.37

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
Building Construction	7	10.00	4.00	5.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0209	0.2072	0.2359	4.3000e-004		9.2500e-003	9.2500e-003		8.7000e-003	8.7000e-003	0.0000	37.2789	37.2789	8.9000e-003	0.0000	37.5013
Total	**0.0209**	**0.2072**	**0.2359**	**4.3000e-004**		**9.2500e-003**	**9.2500e-003**		**8.7000e-003**	**8.7000e-003**	**0.0000**	**37.2789**	**37.2789**	**8.9000e-003**	**0.0000**	**37.5013**

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	1.0000e-005	4.2000e-004	9.0000e-005	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1841	0.1841	0.0000	0.0000	0.1843
Vendor	1.7000e-004	6.7600e-003	1.2800e-003	2.0000e-005	5.2000e-004	1.0000e-005	5.3000e-004	1.5000e-004	1.0000e-005	1.6000e-004	0.0000	2.1197	2.1197	7.0000e-005	0.0000	2.1214
Worker	5.3000e-004	3.2000e-004	3.7300e-003	1.0000e-005	1.5700e-003	1.0000e-005	1.5800e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.1644	1.1644	2.0000e-005	0.0000	1.1650
Total	**7.1000e-004**	**7.5000e-003**	**5.1000e-003**	**3.0000e-005**	**2.1300e-003**	**2.0000e-005**	**2.1500e-003**	**5.8000e-004**	**2.0000e-005**	**6.0000e-004**	**0.0000**	**3.4682**	**3.4682**	**9.0000e-005**	**0.0000**	**3.4706**

3.2 Building Construction - 2024

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	0.0209	0.2072	0.2359	4.3000e-004		9.2500e-003	9.2500e-003		8.7000e-003	8.7000e-003	0.0000	37.2788	37.2788	8.9000e-003	0.0000	37.5013
Total	**0.0209**	**0.2072**	**0.2359**	**4.3000e-004**		**9.2500e-003**	**9.2500e-003**		**8.7000e-003**	**8.7000e-003**	**0.0000**	**37.2788**	**37.2788**	**8.9000e-003**	**0.0000**	**37.5013**

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	1.0000e-005	4.2000e-004	9.0000e-005	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1841	0.1841	0.0000	0.0000	0.1843
Vendor	1.7000e-004	6.7600e-003	1.2800e-003	2.0000e-005	5.2000e-004	1.0000e-005	5.3000e-004	1.5000e-004	1.0000e-005	1.6000e-004	0.0000	2.1197	2.1197	7.0000e-005	0.0000	2.1214
Worker	5.3000e-004	3.2000e-004	3.7300e-003	1.0000e-005	1.5700e-003	1.0000e-005	1.5800e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.1644	1.1644	2.0000e-005	0.0000	1.1650
Total	**7.1000e-004**	**7.5000e-003**	**5.1000e-003**	**3.0000e-005**	**2.1300e-003**	**2.0000e-005**	**2.1500e-003**	**5.8000e-004**	**2.0000e-005**	**6.0000e-004**	**0.0000**	**3.4682**	**3.4682**	**9.0000e-005**	**0.0000**	**3.4706**

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	3.8000e-004	2.6600e-003	3.9700e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.6004	1.6004	5.0000e-005	0.0000	1.6017
Unmitigated	3.8000e-004	2.6600e-003	3.9700e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.6004	1.6004	5.0000e-005	0.0000	1.6017

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.512206	0.037649	0.220902	0.116610	0.017603	0.005350	0.033125	0.046863	0.001372	0.001143	0.005515	0.000740	0.000922

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.3754	1.0000e-005	0.0000	0.3766
Unmitigated	0.3754	1.0000e-005	0.0000	0.3766

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.0600e-003	2.4000e-004	0.0000	0.0101
Unmitigated	4.0600e-003	2.4000e-004	0.0000	0.0101

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment D_Clearing and Grading

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	8.50	Acre	8.50	370,260.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2025
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Notes

Land Use - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 9,050 ft (1.7 miles)

Construction Phase - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Off-road Equipment - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Grading - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 9,050 ft (1.7 miles)

Roseville Dry Creek Trail_Segment D_Clearing and Grading - Placer County APCD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	20.00
tblGrading	AcresOfGrading	5.00	8.50
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	2.70
tblProjectCharacteristics	OperationalYear	2018	2025
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	28.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0184	0.1799	0.1688	3.5000e-004	0.0357	8.1900e-003	0.0439	0.0173	7.5300e-003	0.0249	0.0000	31.0160	31.0160	9.5200e-003	0.0000	31.2539
Maximum	**0.0184**	**0.1799**	**0.1688**	**3.5000e-004**	**0.0357**	**8.1900e-003**	**0.0439**	**0.0173**	**7.5300e-003**	**0.0249**	**0.0000**	**31.0160**	**31.0160**	**9.5200e-003**	**0.0000**	**31.2539**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0184	0.1799	0.1688	3.5000e-004	0.0357	8.1900e-003	0.0439	0.0173	7.5300e-003	0.0249	0.0000	31.0160	31.0160	9.5200e-003	0.0000	31.2538
Maximum	**0.0184**	**0.1799**	**0.1688**	**3.5000e-004**	**0.0357**	**8.1900e-003**	**0.0439**	**0.0173**	**7.5300e-003**	**0.0249**	**0.0000**	**31.0160**	**31.0160**	**9.5200e-003**	**0.0000**	**31.2538**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

Roseville Dry Creek Trail_Segment D_Clearing and Grading - Placer County APCD Air District, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-1-2023	6-30-2023	0.1982	0.1982
		Highest	0.1982	0.1982

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	3.4900e-003	0.0000	8.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5000e-004	1.5000e-004	0.0000	0.0000	1.6000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0129	0.0903	0.1351	5.9000e-004	0.0472	4.1000e-004	0.0476	0.0127	3.8000e-004	0.0131	0.0000	54.4120	54.4120	1.8600e-003	0.0000	54.4584
Waste						0.0000	0.0000		0.0000	0.0000	0.1482	0.0000	0.1482	8.7600e-003	0.0000	0.3671
Water						0.0000	0.0000		0.0000	0.0000	0.0000	12.7630	12.7630	4.7000e-004	1.0000e-004	12.8034
Total	**0.0164**	**0.0903**	**0.1352**	**5.9000e-004**	**0.0472**	**4.1000e-004**	**0.0476**	**0.0127**	**3.8000e-004**	**0.0131**	**0.1482**	**67.1751**	**67.3233**	**0.0111**	**1.0000e-004**	**67.6290**

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	3.4900e-003	0.0000	8.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5000e-004	1.5000e-004	0.0000	0.0000	1.6000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0129	0.0903	0.1351	5.9000e-004	0.0472	4.1000e-004	0.0476	0.0127	3.8000e-004	0.0131	0.0000	54.4120	54.4120	1.8600e-003	0.0000	54.4584
Waste						0.0000	0.0000		0.0000	0.0000	0.1482	0.0000	0.1482	8.7600e-003	0.0000	0.3671
Water						0.0000	0.0000		0.0000	0.0000	0.0000	12.7630	12.7630	4.7000e-004	1.0000e-004	12.8034
Total	**0.0164**	**0.0903**	**0.1352**	**5.9000e-004**	**0.0472**	**4.1000e-004**	**0.0476**	**0.0127**	**3.8000e-004**	**0.0131**	**0.1482**	**67.1751**	**67.3233**	**0.0111**	**1.0000e-004**	**67.6290**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Initial Clearing and Rough Grading	Site Preparation	4/1/2023	4/28/2023	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Initial Clearing and Rough Grading	Excavators	1	4.80	158	0.38
Initial Clearing and Rough Grading	Graders	1	4.00	187	0.41
Initial Clearing and Rough Grading	Off-Highway Trucks	1	4.00	402	0.38
Initial Clearing and Rough Grading	Other Construction Equipment	4	4.00	172	0.42
Initial Clearing and Rough Grading	Rollers	2	4.00	80	0.38
Initial Clearing and Rough Grading	Rubber Tired Dozers	1	4.00	247	0.40
Initial Clearing and Rough Grading	Tractors/Loaders/Backhoes	1	2.70	97	0.37

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
Initial Clearing and Rough Grading	11	10.00	4.00	2.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Initial Clearing and Rough Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0346	0.0000	0.0346	0.0170	0.0000	0.0170	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0180	0.1761	0.1661	3.3000e-004		8.1800e-003	8.1800e-003		7.5200e-003	7.5200e-003	0.0000	29.2689	29.2689	9.4700e-003	0.0000	29.5056
Total	**0.0180**	**0.1761**	**0.1661**	**3.3000e-004**	**0.0346**	**8.1800e-003**	**0.0428**	**0.0170**	**7.5200e-003**	**0.0246**	**0.0000**	**29.2689**	**29.2689**	**9.4700e-003**	**0.0000**	**29.5056**

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	1.0000e-005	1.7000e-004	4.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0742	0.0742	0.0000	0.0000	0.0742
Vendor	9.0000e-005	3.4300e-003	6.7000e-004	1.0000e-005	2.6000e-004	0.0000	2.6000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	1.0669	1.0669	4.0000e-005	0.0000	1.0678
Worker	2.8000e-004	1.8000e-004	2.0100e-003	1.0000e-005	7.9000e-004	0.0000	7.9000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.6060	0.6060	1.0000e-005	0.0000	0.6063
Total	**3.8000e-004**	**3.7800e-003**	**2.7200e-003**	**2.0000e-005**	**1.0700e-003**	**0.0000**	**1.0700e-003**	**2.9000e-004**	**0.0000**	**2.9000e-004**	**0.0000**	**1.7470**	**1.7470**	**5.0000e-005**	**0.0000**	**1.7483**

3.2 Initial Clearing and Rough Grading - 2023

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					0.0346	0.0000	0.0346	0.0170	0.0000	0.0170	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0180	0.1761	0.1661	3.3000e-004		8.1800e-003	8.1800e-003		7.5200e-003	7.5200e-003	0.0000	29.2689	29.2689	9.4700e-003	0.0000	29.5056
Total	**0.0180**	**0.1761**	**0.1661**	**3.3000e-004**	**0.0346**	**8.1800e-003**	**0.0428**	**0.0170**	**7.5200e-003**	**0.0246**	**0.0000**	**29.2689**	**29.2689**	**9.4700e-003**	**0.0000**	**29.5056**

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	1.0000e-005	1.7000e-004	4.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0742	0.0742	0.0000	0.0000	0.0742
Vendor	9.0000e-005	3.4300e-003	6.7000e-004	1.0000e-005	2.6000e-004	0.0000	2.6000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	1.0669	1.0669	4.0000e-005	0.0000	1.0678
Worker	2.8000e-004	1.8000e-004	2.0100e-003	1.0000e-005	7.9000e-004	0.0000	7.9000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.6060	0.6060	1.0000e-005	0.0000	0.6063
Total	**3.8000e-004**	**3.7800e-003**	**2.7200e-003**	**2.0000e-005**	**1.0700e-003**	**0.0000**	**1.0700e-003**	**2.9000e-004**	**0.0000**	**2.9000e-004**	**0.0000**	**1.7470**	**1.7470**	**5.0000e-005**	**0.0000**	**1.7483**

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	0.0129	0.0903	0.1351	5.9000e-004	0.0472	4.1000e-004	0.0476	0.0127	3.8000e-004	0.0131	0.0000	54.4120	54.4120	1.8600e-003	0.0000	54.4584
Unmitigated	0.0129	0.0903	0.1351	5.9000e-004	0.0472	4.1000e-004	0.0476	0.0127	3.8000e-004	0.0131	0.0000	54.4120	54.4120	1.8600e-003	0.0000	54.4584

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	16.07	193.38	142.29	126,868	126,868
Total	16.07	193.38	142.29	126,868	126,868

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.512206	0.037649	0.220902	0.116610	0.017603	0.005350	0.033125	0.046863	0.001372	0.001143	0.005515	0.000740	0.000922

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	3.4900e-003	0.0000	8.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5000e-004	1.5000e-004	0.0000	0.0000	1.6000e-004
Unmitigated	3.4900e-003	0.0000	8.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5000e-004	1.5000e-004	0.0000	0.0000	1.6000e-004

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.4800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	8.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5000e-004	1.5000e-004	0.0000	0.0000	1.6000e-004
Total	**3.4900e-003**	**0.0000**	**8.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.5000e-004**	**1.5000e-004**	**0.0000**	**0.0000**	**1.6000e-004**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.4800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	8.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5000e-004	1.5000e-004	0.0000	0.0000	1.6000e-004
Total	**3.4900e-003**	**0.0000**	**8.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.5000e-004**	**1.5000e-004**	**0.0000**	**0.0000**	**1.6000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	12.7630	4.7000e-004	1.0000e-004	12.8034
Unmitigated	12.7630	4.7000e-004	1.0000e-004	12.8034

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 10.1276	12.7630	4.7000e-004	1.0000e-004	12.8034
Total		**12.7630**	**4.7000e-004**	**1.0000e-004**	**12.8034**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 10.1276	12.7630	4.7000e-004	1.0000e-004	12.8034
Total		**12.7630**	**4.7000e-004**	**1.0000e-004**	**12.8034**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.1482	8.7600e-003	0.0000	0.3671
Unmitigated	0.1482	8.7600e-003	0.0000	0.3671

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.73	0.1482	8.7600e-003	0.0000	0.3671
Total		**0.1482**	**8.7600e-003**	**0.0000**	**0.3671**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.73	0.1482	8.7600e-003	0.0000	0.3671
Total		**0.1482**	**8.7600e-003**	**0.0000**	**0.3671**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment D_Drainage and Utilities

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2025
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Notes

Land Use -

Construction Phase - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Off-road Equipment - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Roseville Dry Creek Trail_Segment D_Drainage and Utilities - Placer County APCD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	20.00
tblOffRoadEquipment	HorsePower	97.00	89.00
tblOffRoadEquipment	HorsePower	158.00	231.00
tblOffRoadEquipment	HorsePower	8.00	97.00
tblOffRoadEquipment	LoadFactor	0.37	0.20
tblOffRoadEquipment	LoadFactor	0.38	0.29
tblOffRoadEquipment	LoadFactor	0.43	0.37
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	8.00	2.00
tblProjectCharacteristics	OperationalYear	2018	2025
tblTripsAndVMT	VendorTripNumber	2.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	2.2400e-003	0.0180	0.0169	7.0000e-005	1.0500e-003	5.4000e-004	1.5900e-003	2.8000e-004	5.0000e-004	7.8000e-004	0.0000	6.1802	6.1802	1.5100e-003	0.0000	6.2178
Maximum	**2.2400e-003**	**0.0180**	**0.0169**	**7.0000e-005**	**1.0500e-003**	**5.4000e-004**	**1.5900e-003**	**2.8000e-004**	**5.0000e-004**	**7.8000e-004**	**0.0000**	**6.1802**	**6.1802**	**1.5100e-003**	**0.0000**	**6.2178**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	2.2400e-003	0.0180	0.0169	7.0000e-005	1.0500e-003	5.4000e-004	1.5900e-003	2.8000e-004	5.0000e-004	7.8000e-004	0.0000	6.1802	6.1802	1.5100e-003	0.0000	6.2178
Maximum	**2.2400e-003**	**0.0180**	**0.0169**	**7.0000e-005**	**1.0500e-003**	**5.4000e-004**	**1.5900e-003**	**2.8000e-004**	**5.0000e-004**	**7.8000e-004**	**0.0000**	**6.1802**	**6.1802**	**1.5100e-003**	**0.0000**	**6.2178**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	7-1-2023	9-30-2023	0.0202	0.0202
		Highest	0.0202	0.0202

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	3.8000e-004	2.6600e-003	3.9700e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.6004	1.6004	5.0000e-005	0.0000	1.6017
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**4.8000e-004**	**2.6600e-003**	**3.9700e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.8000e-004**	**4.0600e-003**	**1.9757**	**1.9798**	**3.0000e-004**	**0.0000**	**1.9884**

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	3.8000e-004	2.6600e-003	3.9700e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.6004	1.6004	5.0000e-005	0.0000	1.6017
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**4.8000e-004**	**2.6600e-003**	**3.9700e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.8000e-004**	**4.0600e-003**	**1.9757**	**1.9798**	**3.0000e-004**	**0.0000**	**1.9884**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Building Construction	Building Construction	7/1/2023	7/28/2023	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Cranes	0	4.00	231	0.29
Building Construction	Excavators	1	2.00	231	0.29
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Off-Highway Trucks	1	2.00	402	0.38
Building Construction	Plate Compactors	2	2.00	97	0.37
Building Construction	Tractors/Loaders/Backhoes	1	2.00	89	0.20

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
Building Construction	5	10.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.8700e-003	0.0144	0.0142	5.0000e-005		5.3000e-004	5.3000e-004		4.9000e-004	4.9000e-004	0.0000	4.5073	4.5073	1.4600e-003	0.0000	4.5437
Total	**1.8700e-003**	**0.0144**	**0.0142**	**5.0000e-005**		**5.3000e-004**	**5.3000e-004**		**4.9000e-004**	**4.9000e-004**	**0.0000**	**4.5073**	**4.5073**	**1.4600e-003**	**0.0000**	**4.5437**

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-005	3.4300e-003	6.7000e-004	1.0000e-005	2.6000e-004	0.0000	2.6000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	1.0669	1.0669	4.0000e-005	0.0000	1.0678
Worker	2.8000e-004	1.8000e-004	2.0100e-003	1.0000e-005	7.9000e-004	0.0000	7.9000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.6060	0.6060	1.0000e-005	0.0000	0.6063
Total	**3.7000e-004**	**3.6100e-003**	**2.6800e-003**	**2.0000e-005**	**1.0500e-003**	**0.0000**	**1.0500e-003**	**2.9000e-004**	**0.0000**	**2.9000e-004**	**0.0000**	**1.6729**	**1.6729**	**5.0000e-005**	**0.0000**	**1.6741**

3.2 Building Construction - 2023

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	1.8700e-003	0.0144	0.0142	5.0000e-005		5.3000e-004	5.3000e-004		4.9000e-004	4.9000e-004	0.0000	4.5073	4.5073	1.4600e-003	0.0000	4.5437
Total	**1.8700e-003**	**0.0144**	**0.0142**	**5.0000e-005**		**5.3000e-004**	**5.3000e-004**		**4.9000e-004**	**4.9000e-004**	**0.0000**	**4.5073**	**4.5073**	**1.4600e-003**	**0.0000**	**4.5437**

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-005	3.4300e-003	6.7000e-004	1.0000e-005	2.6000e-004	0.0000	2.6000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	1.0669	1.0669	4.0000e-005	0.0000	1.0678
Worker	2.8000e-004	1.8000e-004	2.0100e-003	1.0000e-005	7.9000e-004	0.0000	7.9000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.6060	0.6060	1.0000e-005	0.0000	0.6063
Total	**3.7000e-004**	**3.6100e-003**	**2.6800e-003**	**2.0000e-005**	**1.0500e-003**	**0.0000**	**1.0500e-003**	**2.9000e-004**	**0.0000**	**2.9000e-004**	**0.0000**	**1.6729**	**1.6729**	**5.0000e-005**	**0.0000**	**1.6741**

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	3.8000e-004	2.6600e-003	3.9700e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.6004	1.6004	5.0000e-005	0.0000	1.6017
Unmitigated	3.8000e-004	2.6600e-003	3.9700e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.6004	1.6004	5.0000e-005	0.0000	1.6017

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.512206	0.037649	0.220902	0.116610	0.017603	0.005350	0.033125	0.046863	0.001372	0.001143	0.005515	0.000740	0.000922

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.3754	1.0000e-005	0.0000	0.3766
Unmitigated	0.3754	1.0000e-005	0.0000	0.3766

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.0600e-003	2.4000e-004	0.0000	0.0101
Unmitigated	4.0600e-003	2.4000e-004	0.0000	0.0101

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment D_Final Grading

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	8.50	Acre	8.50	370,260.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2025
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Note

Land Use - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 9,050 ft (1.7 miles)

Construction Phase - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Off-road Equipment - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Grading - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 9,050 ft (1.7 miles)

Roseville Dry Creek Trail_Segment D_Final Grading - Placer County APCD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	15.00
tblGrading	AcresOfGrading	3.75	8.50
tblOffRoadEquipment	HorsePower	402.00	158.00
tblOffRoadEquipment	HorsePower	80.00	247.00
tblOffRoadEquipment	LoadFactor	0.38	0.40
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2025
tblTripsAndVMT	HaulingTripNumber	0.00	50.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	13.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	5.8100e-003	0.0653	0.0469	1.5000e-004	5.7100e-003	2.1800e-003	7.8900e-003	8.2000e-004	2.0100e-003	2.8200e-003	0.0000	13.6233	13.6233	3.4800e-003	0.0000	13.7103
Maximum	**5.8100e-003**	**0.0653**	**0.0469**	**1.5000e-004**	**5.7100e-003**	**2.1800e-003**	**7.8900e-003**	**8.2000e-004**	**2.0100e-003**	**2.8200e-003**	**0.0000**	**13.6233**	**13.6233**	**3.4800e-003**	**0.0000**	**13.7103**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	5.8100e-003	0.0653	0.0469	1.5000e-004	5.7100e-003	2.1800e-003	7.8900e-003	8.2000e-004	2.0100e-003	2.8200e-003	0.0000	13.6233	13.6233	3.4800e-003	0.0000	13.7103
Maximum	**5.8100e-003**	**0.0653**	**0.0469**	**1.5000e-004**	**5.7100e-003**	**2.1800e-003**	**7.8900e-003**	**8.2000e-004**	**2.0100e-003**	**2.8200e-003**	**0.0000**	**13.6233**	**13.6233**	**3.4800e-003**	**0.0000**	**13.7103**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	7-1-2023	9-30-2023	0.0710	0.0710
		Highest	0.0710	0.0710

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	3.4900e-003	0.0000	8.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5000e-004	1.5000e-004	0.0000	0.0000	1.6000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0129	0.0903	0.1351	5.9000e-004	0.0472	4.1000e-004	0.0476	0.0127	3.8000e-004	0.0131	0.0000	54.4120	54.4120	1.8600e-003	0.0000	54.4584
Waste						0.0000	0.0000		0.0000	0.0000	0.1482	0.0000	0.1482	8.7600e-003	0.0000	0.3671
Water						0.0000	0.0000		0.0000	0.0000	0.0000	12.7630	12.7630	4.7000e-004	1.0000e-004	12.8034
Total	**0.0164**	**0.0903**	**0.1352**	**5.9000e-004**	**0.0472**	**4.1000e-004**	**0.0476**	**0.0127**	**3.8000e-004**	**0.0131**	**0.1482**	**67.1751**	**67.3233**	**0.0111**	**1.0000e-004**	**67.6290**

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	3.4900e-003	0.0000	8.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5000e-004	1.5000e-004	0.0000	0.0000	1.6000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0129	0.0903	0.1351	5.9000e-004	0.0472	4.1000e-004	0.0476	0.0127	3.8000e-004	0.0131	0.0000	54.4120	54.4120	1.8600e-003	0.0000	54.4584
Waste						0.0000	0.0000		0.0000	0.0000	0.1482	0.0000	0.1482	8.7600e-003	0.0000	0.3671
Water						0.0000	0.0000		0.0000	0.0000	0.0000	12.7630	12.7630	4.7000e-004	1.0000e-004	12.8034
Total	**0.0164**	**0.0903**	**0.1352**	**5.9000e-004**	**0.0472**	**4.1000e-004**	**0.0476**	**0.0127**	**3.8000e-004**	**0.0131**	**0.1482**	**67.1751**	**67.3233**	**0.0111**	**1.0000e-004**	**67.6290**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Grading	Grading	7/1/2023	7/21/2023	5	15	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 8.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	1	4.00	187	0.41
Grading	Off-Highway Trucks	1	4.00	158	0.38
Grading	Rollers	2	4.00	247	0.40
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	4.00	97	0.37

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
Grading	5	10.00	4.00	50.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.5100e-003	0.0000	4.5100e-003	4.9000e-004	0.0000	4.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.4000e-003	0.0583	0.0440	1.2000e-004		2.1700e-003	2.1700e-003		1.9900e-003	1.9900e-003	0.0000	10.5143	10.5143	3.4000e-003	0.0000	10.5993
Total	**5.4000e-003**	**0.0583**	**0.0440**	**1.2000e-004**	**4.5100e-003**	**2.1700e-003**	**6.6800e-003**	**4.9000e-004**	**1.9900e-003**	**2.4800e-003**	**0.0000**	**10.5143**	**10.5143**	**3.4000e-003**	**0.0000**	**10.5993**

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	1.3000e-004	4.3300e-003	9.0000e-004	2.0000e-005	4.2000e-004	1.0000e-005	4.3000e-004	1.2000e-004	1.0000e-005	1.2000e-004	0.0000	1.8544	1.8544	4.0000e-005	0.0000	1.8555
Vendor	7.0000e-005	2.5700e-003	5.0000e-004	1.0000e-005	2.0000e-004	0.0000	2.0000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.8002	0.8002	3.0000e-005	0.0000	0.8008
Worker	2.1000e-004	1.3000e-004	1.5100e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4545	0.4545	1.0000e-005	0.0000	0.4547
Total	**4.1000e-004**	**7.0300e-003**	**2.9100e-003**	**4.0000e-005**	**1.2100e-003**	**1.0000e-005**	**1.2200e-003**	**3.4000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**3.1090**	**3.1090**	**8.0000e-005**	**0.0000**	**3.1110**

3.2 Grading - 2023

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					4.5100e-003	0.0000	4.5100e-003	4.9000e-004	0.0000	4.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.4000e-003	0.0583	0.0440	1.2000e-004		2.1700e-003	2.1700e-003		1.9900e-003	1.9900e-003	0.0000	10.5143	10.5143	3.4000e-003	0.0000	10.5993
Total	**5.4000e-003**	**0.0583**	**0.0440**	**1.2000e-004**	**4.5100e-003**	**2.1700e-003**	**6.6800e-003**	**4.9000e-004**	**1.9900e-003**	**2.4800e-003**	**0.0000**	**10.5143**	**10.5143**	**3.4000e-003**	**0.0000**	**10.5993**

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	1.3000e-004	4.3300e-003	9.0000e-004	2.0000e-005	4.2000e-004	1.0000e-005	4.3000e-004	1.2000e-004	1.0000e-005	1.2000e-004	0.0000	1.8544	1.8544	4.0000e-005	0.0000	1.8555
Vendor	7.0000e-005	2.5700e-003	5.0000e-004	1.0000e-005	2.0000e-004	0.0000	2.0000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.8002	0.8002	3.0000e-005	0.0000	0.8008
Worker	2.1000e-004	1.3000e-004	1.5100e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4545	0.4545	1.0000e-005	0.0000	0.4547
Total	**4.1000e-004**	**7.0300e-003**	**2.9100e-003**	**4.0000e-005**	**1.2100e-003**	**1.0000e-005**	**1.2200e-003**	**3.4000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**3.1090**	**3.1090**	**8.0000e-005**	**0.0000**	**3.1110**

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	0.0129	0.0903	0.1351	5.9000e-004	0.0472	4.1000e-004	0.0476	0.0127	3.8000e-004	0.0131	0.0000	54.4120	54.4120	1.8600e-003	0.0000	54.4584
Unmitigated	0.0129	0.0903	0.1351	5.9000e-004	0.0472	4.1000e-004	0.0476	0.0127	3.8000e-004	0.0131	0.0000	54.4120	54.4120	1.8600e-003	0.0000	54.4584

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	16.07	193.38	142.29	126,868	126,868
Total	16.07	193.38	142.29	126,868	126,868

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.512206	0.037649	0.220902	0.116610	0.017603	0.005350	0.033125	0.046863	0.001372	0.001143	0.005515	0.000740	0.000922

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	3.4900e-003	0.0000	8.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5000e-004	1.5000e-004	0.0000	0.0000	1.6000e-004
Unmitigated	3.4900e-003	0.0000	8.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5000e-004	1.5000e-004	0.0000	0.0000	1.6000e-004

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.4800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	8.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5000e-004	1.5000e-004	0.0000	0.0000	1.6000e-004
Total	**3.4900e-003**	**0.0000**	**8.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.5000e-004**	**1.5000e-004**	**0.0000**	**0.0000**	**1.6000e-004**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.4800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	8.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5000e-004	1.5000e-004	0.0000	0.0000	1.6000e-004
Total	**3.4900e-003**	**0.0000**	**8.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.5000e-004**	**1.5000e-004**	**0.0000**	**0.0000**	**1.6000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	12.7630	4.7000e-004	1.0000e-004	12.8034
Unmitigated	12.7630	4.7000e-004	1.0000e-004	12.8034

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 10.1276	12.7630	4.7000e-004	1.0000e-004	12.8034
Total		**12.7630**	**4.7000e-004**	**1.0000e-004**	**12.8034**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 10.1276	12.7630	4.7000e-004	1.0000e-004	12.8034
Total		**12.7630**	**4.7000e-004**	**1.0000e-004**	**12.8034**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.1482	8.7600e-003	0.0000	0.3671
Unmitigated	0.1482	8.7600e-003	0.0000	0.3671

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.73	0.1482	8.7600e-003	0.0000	0.3671
Total		**0.1482**	**8.7600e-003**	**0.0000**	**0.3671**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.73	0.1482	8.7600e-003	0.0000	0.3671
Total		**0.1482**	**8.7600e-003**	**0.0000**	**0.3671**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment D_Old Auburn Undercrossing

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2025
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Note

Land Use -

Construction Phase - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Off-road Equipment - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	30.00
tblOffRoadEquipment	HorsePower	221.00	97.00
tblOffRoadEquipment	HorsePower	158.00	231.00
tblOffRoadEquipment	HorsePower	80.00	89.00
tblOffRoadEquipment	LoadFactor	0.50	0.37
tblOffRoadEquipment	LoadFactor	0.38	0.29
tblOffRoadEquipment	LoadFactor	0.38	0.20
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	8.00	4.80
tblProjectCharacteristics	OperationalYear	2018	2025
tblTripsAndVMT	HaulingTripNumber	0.00	1.00
tblTripsAndVMT	VendorTripNumber	2.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.0104	0.0936	0.1151	2.8000e-004	1.5800e-003	3.6800e-003	5.2600e-003	4.3000e-004	3.3900e-003	3.8200e-003	0.0000	24.8626	24.8626	7.3000e-003	0.0000	25.0451
Maximum	**0.0104**	**0.0936**	**0.1151**	**2.8000e-004**	**1.5800e-003**	**3.6800e-003**	**5.2600e-003**	**4.3000e-004**	**3.3900e-003**	**3.8200e-003**	**0.0000**	**24.8626**	**24.8626**	**7.3000e-003**	**0.0000**	**25.0451**

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					
2024	0.0104	0.0936	0.1151	2.8000e-004	1.5800e-003	3.6800e-003	5.2600e-003	4.3000e-004	3.3900e-003	3.8200e-003	0.0000	24.8625	24.8625	7.3000e-003	0.0000	25.0451
Maximum	**0.0104**	**0.0936**	**0.1151**	**2.8000e-004**	**1.5800e-003**	**3.6800e-003**	**5.2600e-003**	**4.3000e-004**	**3.3900e-003**	**3.8200e-003**	**0.0000**	**24.8625**	**24.8625**	**7.3000e-003**	**0.0000**	**25.0451**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	7-1-2024	9-30-2024	0.0990	0.0990
		Highest	0.0990	0.0990

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	3.8000e-004	2.6600e-003	3.9700e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.6004	1.6004	5.0000e-005	0.0000	1.6017
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**4.8000e-004**	**2.6600e-003**	**3.9700e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.8000e-004**	**4.0600e-003**	**1.9757**	**1.9798**	**3.0000e-004**	**0.0000**	**1.9884**

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	3.8000e-004	2.6600e-003	3.9700e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.6004	1.6004	5.0000e-005	0.0000	1.6017
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**4.8000e-004**	**2.6600e-003**	**3.9700e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.8000e-004**	**4.0600e-003**	**1.9757**	**1.9798**	**3.0000e-004**	**0.0000**	**1.9884**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Building Construction	Building Construction	7/1/2024	8/9/2024	5	30	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Bore/Drill Rigs	1	8.00	97	0.37
Building Construction	Cranes	0	4.00	231	0.29
Building Construction	Excavators	1	4.00	231	0.29
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Off-Highway Trucks	1	4.00	402	0.38
Building Construction	Paving Equipment	1	2.00	132	0.36
Building Construction	Rollers	0	8.00	89	0.20
Building Construction	Rollers	1	4.80	80	0.38
Building Construction	Tractors/Loaders/Backhoes	1	4.80	97	0.37

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
Building Construction	6	10.00	4.00	1.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.8700e-003	0.0882	0.1113	2.5000e-004		3.6700e-003	3.6700e-003		3.3800e-003	3.3800e-003	0.0000	22.3627	22.3627	7.2300e-003	0.0000	22.5435
Total	**9.8700e-003**	**0.0882**	**0.1113**	**2.5000e-004**		**3.6700e-003**	**3.6700e-003**		**3.3800e-003**	**3.3800e-003**	**0.0000**	**22.3627**	**22.3627**	**7.2300e-003**	**0.0000**	**22.5435**

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	8.0000e-005	2.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0368	0.0368	0.0000	0.0000	0.0369
Vendor	1.3000e-004	5.0700e-003	9.6000e-004	2.0000e-005	3.9000e-004	1.0000e-005	4.0000e-004	1.1000e-004	1.0000e-005	1.2000e-004	0.0000	1.5898	1.5898	5.0000e-005	0.0000	1.5910
Worker	4.0000e-004	2.4000e-004	2.7900e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.8733	0.8733	2.0000e-005	0.0000	0.8737
Total	**5.3000e-004**	**5.3900e-003**	**3.7700e-003**	**3.0000e-005**	**1.5800e-003**	**2.0000e-005**	**1.6000e-003**	**4.2000e-004**	**2.0000e-005**	**4.4000e-004**	**0.0000**	**2.4999**	**2.4999**	**7.0000e-005**	**0.0000**	**2.5016**

3.2 Building Construction - 2024

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	9.8700e-003	0.0882	0.1113	2.5000e-004		3.6700e-003	3.6700e-003		3.3800e-003	3.3800e-003	0.0000	22.3626	22.3626	7.2300e-003	0.0000	22.5435
Total	**9.8700e-003**	**0.0882**	**0.1113**	**2.5000e-004**		**3.6700e-003**	**3.6700e-003**		**3.3800e-003**	**3.3800e-003**	**0.0000**	**22.3626**	**22.3626**	**7.2300e-003**	**0.0000**	**22.5435**

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	8.0000e-005	2.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0368	0.0368	0.0000	0.0000	0.0369
Vendor	1.3000e-004	5.0700e-003	9.6000e-004	2.0000e-005	3.9000e-004	1.0000e-005	4.0000e-004	1.1000e-004	1.0000e-005	1.2000e-004	0.0000	1.5898	1.5898	5.0000e-005	0.0000	1.5910
Worker	4.0000e-004	2.4000e-004	2.7900e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.8733	0.8733	2.0000e-005	0.0000	0.8737
Total	**5.3000e-004**	**5.3900e-003**	**3.7700e-003**	**3.0000e-005**	**1.5800e-003**	**2.0000e-005**	**1.6000e-003**	**4.2000e-004**	**2.0000e-005**	**4.4000e-004**	**0.0000**	**2.4999**	**2.4999**	**7.0000e-005**	**0.0000**	**2.5016**

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	3.8000e-004	2.6600e-003	3.9700e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.6004	1.6004	5.0000e-005	0.0000	1.6017
Unmitigated	3.8000e-004	2.6600e-003	3.9700e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.6004	1.6004	5.0000e-005	0.0000	1.6017

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.512206	0.037649	0.220902	0.116610	0.017603	0.005350	0.033125	0.046863	0.001372	0.001143	0.005515	0.000740	0.000922

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.3754	1.0000e-005	0.0000	0.3766
Unmitigated	0.3754	1.0000e-005	0.0000	0.3766

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.0600e-003	2.4000e-004	0.0000	0.0101
Unmitigated	4.0600e-003	2.4000e-004	0.0000	0.0101

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment D_Paving

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	8.50	Acre	8.50	370,260.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2025
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Notes

Land Use - Acres value based on assumption of average of 20 feet disturbance on either side of centerline, for 9,050 ft (1.7 miles)

Construction Phase - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Off-road Equipment - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Roseville Dry Creek Trail_Segment D_Paving - Placer County APCD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	30.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2025
tblTripsAndVMT	HaulingTripNumber	0.00	25.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	18.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	9.2000e-003	0.0929	0.1257	2.2000e-004	1.7800e-003	4.3200e-003	6.1000e-003	4.8000e-004	3.9700e-003	4.4600e-003	0.0000	19.4632	19.4632	5.2800e-003	0.0000	19.5951
Maximum	**9.2000e-003**	**0.0929**	**0.1257**	**2.2000e-004**	**1.7800e-003**	**4.3200e-003**	**6.1000e-003**	**4.8000e-004**	**3.9700e-003**	**4.4600e-003**	**0.0000**	**19.4632**	**19.4632**	**5.2800e-003**	**0.0000**	**19.5951**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	9.2000e-003	0.0929	0.1257	2.2000e-004	1.7800e-003	4.3200e-003	6.1000e-003	4.8000e-004	3.9700e-003	4.4600e-003	0.0000	19.4632	19.4632	5.2800e-003	0.0000	19.5951
Maximum	**9.2000e-003**	**0.0929**	**0.1257**	**2.2000e-004**	**1.7800e-003**	**4.3200e-003**	**6.1000e-003**	**4.8000e-004**	**3.9700e-003**	**4.4600e-003**	**0.0000**	**19.4632**	**19.4632**	**5.2800e-003**	**0.0000**	**19.5951**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

Roseville Dry Creek Trail_Segment D_Paving - Placer County APCD Air District, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	8-1-2023	9-30-2023	0.1020	0.1020
		Highest	0.1020	0.1020

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	3.4900e-003	0.0000	8.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5000e-004	1.5000e-004	0.0000	0.0000	1.6000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0129	0.0903	0.1351	5.9000e-004	0.0472	4.1000e-004	0.0476	0.0127	3.8000e-004	0.0131	0.0000	54.4120	54.4120	1.8600e-003	0.0000	54.4584
Waste						0.0000	0.0000		0.0000	0.0000	0.1482	0.0000	0.1482	8.7600e-003	0.0000	0.3671
Water						0.0000	0.0000		0.0000	0.0000	0.0000	12.7630	12.7630	4.7000e-004	1.0000e-004	12.8034
Total	**0.0164**	**0.0903**	**0.1352**	**5.9000e-004**	**0.0472**	**4.1000e-004**	**0.0476**	**0.0127**	**3.8000e-004**	**0.0131**	**0.1482**	**67.1751**	**67.3233**	**0.0111**	**1.0000e-004**	**67.6290**

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	3.4900e-003	0.0000	8.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5000e-004	1.5000e-004	0.0000	0.0000	1.6000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0129	0.0903	0.1351	5.9000e-004	0.0472	4.1000e-004	0.0476	0.0127	3.8000e-004	0.0131	0.0000	54.4120	54.4120	1.8600e-003	0.0000	54.4584
Waste						0.0000	0.0000		0.0000	0.0000	0.1482	0.0000	0.1482	8.7600e-003	0.0000	0.3671
Water						0.0000	0.0000		0.0000	0.0000	0.0000	12.7630	12.7630	4.7000e-004	1.0000e-004	12.8034
Total	**0.0164**	**0.0903**	**0.1352**	**5.9000e-004**	**0.0472**	**4.1000e-004**	**0.0476**	**0.0127**	**3.8000e-004**	**0.0131**	**0.1482**	**67.1751**	**67.3233**	**0.0111**	**1.0000e-004**	**67.6290**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Paving	Paving	8/1/2023	9/11/2023	5	30	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Paving	Pavers	1	4.00	130	0.42
Paving	Paving Equipment	2	4.00	132	0.36
Paving	Rollers	2	4.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	4.00	97	0.37

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
Paving	7	10.00	4.00	25.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	8.5800e-003	0.0854	0.1212	1.8000e-004		4.3000e-003	4.3000e-003		3.9600e-003	3.9600e-003	0.0000	16.0267	16.0267	5.1800e-003	0.0000	16.1563
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**8.5800e-003**	**0.0854**	**0.1212**	**1.8000e-004**		**4.3000e-003**	**4.3000e-003**		**3.9600e-003**	**3.9600e-003**	**0.0000**	**16.0267**	**16.0267**	**5.1800e-003**	**0.0000**	**16.1563**

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	7.0000e-005	2.1600e-003	4.5000e-004	1.0000e-005	2.1000e-004	0.0000	2.1000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.9272	0.9272	2.0000e-005	0.0000	0.9277
Vendor	1.3000e-004	5.1400e-003	1.0100e-003	2.0000e-005	3.9000e-004	1.0000e-005	4.0000e-004	1.1000e-004	1.0000e-005	1.2000e-004	0.0000	1.6003	1.6003	5.0000e-005	0.0000	1.6016
Worker	4.2000e-004	2.6000e-004	3.0200e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.9090	0.9090	2.0000e-005	0.0000	0.9095
Total	**6.2000e-004**	**7.5600e-003**	**4.4800e-003**	**4.0000e-005**	**1.7800e-003**	**2.0000e-005**	**1.8000e-003**	**4.8000e-004**	**2.0000e-005**	**5.0000e-004**	**0.0000**	**3.4365**	**3.4365**	**9.0000e-005**	**0.0000**	**3.4388**

3.2 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	8.5800e-003	0.0854	0.1212	1.8000e-004		4.3000e-003	4.3000e-003		3.9600e-003	3.9600e-003	0.0000	16.0267	16.0267	5.1800e-003	0.0000	16.1563
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**8.5800e-003**	**0.0854**	**0.1212**	**1.8000e-004**		**4.3000e-003**	**4.3000e-003**		**3.9600e-003**	**3.9600e-003**	**0.0000**	**16.0267**	**16.0267**	**5.1800e-003**	**0.0000**	**16.1563**

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	7.0000e-005	2.1600e-003	4.5000e-004	1.0000e-005	2.1000e-004	0.0000	2.1000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.9272	0.9272	2.0000e-005	0.0000	0.9277
Vendor	1.3000e-004	5.1400e-003	1.0100e-003	2.0000e-005	3.9000e-004	1.0000e-005	4.0000e-004	1.1000e-004	1.0000e-005	1.2000e-004	0.0000	1.6003	1.6003	5.0000e-005	0.0000	1.6016
Worker	4.2000e-004	2.6000e-004	3.0200e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.9090	0.9090	2.0000e-005	0.0000	0.9095
Total	**6.2000e-004**	**7.5600e-003**	**4.4800e-003**	**4.0000e-005**	**1.7800e-003**	**2.0000e-005**	**1.8000e-003**	**4.8000e-004**	**2.0000e-005**	**5.0000e-004**	**0.0000**	**3.4365**	**3.4365**	**9.0000e-005**	**0.0000**	**3.4388**

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	0.0129	0.0903	0.1351	5.9000e-004	0.0472	4.1000e-004	0.0476	0.0127	3.8000e-004	0.0131	0.0000	54.4120	54.4120	1.8600e-003	0.0000	54.4584
Unmitigated	0.0129	0.0903	0.1351	5.9000e-004	0.0472	4.1000e-004	0.0476	0.0127	3.8000e-004	0.0131	0.0000	54.4120	54.4120	1.8600e-003	0.0000	54.4584

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	16.07	193.38	142.29	126,868	126,868
Total	16.07	193.38	142.29	126,868	126,868

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.512206	0.037649	0.220902	0.116610	0.017603	0.005350	0.033125	0.046863	0.001372	0.001143	0.005515	0.000740	0.000922

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	3.4900e-003	0.0000	8.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5000e-004	1.5000e-004	0.0000	0.0000	1.6000e-004
Unmitigated	3.4900e-003	0.0000	8.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5000e-004	1.5000e-004	0.0000	0.0000	1.6000e-004

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.4800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	8.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5000e-004	1.5000e-004	0.0000	0.0000	1.6000e-004
Total	**3.4900e-003**	**0.0000**	**8.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.5000e-004**	**1.5000e-004**	**0.0000**	**0.0000**	**1.6000e-004**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.4800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	8.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5000e-004	1.5000e-004	0.0000	0.0000	1.6000e-004
Total	**3.4900e-003**	**0.0000**	**8.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.5000e-004**	**1.5000e-004**	**0.0000**	**0.0000**	**1.6000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	12.7630	4.7000e-004	1.0000e-004	12.8034
Unmitigated	12.7630	4.7000e-004	1.0000e-004	12.8034

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 10.1276	12.7630	4.7000e-004	1.0000e-004	12.8034
Total		**12.7630**	**4.7000e-004**	**1.0000e-004**	**12.8034**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 10.1276	12.7630	4.7000e-004	1.0000e-004	12.8034
Total		**12.7630**	**4.7000e-004**	**1.0000e-004**	**12.8034**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.1482	8.7600e-003	0.0000	0.3671
Unmitigated	0.1482	8.7600e-003	0.0000	0.3671

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.73	0.1482	8.7600e-003	0.0000	0.3671
Total		**0.1482**	**8.7600e-003**	**0.0000**	**0.3671**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.73	0.1482	8.7600e-003	0.0000	0.3671
Total		**0.1482**	**8.7600e-003**	**0.0000**	**0.3671**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment D_Planting and Erosion Control

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2025
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Notes

Land Use -
Construction Phase - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.
Off-road Equipment - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.
Trips and VMT - Assume 10 avg employees on site in all phases. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.
Grading - No grading

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	1.00	15.00
tblOffRoadEquipment	HorsePower	402.00	187.00
tblOffRoadEquipment	LoadFactor	0.38	0.41
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2025
tblTripsAndVMT	HaulingTripNumber	0.00	1.00
tblTripsAndVMT	WorkerTripNumber	8.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	4.7100e-003	0.0483	0.0291	9.0000e-005	4.5700e-003	1.7200e-003	6.2900e-003	5.9000e-004	1.5800e-003	2.1700e-003	0.0000	8.0374	8.0374	2.4500e-003	0.0000	8.0987
Maximum	**4.7100e-003**	**0.0483**	**0.0291**	**9.0000e-005**	**4.5700e-003**	**1.7200e-003**	**6.2900e-003**	**5.9000e-004**	**1.5800e-003**	**2.1700e-003**	**0.0000**	**8.0374**	**8.0374**	**2.4500e-003**	**0.0000**	**8.0987**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	4.7100e-003	0.0483	0.0291	9.0000e-005	4.5700e-003	1.7200e-003	6.2900e-003	5.9000e-004	1.5800e-003	2.1700e-003	0.0000	8.0374	8.0374	2.4500e-003	0.0000	8.0986
Maximum	**4.7100e-003**	**0.0483**	**0.0291**	**9.0000e-005**	**4.5700e-003**	**1.7200e-003**	**6.2900e-003**	**5.9000e-004**	**1.5800e-003**	**2.1700e-003**	**0.0000**	**8.0374**	**8.0374**	**2.4500e-003**	**0.0000**	**8.0986**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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)
		Highest		

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	3.8000e-004	2.6600e-003	3.9700e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.6004	1.6004	5.0000e-005	0.0000	1.6017
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**4.8000e-004**	**2.6600e-003**	**3.9700e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.8000e-004**	**4.0600e-003**	**1.9757**	**1.9798**	**3.0000e-004**	**0.0000**	**1.9884**

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	3.8000e-004	2.6600e-003	3.9700e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.6004	1.6004	5.0000e-005	0.0000	1.6017
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**4.8000e-004**	**2.6600e-003**	**3.9700e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.8000e-004**	**4.0600e-003**	**1.9757**	**1.9798**	**3.0000e-004**	**0.0000**	**1.9884**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Site Preparation	Site Preparation	10/1/2023	10/20/2023	5	15	

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Off-Highway Trucks	1	4.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	10.00	0.00	1.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.9800e-003	0.0000	3.9800e-003	4.3000e-004	0.0000	4.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.4900e-003	0.0480	0.0275	9.0000e-005		1.7100e-003	1.7100e-003		1.5800e-003	1.5800e-003	0.0000	7.5458	7.5458	2.4400e-003	0.0000	7.6068
Total	**4.4900e-003**	**0.0480**	**0.0275**	**9.0000e-005**	**3.9800e-003**	**1.7100e-003**	**5.6900e-003**	**4.3000e-004**	**1.5800e-003**	**2.0100e-003**	**0.0000**	**7.5458**	**7.5458**	**2.4400e-003**	**0.0000**	**7.6068**

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	9.0000e-005	2.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0371	0.0371	0.0000	0.0000	0.0371
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	2.1000e-004	1.3000e-004	1.5100e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4545	0.4545	1.0000e-005	0.0000	0.4547
Total	**2.1000e-004**	**2.2000e-004**	**1.5300e-003**	**1.0000e-005**	**6.0000e-004**	**0.0000**	**6.0000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.4916**	**0.4916**	**1.0000e-005**	**0.0000**	**0.4918**

3.2 Site Preparation - 2023

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					3.9800e-003	0.0000	3.9800e-003	4.3000e-004	0.0000	4.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.4900e-003	0.0480	0.0275	9.0000e-005		1.7100e-003	1.7100e-003		1.5800e-003	1.5800e-003	0.0000	7.5458	7.5458	2.4400e-003	0.0000	7.6068
Total	**4.4900e-003**	**0.0480**	**0.0275**	**9.0000e-005**	**3.9800e-003**	**1.7100e-003**	**5.6900e-003**	**4.3000e-004**	**1.5800e-003**	**2.0100e-003**	**0.0000**	**7.5458**	**7.5458**	**2.4400e-003**	**0.0000**	**7.6068**

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	9.0000e-005	2.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0371	0.0371	0.0000	0.0000	0.0371
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	2.1000e-004	1.3000e-004	1.5100e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4545	0.4545	1.0000e-005	0.0000	0.4547
Total	**2.1000e-004**	**2.2000e-004**	**1.5300e-003**	**1.0000e-005**	**6.0000e-004**	**0.0000**	**6.0000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.4916**	**0.4916**	**1.0000e-005**	**0.0000**	**0.4918**

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	3.8000e-004	2.6600e-003	3.9700e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.6004	1.6004	5.0000e-005	0.0000	1.6017
Unmitigated	3.8000e-004	2.6600e-003	3.9700e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.6004	1.6004	5.0000e-005	0.0000	1.6017

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.512206	0.037649	0.220902	0.116610	0.017603	0.005350	0.033125	0.046863	0.001372	0.001143	0.005515	0.000740	0.000922

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.3754	1.0000e-005	0.0000	0.3766
Unmitigated	0.3754	1.0000e-005	0.0000	0.3766

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.0600e-003	2.4000e-004	0.0000	0.0101
Unmitigated	4.0600e-003	2.4000e-004	0.0000	0.0101

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

9.0 Operational Offroad

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

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

Roseville Dry Creek Trail_Segment D_Rocky Ridge Undercrossing

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2025
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Note

Land Use -

Construction Phase - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Off-road Equipment - Per Table 4: Construction Phases and Equipment - Segment D, provided by Psomas, September 2017.

Trips and VMT - Assume 10 avg employees on site in all phases, 4 vendor trips/day. Hauling mileages & trips based on total truck miles stated in construction phases and equipment list, Psomas, September 2017.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	40.00
tblOffRoadEquipment	HorsePower	221.00	89.00
tblOffRoadEquipment	HorsePower	158.00	97.00
tblOffRoadEquipment	LoadFactor	0.50	0.20
tblOffRoadEquipment	LoadFactor	0.38	0.37
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblProjectCharacteristics	OperationalYear	2018	2025
tblTripsAndVMT	HaulingTripNumber	0.00	10.00
tblTripsAndVMT	VendorTripNumber	2.00	4.00
tblTripsAndVMT	WorkerTripNumber	5.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0382	0.3755	0.4671	8.2000e-004	2.1800e-003	0.0175	0.0197	5.9000e-004	0.0164	0.0169	0.0000	71.8626	71.8626	0.0190	0.0000	72.3377
Maximum	**0.0382**	**0.3755**	**0.4671**	**8.2000e-004**	**2.1800e-003**	**0.0175**	**0.0197**	**5.9000e-004**	**0.0164**	**0.0169**	**0.0000**	**71.8626**	**71.8626**	**0.0190**	**0.0000**	**72.3377**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0382	0.3755	0.4671	8.2000e-004	2.1800e-003	0.0175	0.0197	5.9000e-004	0.0164	0.0169	0.0000	71.8625	71.8625	0.0190	0.0000	72.3376
Maximum	**0.0382**	**0.3755**	**0.4671**	**8.2000e-004**	**2.1800e-003**	**0.0175**	**0.0197**	**5.9000e-004**	**0.0164**	**0.0169**	**0.0000**	**71.8625**	**71.8625**	**0.0190**	**0.0000**	**72.3376**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	7-1-2023	9-30-2023	0.4137	0.4137
		Highest	0.4137	0.4137

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	3.8000e-004	2.6600e-003	3.9700e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.6004	1.6004	5.0000e-005	0.0000	1.6017
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**4.8000e-004**	**2.6600e-003**	**3.9700e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.8000e-004**	**4.0600e-003**	**1.9757**	**1.9798**	**3.0000e-004**	**0.0000**	**1.9884**

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	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	3.8000e-004	2.6600e-003	3.9700e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.6004	1.6004	5.0000e-005	0.0000	1.6017
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.3754	0.3754	1.0000e-005	0.0000	0.3766
Total	**4.8000e-004**	**2.6600e-003**	**3.9700e-003**	**2.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.4000e-003**	**3.7000e-004**	**1.0000e-005**	**3.8000e-004**	**4.0600e-003**	**1.9757**	**1.9798**	**3.0000e-004**	**0.0000**	**1.9884**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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	Building Construction	Building Construction	7/1/2023	8/25/2023	5	40	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Bore/Drill Rigs	1	8.00	89	0.20
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Excavators	1	8.00	97	0.37
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Paving Equipment	4	8.00	132	0.36
Building Construction	Pumps	1	8.00	84	0.74
Building Construction	Rollers	1	8.00	80	0.38
Building Construction	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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
Building Construction	10	10.00	4.00	10.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0374	0.3675	0.4616	7.8000e-004		0.0175	0.0175		0.0163	0.0163	0.0000	68.1460	68.1460	0.0189	0.0000	68.6185
Total	**0.0374**	**0.3675**	**0.4616**	**7.8000e-004**		**0.0175**	**0.0175**		**0.0163**	**0.0163**	**0.0000**	**68.1460**	**68.1460**	**0.0189**	**0.0000**	**68.6185**

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	3.0000e-005	8.7000e-004	1.8000e-004	0.0000	8.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.3709	0.3709	1.0000e-005	0.0000	0.3711
Vendor	1.8000e-004	6.8500e-003	1.3400e-003	2.0000e-005	5.2000e-004	1.0000e-005	5.3000e-004	1.5000e-004	1.0000e-005	1.6000e-004	0.0000	2.1337	2.1337	7.0000e-005	0.0000	2.1355
Worker	5.7000e-004	3.5000e-004	4.0200e-003	1.0000e-005	1.5700e-003	1.0000e-005	1.5800e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.2120	1.2120	2.0000e-005	0.0000	1.2126
Total	**7.8000e-004**	**8.0700e-003**	**5.5400e-003**	**3.0000e-005**	**2.1700e-003**	**2.0000e-005**	**2.2000e-003**	**5.9000e-004**	**2.0000e-005**	**6.1000e-004**	**0.0000**	**3.7166**	**3.7166**	**1.0000e-004**	**0.0000**	**3.7192**

3.2 Building Construction - 2023

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	0.0374	0.3675	0.4616	7.8000e-004		0.0175	0.0175		0.0163	0.0163	0.0000	68.1459	68.1459	0.0189	0.0000	68.6184
Total	**0.0374**	**0.3675**	**0.4616**	**7.8000e-004**		**0.0175**	**0.0175**		**0.0163**	**0.0163**	**0.0000**	**68.1459**	**68.1459**	**0.0189**	**0.0000**	**68.6184**

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	3.0000e-005	8.7000e-004	1.8000e-004	0.0000	8.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.3709	0.3709	1.0000e-005	0.0000	0.3711
Vendor	1.8000e-004	6.8500e-003	1.3400e-003	2.0000e-005	5.2000e-004	1.0000e-005	5.3000e-004	1.5000e-004	1.0000e-005	1.6000e-004	0.0000	2.1337	2.1337	7.0000e-005	0.0000	2.1355
Worker	5.7000e-004	3.5000e-004	4.0200e-003	1.0000e-005	1.5700e-003	1.0000e-005	1.5800e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.2120	1.2120	2.0000e-005	0.0000	1.2126
Total	**7.8000e-004**	**8.0700e-003**	**5.5400e-003**	**3.0000e-005**	**2.1700e-003**	**2.0000e-005**	**2.2000e-003**	**5.9000e-004**	**2.0000e-005**	**6.1000e-004**	**0.0000**	**3.7166**	**3.7166**	**1.0000e-004**	**0.0000**	**3.7192**

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	3.8000e-004	2.6600e-003	3.9700e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.6004	1.6004	5.0000e-005	0.0000	1.6017
Unmitigated	3.8000e-004	2.6600e-003	3.9700e-003	2.0000e-005	1.3900e-003	1.0000e-005	1.4000e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.6004	1.6004	5.0000e-005	0.0000	1.6017

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.47	5.69	4.19	3,731	3,731
Total	0.47	5.69	4.19	3,731	3,731

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.512206	0.037649	0.220902	0.116610	0.017603	0.005350	0.033125	0.046863	0.001372	0.001143	0.005515	0.000740	0.000922

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	tons/yr										MT/yr					
Mitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.3754	1.0000e-005	0.0000	0.3766
Unmitigated	0.3754	1.0000e-005	0.0000	0.3766

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.29787	0.3754	1.0000e-005	0.0000	0.3766
Total		**0.3754**	**1.0000e-005**	**0.0000**	**0.3766**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.0600e-003	2.4000e-004	0.0000	0.0101
Unmitigated	4.0600e-003	2.4000e-004	0.0000	0.0101

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Total		**4.0600e-003**	**2.4000e-004**	**0.0000**	**0.0101**

9.0 Operational Offroad

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

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

cbec
eco engineering

Hydrology | Hydraulics | Geomorphology | Design | Field Services

Dry Creek Greenway Trail Fluvial Audit

CITY OF ROSEVILLE CALIFORNIA

PSOMAS

Prepared for:
City of Roseville
and Psomas

Prepared by:
cbec, inc.

December 2014
Project Number: 13-1041

DRY CREEK GREENWAY TRAIL FLUVIAL AUDIT
ROSEVILLE, CA

FINAL REPORT

Prepared for
City of Roseville and Psomas

Prepared by
cbec, inc.

December 2014

cbec Project #: 13-1041

This report is intended solely for the use and benefit of the City of Roseville and Psomas. No other person or entity shall be entitled to rely on the details contained herein without the express written consent of cbec, inc., eco engineering, 2544 Industrial Blvd, West Sacramento, CA 95691.

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1 INTRODUCTION

1.1 PROJECT OVERVIEW

The City of Roseville is planning construction of a multi-use trail along approximately 4.5 miles of Dry, Cirby and Linda Creeks between Darling Way and Spahn Ranch Road. To assess potential risk to the trail due to the future trajectory of the creek, and to prioritize mitigative measures, cbec employed a processed-based geomorphic assessment (as per Beechie et al., 2010). This approach coupled desk-based analysis of historical aerials, LiDAR data and specific stream power with a field-based fluvial audit. The fluvial audit approach consists of characterizing various indicators of geomorphic process (e.g., channel reach type, bank erosion, depositional sedimentary bars) as well as factors influencing channel and floodplain morphology (e.g., bank protection, sediment input, large woody debris, etc). Feature locations were collected using Real Time Kinematic (RTK) Global Positioning System (GPS) and mapped with GIS software.

Field data and desk-based findings were used to characterize the channel's geomorphic regime and to develop a trail alignment risk assessment methodology with five risk classifications. An initial evaluation of risk was made on the basis of primary criteria (bank erosion and proximity of trail to the edge of the channel) which was then corroborated or modified through consideration of secondary criteria. Six trail locations with extreme or high risk were identified as well as 48 segments with moderate risk (a number which includes trail segments adjacent to higher risk areas as well as clusters of multiple areas exposed to moderate risk). To address the extreme or high levels of risk to the trail at these six sites, concept-level mitigative measures were developed and prioritized.

1.2 REPORT STRUCTURE

The report is generally divided in two sections. The first section covers both the desk-based watershed analysis and the field component of the fluvial audit. The second section details the trail erosion risk assessment and suggested measures for addressing proposed trail sections exposed to extreme, high and moderate risk. All figures are presented at the end of the report, which include site photos, maps depicting fluvial audit data and the trail risk assessment, and concept designs for select high-risk trail locations.

2 WATERSHED ANALYSIS

2.1 HISTORICAL CHANNEL ASSESSMENT

Aerial imagery dating from 1990 to 2013 was used to identify areas of significant historical channel migration and dynamic behavior. Aerials from 1990 were scanned by Roseville and georeferenced by cbec. Psomas provided aerials from 2001, 2003, 2005, 2007, 2011 and 2013 in the form of MrSID and TIF files that were already georeferenced. Given the relatively small size of the channel and presence of riparian canopy cover, discerning channel alignments was challenging or infeasible for a significant portion of the study reach. As a result of the segmented nature of this assessment, figures are not provided depicting historical channel alignments. However, the aerials did help inform historic channel

behavior and the trail risk assessment in a number of locations. Notes regarding locations of historical dynamic behavior and their influence on risk assessment are included in Figures 14 through 19.

2.2 LIDAR ASSESSMENT

Inspection of LiDAR data provides a powerful tool for identifying historical channel alignments, side channels, floodplain extents and flood bypass channels that are not easily discernible in the field due to vegetation cover or the subtle relief of some features. LiDAR data provided by Psomas in the form of 2-foot contour lines was analyzed for the full length of the fluvial audit. Several observations were made using the LiDAR data that are of particular relevance to the trail:

1. Roughly 400 feet upstream of the confluence of Cirby and Dry Creeks is a high-flow side channel on the southern side of Cirby Creek's main channel (see Figure 1). At the downstream end of the side channel, the main channel has exhibited considerable dynamic behavior and bank retreat since 1990. This dynamic behavior and the presence of the side channel should be considered in assessing trail location and the design of a stream crossing and any associated bridge abutments.
2. In the open space south of Sierra Gardens Drive and Meadowlark Way, the relatively wide floodplain area shows evidence of numerous historical channel alignments (see Figure 2). While historical aerials do not indicate dramatic shifts in channel alignment since 1990, it is important to note that this section of Linda Creek and its floodplain have demonstrated significant dynamic behavior over longer historical time frames.
3. Between Rocky Ridge Drive and Champion Oaks Drive, a high-flow flood bypass channel is present in the Linda Creek floodplain (see Figure 3). This flood bypass channel interacts with the main channel in a number of locations and likely influences in-channel hydraulics and bank erosion. The proposed trail's proximity to the flood bypass channel may increase erosion risk to the path at several locations.

2.3 SPECIFIC STREAM POWER ANALYSIS

A specific stream power analysis was performed for the study reach along Dry, Cirby and Linda Creeks to quantitatively characterize the 'geomorphic energy regime' (i.e., the sediment transport capacity) of the system. Specific stream power was calculated using outputs from the HEC-RAS model developed by Psomas for the 2-year flood event[1]. Specific stream power[2] is defined as:

$$\omega = \frac{\rho g Q S}{w} \ (Watts/m^2)$$

Where:

ρ = density of water (kg/m^2)
g = gravity term (m/s^2)
Q = flow rate (m^3/s)
S = channel slope (m/m)
w = bankfull width (m)

[1] A 2-year flood event refers to a flood event that has a 50% probability of occurring during a given year.
[2] Specific stream power is typically presented in Watts/m^2. As such, calculations for this parameter are provided in metric units to facilitate meaningful comparison with relevant literature.

In the case of the specific stream power calculation for the 2-year event, the width term was the wetted width at each cross section resulting from the 2-year discharge. Similarly, the slope term was the energy grade slope computed at each cross section for the 2-year event. Specific stream power was calculated at each HEC-RAS cross section, then linearly interpolated between cross sections for display in Figures 4 and 5. Given that the stream power calculations were performed at the scale of the HEC-RAS cross section spacing, the stream power results are only meaningful at a scale larger than that spacing. In other words, stream power calculations should probably only be applied for comparison between reaches at a scale 10 times the channel width or greater as the stream power calculation does not reflect in-channel conditions at a finer resolution.

Specific stream power values for Dry, Cirby and Linda Creeks ranged from 0.17 to 87.0 Watts/m^2. Compared to the spectrum of stream power values present in the landscape, these values fall on the low end of the spectrum, thus indicating that the stream is a fairly low energy system. As a comparative example, stream power in mountain channels often exceeds 1,000 W/m^2 (Nanson and Croke,1992). Despite this, the variability in stream power offers a useful indicator of the relative differences in sediment transport capacity on a reach by reach basis. The stream power calculations informed the assessment of the channel's capacity for dynamic behavior and the degree of risk to the proposed trail.

2.4 FIELD BASED ASSESSMENTS

The field component of the fluvial audit was conducted in 2013 between October 23rd to 25th. The creeks were surveyed beginning with Dry Creek at the Darling Way bridge, heading downstream to the confluence with Cirby Creek, and then upstream along Cirby and Linda Creeks to Spahn Ranch Rd. The field assessment consisted of characterizing relevant features with written observations, photos and Real Time Kinematic (RTK) Global Positioning System (GPS) spatial location. RTK GPS was used in conjunction with California Survey and Drafting Supply (CSDS) VSN mobile base network to provide positional corrections to the Trimble R8 GNSS Receiver. The various features collected during the field survey were then mapped using ESRI's ArcMap GIS software platform. Relevant feature mapping is provided in six sheets (Figures 14 through 19). These maps also include the proposed trail alignment as well as the trail risk assessment which are described in detail in section 3.

The following is a summary of the various features of interest and how they were characterized as part of the field component of the fluvial audit:

2.4.1 Bank Erosion

Erosion severity was classified as high, moderate-high, moderate or minor. GPS positions were taken at the upstream and downstream extents to provide an estimate of length and approximate height of erosion was noted. Sections of historic or recovering bank erosion were also observed and typically classified as minor. Bank erosion was present throughout much of Dry, Cirby and Linda Creeks, with locations and severity indicated in feature mapping (see Figures 14 through 19). Figures 20 through 26 provide photographs of sites experiencing significant erosion that may affect the proposed trail. These areas are discussed in more detail later in the report.

2.4.2 Bank Protection

Observed bank protection along Dry, Cirby and Linda Creeks consisted of both hard and soft engineering measures. In this study, hard engineering refers to the use of concrete or rock protection along channel banks and this type of protection was further categorized into classes of large scale and small scale. Large scale hard engineering (HE-LS) referred to actions armoring a significant portion of the bank such as boulder rip-rap, concrete walls, and concrete lock-block. Small scale hard engineering (HE-SS) included features such as a line of small boulders at the edge of baseflow wetted channel or old concrete blocks covering only a small portion of the bank (see Figures 6 and 7 for examples). The soft engineering (SE) observed included more natural bank protection measures such as the installation of geotextile fabric, willow spiling and vegetation planting on channel banks (see Figure 8 for examples).

2.4.3 Depositional Sedimentary Features

Sediment is stored within a stream channel in depositional bar features (e.g., point bars, lateral bars[3]) as well as along the channel bed. Along the reaches of interest of Dry, Cirby and Linda Creeks, the majority of sediment storage features were lateral bars. There were also numerous instances of considerable in-channel sand storage on the stream bed, which typically occurred upstream of an artificial base level control such as a cobble weir. In addition to annotating the feature type, the sediment material (i.e. sand or gravel) and the vegetation cover, if present, were recorded. Most of the bar features observed were bare or had small amounts of young riparian vegetation, suggesting they had been recently activated during storm events (see Figure 9 for examples). However, several large bar features with mature vegetation were observed, suggesting that they had not been altered significantly in recent years. Depositional bars are classified in the report maps as either (1) bare/vegetated or (2) mature to distinguish more recently activated features from older or less regularly activated features.

2.4.4 Dominant Bed Material

During the fluvial audit, the dominant bed material was identified based on the grain size of the stream bed's sediment. The study reaches of Dry, Cirby and Linda Creeks were predominantly sand-bed channels. There were also numerous instances of "bedrock" exposure, where hydromodification of contributing watersheds had likely resulted in channel incision to the cohesive hard-pan layer (Mehrten formation) present in much of the lowland eastern slope of the Sacramento Valley region. Additionally, there were short sections of gravel beds typically associated with natural and artificial riffle features as well as what appeared to be intentionally constructed cobble, boulder and concrete sections of the channel bed. Most of these engineered sections of the channel bed were associated with bridges, pipe crossings and other grade control structures (also referred to in this study as a type of hydraulic control).

2.4.5 Reach Type Characterization

This qualitative classification is based largely on bedforms and the stream gradient or slope. The reach type was typically characterized over a section of channel at least several (if not 10 or more) channel widths in length, rather than at a specific point or individual morphological unit. The majority of Dry,

[3] Point bars and lateral bars are depositional sedimentary features typically composed of well-sorted alluvium. Point bars occur on the inside bend of a river while lateral bars typically form along the margin of relatively straight sections of channel. More detailed descriptions of these features can be found in most fluvial geomorphology text books or via an internet search.

Cirby and Linda Creeks was categorized by a slow glide (SG)[4] morphology. There were also sections of pool-riffle (P-R)[5] morphology, as well as reaches with a morphologic classification between these two channel gradients (e.g., SG/P-R). Reach types are mapped in Figures 14 through 19.

2.4.6 Hydraulic Control Points

Hydraulic control points refer to both natural features (e.g., bedrock outcrops) and manmade structures along the channel bed that control stream gradient (i.e. grade control structures). Along the study reaches of Dry, Cirby and Linda Creeks were numerous instances of natural and artificial hydraulic control points. The natural hydraulic controls consisted of "bedrock" or cohesive hard-pan. The artificial hydraulic control points consisted largely of weir structures (poured concrete, cobble, and concrete rubble) as well as several pipe crossings. A number of these weir structures appeared fairly old and may no longer be serving a necessary function (see Figures 10 and 11 for examples). The artificial grade control structures often exhibited a significant longitudinal impact on in-channel conditions, causing lengthy stretches of backwater effects which in turn influenced reach type characterization along much of the stream length. These backwater impacts were strongly apparent during base flow conditions. At higher flows, many of the grade control structures may have a significant effect on upstream water surface slope but additional quantitative assessment or hydraulic modeling would be necessary to characterize these impacts over the range of flows experienced in the system.

2.4.7 Large Woody Debris

Instances of large woody debris along Dry, Cirby and Linda Creeks were very liminted, suggesting regular maintenance activities to remove large wood from the channel. Where present, the location, general size, orientation and extent to which the feature spanned the channel were recorded as these factors determine the impact of large wood on fluvial processes.

2.4.8 In-Channel Vegetation

Sections of the channel bed exhibiting extensive macrophyte cover (i.e. emergent, submergent or floating aquatic plants growing in the channel) were recorded. There were also numerous instances of dense macrophyte cover coupled with significant in-channel sand deposition across the stream bed.

2.4.9 Stormwater Outfalls

The location, general size, associated bank armoring and severity of erosion were recorded for stormwater outfalls present along the study reaches. There were numerous stormwater outfalls observed along the study reach. Most appeared to be in fairly stable condition while a small handfull were likely eroding significant amounts of sediment during large storm events (see Figure 12 for examples).

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[4] A slow glide (SG) channel morphology is characterized by low velocity, low slope and a relatively homogenous bed morphology. Reaches exhibiting this morphology typically have low sediment transport capacity and low sediment supply.

[5] Pool-riffle (P-R) channel types are characterized by alternating sequences of pools (regions of relatively deep and slow flow with a low water surface slope) and riffles (features with relatively fast and shallow flow over a high water surface slope and coarse bed).

2.4.10 Tributary Confluences

The location of tributary confluences were noted along with their relative contribution to in-channel sediment supply. Depositional sedimentary bars located at and downstream of tributary confluences suggest that, at least in recent years, the tributaries along Cirby and Linda Creeks do not supply large volumes of sediment.

2.5 GENERAL FINDINGS REGARDING STREAM CHARACTER

The sections of Dry, Cirby and Linda Creeks surveyed as part of the fluvial audit are located in riparian corridors of varying width, typically bordered by residential, light commercial or open space land uses. Much of the reach length is fairly incised, and in many areas the channel has scoured down to the cohesive "hard-pan" or "clay-pan" (Mehrten formation) typical of the area. Fluvial processes are frequently constrained both vertically and laterally by the presence of artificial grade control structures and bank protection measures. The lower (downstream) reaches are dominated by a slow glide morphology that appears to result largely from the backwater conditions generated by grade control structures. A greater diversity in reach types exists further upstream along Linda Creek where the channel varies between a slow slide and pool-riffle morphology.

It appears that large woody material is actively removed as part of channel management as only a small number of logs were present in the channel and influencing morphology. Some lower-energy reaches exhibit dense macrophyte growth and significant sand accumulation along the bed. Tributaries appear to contribute only small to moderate amounts of sediment while several eroding stormwater outfalls appear to provide local sources of sands and smaller-grained material. Overall, the channel appears to be fairly stable and significant geomorphic change seems to be limited to fairly large flood events (we suspect events in the 5 to 10 year range, but this may vary along the channel length). However, a more detailed quantitative study and hydraulic modeling would be necessary to confirm this initial assessment of stability and the size of flood events driving significant geomorphic alterations.

3 TRAIL EROSION RISK ASSESSMENT

3.1 CRITERIA FOR ASSESSING RELATIVE RISK

A large number of criteria were integrated into the assessment of relative erosion risk to the proposed trail. These criteria were divided into two general categories (primary and secondary) based on their relative weighting or influence on the assessment. The following sections describe the primary and secondary criteria, and their utility in the risk assessment.

3.1.1 Primary Criteria

3.1.1.1 Trail proximity to edge of channel (top of bank)

The approximate location of the channel's top of bank was digitized in ArcGIS using the LiDAR-derived 2-ft contour data provided by Psomas. It is important to note that locating the top-of-bank is a subjective interpretation, and the coarseness of the contour intervals and the potential for erroneous vegetation

returns (rather than true ground surface returns) in the LiDAR data may have contributed error to this exercise.

The proximity of the proposed trail to the channel's adjacent top of bank was divided into 4 categories based on distance: (1) less than 10 feet, (2) between 10 and 30 feet, (3) between 30 and 60 feet, and (4) greater than 60 feet. The specific values of 10, 30 and 60 feet are somewhat arbitrary but provide a useful framework for assessing trail proximity to the channel. Using ArcGIS, the approximate top of bank line was offset by these distances of 10, 30 and 60 feet and the proposed trail bracketed into distance classes based on the location of edge of pavement relative to these offset lines.

3.1.1.2 Presence and severity of erosion on adjacent stream bank

The presence and severity of erosion on the stream bank adjacent to the trail provided a strong indicator of the channel's potential for dynamic behavior and the likelihood of channel migration toward the trail during flood events. It is important to note that areas of historic/recovering bank erosion (which were typically classified with minor erosion severity) have the capacity to be reactivated in larger flood events (i.e. 5-yr return interval[6] or greater, though modeling would be required to more accurately assess activation thresholds) and can be the locations of considerable bank retreat. While there is a significant difference between the erosion severity classifications of minor and high, the presence of any bank erosion was considered significant as indicated by the weighting factors applied in Tables 1 and 2 (discussed in section 3.2).

3.1.2 Secondary Criteria

3.1.2.1 Nearby channel pattern/curvature

The existing curvature of the stream provided an additional indicator of the channel's potential future trajectory. Of particular relevance was whether the proposed trail was located on the outside of a meander bend.

3.1.2.2 Presence of existing bank protection measures

While bank protection is sometimes implemented as a preventative measure near key infrastructure (e.g., bridges, utility pipe crossings, stormwater culverts), it is typically located in areas historically facing bank erosion problems and is therefore indicative of sections of channel with higher potential of exhibiting dynamic behavior. Bank protection measures may also deflect bank erosion to unprotected sections of the channel bank at its upstream or downstream ends, or, in some instances, to the opposite bank .

3.1.2.3 Specific stream power

Specific stream power provided an indication of how the channel's sediment transport capacity varied from reach to reach. As a secondary criteria, stream power provided a helpful tool to qualify or modify assessments of channel dynamism and potential risk to the trail.

[6] The 5-year flood event is a flood event that has a 20% probability of occurring in a giver year

3.1.2.4 Historical channel adjustments

Specific reaches or meander bends experiencing significant channel adjustment over the last 25 years (as demonstrated in historical aerials), were considered in evaluating channel trajectory and trail risk.

3.1.2.5 Presence of historical and high-flow channel alignments

Inspection of LiDAR data revealed historical alignments, historically dynamic floodplain areas and existing high-flow channels. The location and alignment of these features informed increases in risk assessments as described in notes present in Figures 14 through 19.

3.1.2.6 Proximity to flood bypass channels

The proximity of the proposed trail to the flood bypass channel (or excavated terrace), particularly between Rocky Ridge Dr and Old Auburn Rd, poses an increased erosion risk to the trail in several locations as demonstrated in Figures 3 and 18.

3.1.2.7 Dominant bed material

The stream bed material provides an indicator of potential for channel bed erosion. The presence of sand-dominated beds in some areas provided an understanding of a reach's susceptibility to geomorphic change in the absence of grade controls and bank protection.

3.1.2.8 Presence and maturity of depositional sedimentary features

The density, maturity and size of depositional bar features informed an understanding of channel dynamism on a reach by reach scale. Furthermore, historical aerials provided a sense of changes to sedimentary bars over time and insights into geomorphic dynamism.

3.1.2.9 Reach type

Reach type classifications provided an indication of channel gradient, stream energy and the longitudinal influence of grade control structures.

3.1.2.10 Grade control structures

The presence of artificial hydraulic controls (e.g., concrete weirs, cobble weirs) strongly influences local stream gradient, hydraulics and the dissipation of stream energy. The numerous grade control structures along Dry, Cirby and Linda Creeks influence their potential for dynamic channel behavior, particularly in areas immediately upstream of the structure. However, a more detailed assessment or modeling effort would be required to determine the specific impacts of these structures on channel dynamism.

3.1.2.11 Tributaries

Tributaries supply additional flows and sediment to the main channel and can shift the channel's geomorphic equilibrium. While the tributaries along Cirby and Linda Creeks appear to supply relatively minor amounts of sediment, changes in their contributing watersheds, riparian corridor or channel sediment dynamics could alter this supply and consequently change the channel dynamics of Dry, Cirby and Linda Creeks near tributary confluences.

3.1.2.12 Stormwater outfalls

The location of stormwater outfalls experiencing significant erosion provided a sense of potential influence on local sediment supply and greater likelihood for geomorphic shifts.

3.1.2.13 Large woody debris

The location and orientation of the few large woody debris members present along the study reach were considered in assessing potential geomorphic trajectory of the channel in which they were located.

3.1.2.14 In-channel vegetation

The location of dense macrophyte growth were used as indicators of low-energy reaches and the channel's capacity to accumulate or trap sediment along the bed.

3.2 ASSIGNMENT OF RELATIVE RISK

Trail erosion risk was initially assessed using the two primary criteria: proximity to top of bank and bank erosion severity. Weighting factors were assigned to the various levels of erosion severity and trail distances from the top of bank. These factors were then combined in a matrix (see Table 1) to provide an initial predictive score of erosion risk. It is important to note that the assignment of the weighting factors was a subjective process and that the risk scores generated were intended to guide a general comparison of relative risk. Potential risk was categorized into five levels (extreme, high, moderate, minor and negligible) and each combination of erosion level and channel proximity was assigned a risk category based on the scores (see Table 2).

Table 1. Initial trail risk assessment matrix with scoring

Proximity to Stream								
	Very Close	< 10 ft	10	25	60	75	90	100
	Nearby	10 to 30 ft	7	17.5	42	52.5	63	70
	Distant	30 to 60 ft	3	7.5	18	22.5	27	30
	Very Distant	> 60 ft	1	2.5	6	7.5	9	10
		Weighting factor		2.5	6	7.5	9	10
				Negligible	**Minor**	**Moderate**	**Mod-High**	**High**
				Erosion Level				

Table 2. Initial trail risk assessment matrix with risk categorization

Proximity to Stream								
	Very Close	< 10 ft	10	Moderate	Moderate	High	Extreme	Extreme
	Nearby	10 to 30 ft	7	Minor	Moderate	Moderate	High	High
	Distant	30 to 60 ft	3	Negligible	Minor	Minor	Moderate	Moderate
	Very Distant	> 60 ft	1	Negligible	Negligible	Negligible	Minor	Minor
		Weighting factor		2.5	6	7.5	9	10
				Negligible	**Minor**	**Moderate**	**Mod-High**	**High**
				Erosion Level				

The initial risk assessment generated by the primary criteria matrix was then corroborated or modified through a reach-by-reach analysis incorporating the full suite of secondary criteria. Evaluation of the secondary criteria resulted in an increased risk assessment for a number of sections of the trail. These risk modifications are typically annotated in the Figures 14 through 19. Example situations for increases in risk assessment include high levels of historical channel adjustment, potential trail interaction with a high-flow side channel and trail location on the outside of an eroding meander bend. Furthermore, if the risk assessment for a given section of trail bordered two risk levels, the higher risk level was typically assigned.

This five-level risk assessment was applied to the entire greenway trail as shown in Figures 14 through 19. In the case of proposed pedestrian bridges, the risk assessment was typically dropped to minor (despite the relative proximity to the channel) unless there was evidence of nearby bank erosion or other indicators of higher potential for dynamic behavior. This assessment of minor risk has been made because proposed bridges and supporting abutments will be designed and constructed with scour protection meeting the 200-year flood standard.

3.3 TRAIL SECTIONS REQUIRING ACTION

There are six segments of the proposed greenway trail assessed with extreme or high erosion risk. These sites are named DRY-H1, CIRBY-H1, LINDA-H1, LINDA-H2, LINDA-H3 AND LINDA-H4 and are labeled as such in Figures 14 through 19 as well as Figures 27 through 33. While a quantitative assessment of bank retreat rates was not performed as part of this fluvial audit, the stream appears to be on a trajectory that may affect or undermine the integrity of the trail at these six sites. As indicated in Table 3, some combination of trail realignment, bank protection measures and channel modification are strongly advised for these sections of trail. Notes about the risk assessment and prioritized mitigative measures for these six locations are summarized in the subsequent sections.

Table 3. Risk levels and corresponding actions

Risk Levels	Suggested Action
Extreme	Trail realignment, bank protection and/or channel modification strongly advised
High	Trail realignment, bank protection and/or channel modification advised
Moderate	Trail realignment and/or bank protection measures encouraged
Minor	No actions suggested
Negligible	No actions suggested

It is important to note that the options specifying channel modification will require quantitative analysis (and potentially hydraulic modeling) to determine appropriate designs and to assess impacts on in-channel hydraulics and bed shear stresses. Additionally, any actions armoring a bank may change reach hydraulics and affect the erosive forces acting upstream or downstream, or on the opposite bank. The impacts and risks associated with proposed bridges and trail approaches to bridge crossings would be better assessed with more detailed quantitative analysis and two dimensional hydraulic modeling, especially given the increased complexity of flows and the significant infrastructure investments.

3.3.1 DRY-H1

This section of trail along the left-bank of Dry Creek downstream of the Darling Way bridge runs parallel to a section of moderate severity bank erosion (see Figure 20 and 27). The proposed trail is less than 10 feet from the approximate location of the top of the eroding bank. The sections of trail immediately upstream and downstream of this area were assessed with moderate risk, despite their not being adjacent to an eroding bank. However, their proximity to the channel, the nearby bank erosion and the bank protection measures in the reach that were already implemented along the opposite bank informed a moderate risk assessment. Given the relatively narrow space available between the top of bank and the private property fence line, the following actions are suggested in order of priority:

1. Eliminate the proposed trail on the eastern side of Dry Creek from the plans and construct only the proposed trail alignment on the western side of the channel.
2. If the eastern trail is to be constructed:
    a. Move the path alignment as close to the fence line (i.e. as far east) as possible.
    b. Implement bank protection measures to address existing bank protection along the high-risk section and potentially along parts or all of the moderate risk sections immediately upstream and downstream of the high risk segment.

3.3.2 CIRBY-H1

The proposed trail between I-80 and the confluence of Dry and Cirby Creeks has a segment of extreme and high erosion risk near Cirby Hills Drive and Machado Lane (see Figures 22 and 28). This section of trail along the southern side of the channel is the most concerning section of the proposed path along the entire length of the fluvial audit. The ongoing severe erosion and the limited space between the top of bank and the toe of the hill slope will likely jeopardize the integrity of the trail. The following actions are suggested in order of priority:

1. Bypass this section of the corridor altogether by connecting the trail with an existing path or sidewalk in the neighborhood to avoid constructing the trail in a highly risk-prone area. However, we understand this would not be consistent with the overall goal of the multi-use trail project to create a separate off-street Class 1 trail.
2. Realign the trail along the northern bank as indicated in Figure 28 to avoid locating the trail along the problematic southern bank although this would require construction of two additional bridge structures with associated visual impacts.
3. If the trail is to be constructed as proposed, implement a suite of measures as indicated in Figure 29:
    a. Construct a log crib wall (or similar structural measures) along the southern bank and locate the trail on top of the wall. The crib wall could be outfitted with root wads that would further protect the bank from erosion while also generating a habitat feature.
    b. Terrace the opposite floodplain to generate additional flow area and dissipate erosive energy directed at the outside bank during bankfull and larger flood events. A small backwater channel could be created near the toe of the new bank to further increase flow area and to provide a habitat feature.

c. Depending on the wall orientation and size, additional bank protection measures further upstream and downstream may be advisable.

3.3.3 LINDA-H1

LINDA-H1 is the furthest downstream segment of trail along Linda Creek with a high risk classification. The trail is located adjacent to a lengthy section of bank erosion (see Figures 23 and 30) and is positioned on the outside of a relatively large radius meander bend. The extent of bank erosion may be enhanced somewhat by a pipe crossing the channel with an angled alignment rather than one that is perpendicular to flow. The angled alignment may be directing erosive energy towards this outside bank, contributing to bank erosion at the site. Given the close proximity of the proposed trail alignment to the top of bank, the following actions are suggested in order of priority:

1. Adjust the trail alignment east to increase distance from top of bank to edge of path. It is understood, though, that an existing large sewer trunk main runs roughly parallel to the creek at this location. Moving the trail would reduce potential for erosion to the trail, however the risk to the sewer line from creek bank erosion will remain without other measures being implemented. In addition, moving the trail to the west would increase the right-of-way acquisition required of adjacent private property owners.
2. Consider a slightly narrower path width in the sections with high and moderate trail risk.
3. Implement bank protection measures along the eastern bank where there is ongoing erosion.
4. Construct a log or rock vane just downstream of the existing pipe crossing that extends from the eastern bank to a point partly or fully across the channel (as indicated by the yellow line in Figure 30). The vane may help direct erosive energy away from the outside bank to the center of the channel. More in-depth site analysis would be required to identify the ideal location and configuration of a vane structure. A curved cross vane alignment may also be appropriate.

NOTE: If a decision is made to install bank protection measures on the eastern bank and/or a vane in the channel, hydraulic modeling would be advisable to determine the effects on the opposite bank.

3.3.4 LINDA-H2

The high risk at LINDA-H2 was assessed due to the proposed trail's proximity to the outside of an actively eroding meander bend (see Figures 24 and 31). Suggested actions include slight trail adjustment, bank protection and/or channel reconfiguration. Setting the trail back may not adequately reduce risk on its own given the limited space available between the top of bank and the eastern flood wall. Suggested measures include:

1. To the extent possible, set the trail alignment further back from the channel in the direction of the floodwall.
2. Address bank erosion through one of the following sets of actions:
    a. Applying standard bank protection measures along the outside, eroding bank to protect against further erosion.
    b. Applying the suite of options indicated in Figure 32:

i. Lay back both existing banks and create an inset floodplain terrace on the inside of the bend, thereby increasing flow area and reducing erosive energy.
ii. Outfit the new toe of the bank with root wads or stone protection and willow staking to protect against future erosion.
iii. Plant the banks with native grasses (or fabric hydroseed).

NOTE: These options will require additional analysis during final engineering with consideration of available space between creek bank and floodwall, and presence of an existing sewer line. Additionally, the bank lay-back option may not be feasible due to existing storm drain infrastructure.

3.3.5 LINDA-H3

LINDA-H3 was given a high risk assessment due to the trail's proximity to the top of bank and ongoing severe erosion (see Figures 25 and 31). The suggested actions are the same as those specified in LINDA-H2 but the bank protection and channel modification measures would need to be somewhat tailored to the site-specific conditions at LINDA-H3.

3.3.6 LINDA-H4

LINDA-H4 is located on a fairly dynamic section of channel adjacent to an actively eroding bank (see Figures 26 and 33). Further upstream the channel has numerous active bar features as well as several larger bar features that appear to not have been activated since the last large flood event (i.e. likely older than 5 years). There is also a fairly significant application of bank protection further upstream. Given the dynamic nature of this reach and the presence of undeveloped property near the channel, a trail setback could be an appropriate measure to reduce risk to the trail. However, we understand trail realignment may be restricted by residential home development planned for the property. If a trail setback of 30 feet or more is not feasible, we suggest a combination of the following measures:

1. To the extent possible, adjust the trail alignment to the east to increase the distance between the edge of trail and the top of bank.
2. Apply bank protection measures to the eastern bank along the high-risk section of trail, and potentially along the moderate-risk sections upstream and downstream.

NOTE: Following field reviews, the trail alignment at LINDA-H4 has been revised to provide additional buffer space between the creek and trail.

3.3.7 Moderate Risk Sections

In addition to the 6 extreme and high risk sections of trail, 48 segments of trail were assigned moderate risk. These 48 locations included trail segments adjacent to higher risk sites as well as clusters of moderate risk segments which were given a single label (see LINDA-M3 in Figure 16 for an example). In locations where the risk assignment was increased from minor to moderate due to consideration of the secondary criteria listed in section 3.1.2, notes are provided in Figures 14 through 19 regarding the rationale. Where space is available, additional setbacks from the top of the bank may be advisable for moderate risk trail segments. Where setbacks are infeasible and ongoing erosion is present, bank protection measures may be advisable if a reduction in trail risk is desired. Some moderate risks are assigned to creek crossings or trail segments located under bridges where the higher risk is due in part

to the trail's forced proximity to the channel. In these cases, appropriate bank and trail protection measures should be installed and adequate bridge abutments and foundation armoring should be constructed. Trail sections assigned moderate risk that are not adjusted or protected should be monitored routinely such that potential erosion problems can be identified and remedied before affecting the trail's integrity.

4 CONCLUSIONS

The application of cbec's fluvial audit methodology provided a process-based understanding of Dry, Cirby and Linda Creeks' current geomorphic regime and the future trajectory of their channels. A desk-based analysis of historical channel alignments, LiDAR-derived topographic contours and specific stream power was combined with a field-based geomorphic assessment. Potential risk to the proposed trail alignment was initially evaluated on the basis of two primary criteria: bank erosion severity and trail proximity to the top of the bank. Secondary criteria were used to corroborate or modify risk assessment based on their indication of the channel's capacity for dynamic behavior. Along the approximate 4.5 mile length of the proposed greenway trail, six areas of concern with extreme or high trail risk were identified. Specific mitigative measures were prioritized to address these extreme and high levels of risk. Several dozen moderate risk areas were also identified and general suggestions provided to address them. It is important to note that the mitigative actions presented represent preliminary suggestions and that more quantitative analysis (and potentially hydraulic modeling) are advisable to appropriately size, locate and design these measures.

5 REFERENCES

Beechie, T.J.; Sear, D.A.; Olden, J.D.; Pess, G.R.; Buffington, J.M.; Moir, H.J.; Roni, P.; Pollock, M.M. 2010. Process-based principles for restoring river ecosystems. BioScience 60, 209-222.

Nanson, G.C and Croke, J.C. (1992). "A genetic classification of floodplains." *Geomorphology*, 4 (6), 459-486.

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7 ACKNOWLEDGMENTS

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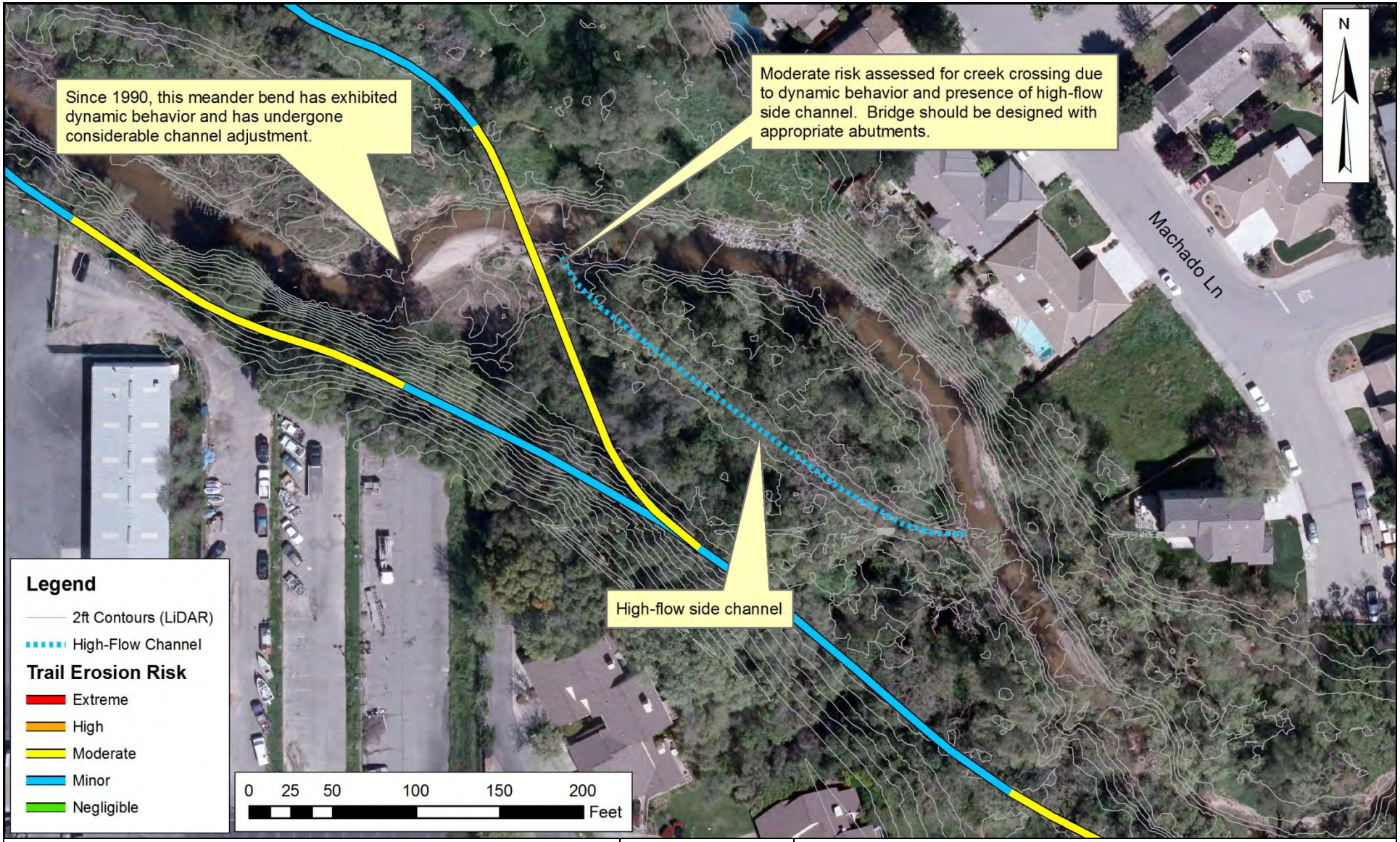
Carl Walker, City of Roseville
Mark Morse, City of Roseville
Tim Hayes, Psomas
Brian Wright, Psomas

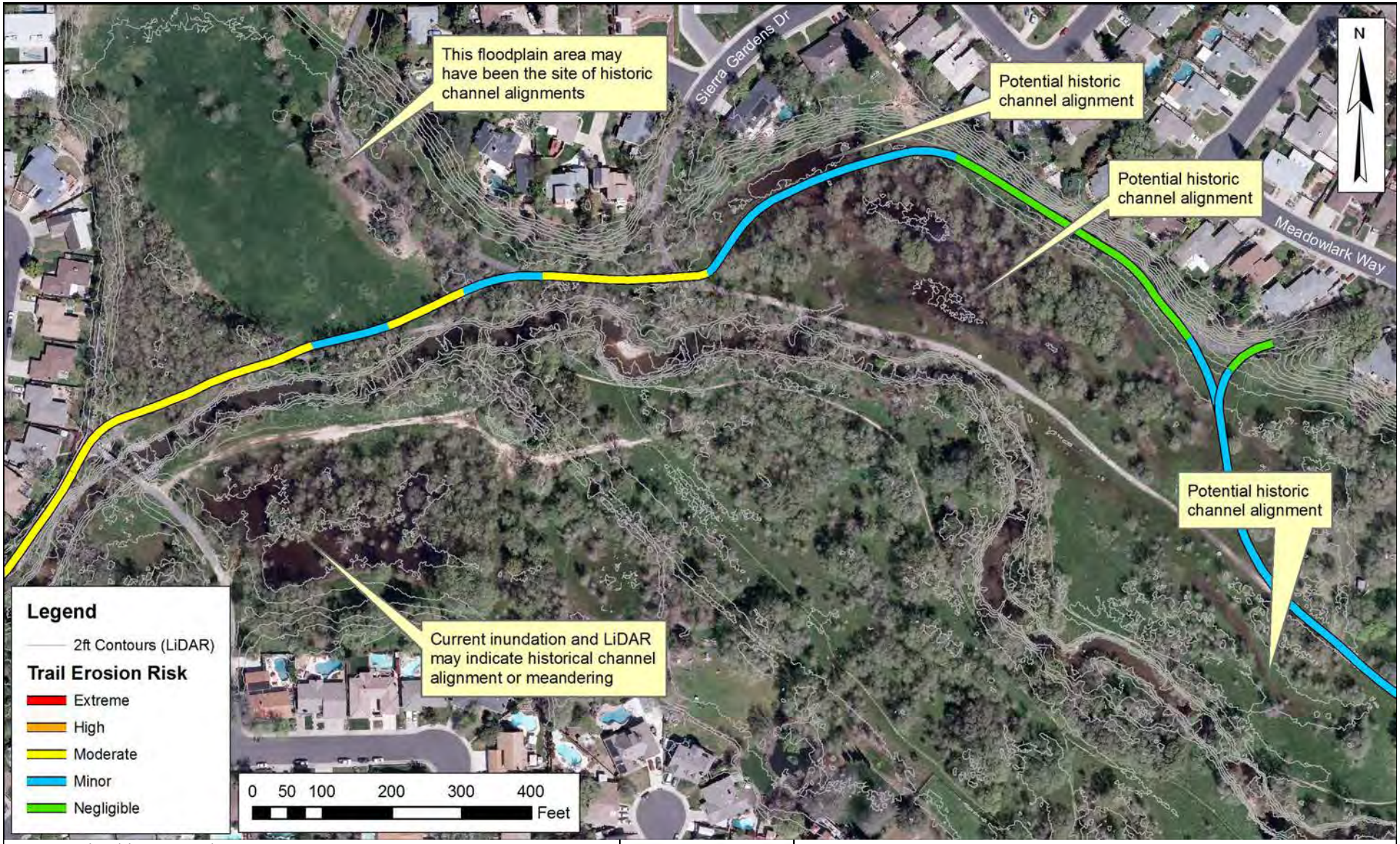


Notes: Trail width not to scale

Dry Creek Greenway Trail Fluvial Audit

LiDAR Assessment - Cirby Creek

Project No. 13-1041	Created By: JDS	**Figure 1**

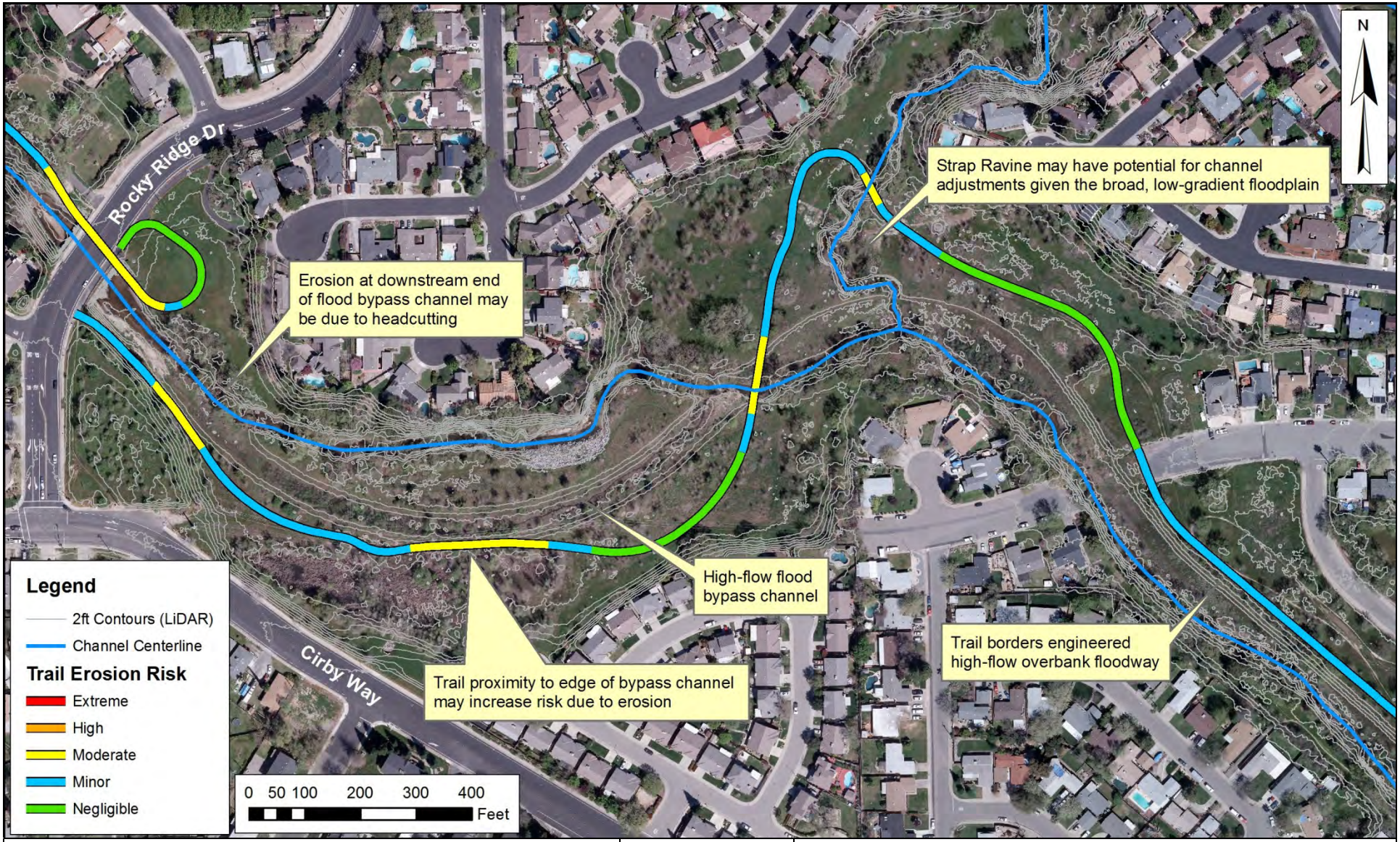


Notes: Trail width not to scale

Dry Creek Greenway Trail Fluvial Audit

LiDAR Assessment - Linda Creek 1

Project No. 13-1041	Created By: JDS	**Figure 2**



Notes: Trail width not to scale

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Dry Creek Greenway Trail Fluvial Audit

LiDAR Assessment - Linda Creek 2

Project No. 13-1041	Created By: JDS	**Figure 3**

Notes: Trail width not to scale. The range of specific stream power values present in Dry, Cirby and Linda Creeks are on the lower end of the spectrum of values found in the overall landscape. For comparison, specific stream power can exceed values of 1,000 W/m^2 in mountain channels (Nanson and Croke, 1992).

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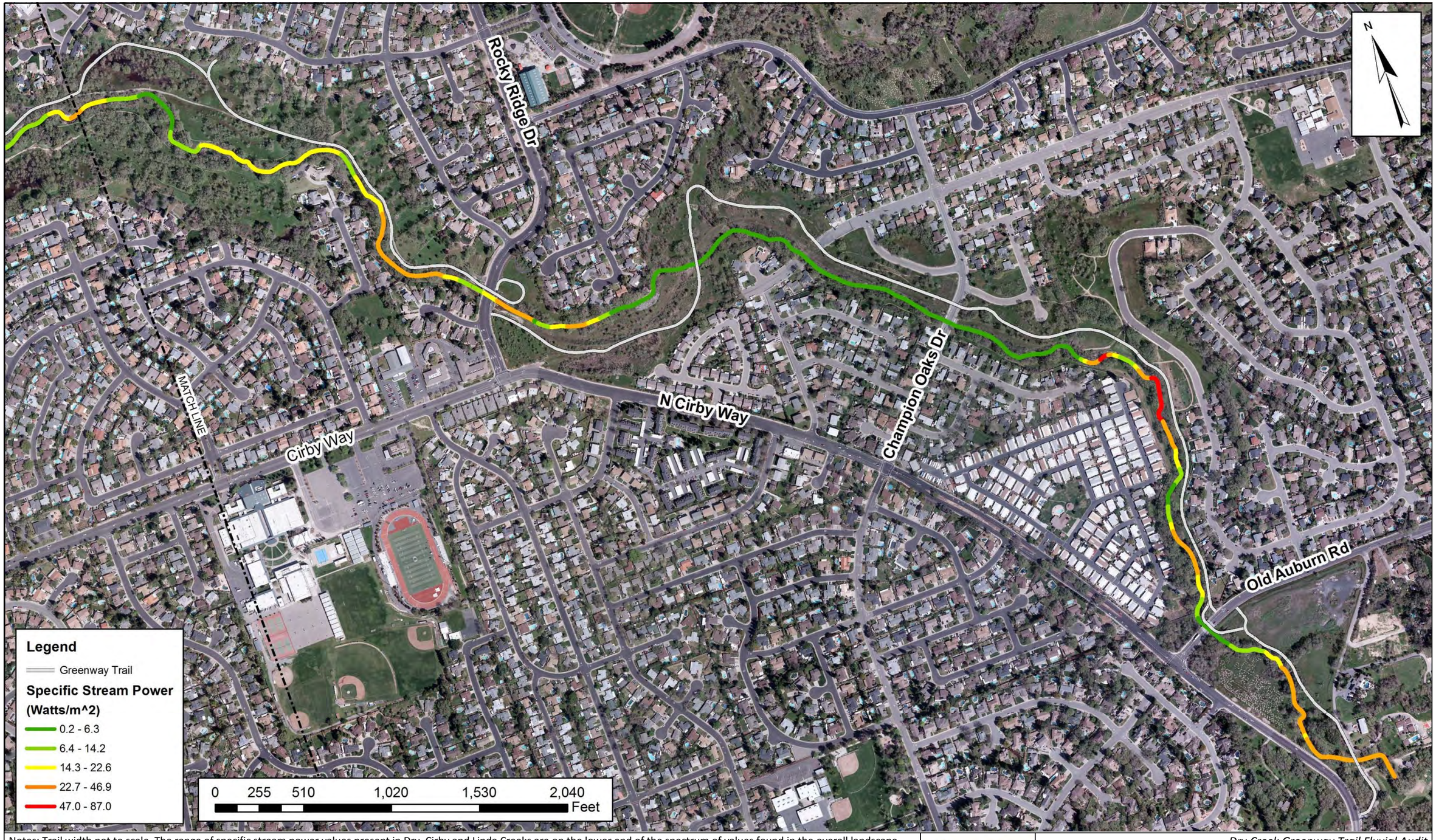
Dry Creek Greenway Trail Fluvial Audit

Specific Stream Power - Sheet 1

Project No. 13-1041	Created By: JDS	**Figure 4**



Notes: Trail width not to scale. The range of specific stream power values present in Dry, Cirby and Linda Creeks are on the lower end of the spectrum of values found in the overall landscape. For comparison, specific stream power can exceed values of 1,000 W/m^2 in mountain channels (Nanson and Croke, 1992).

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Dry Creek Greenway Trail Fluvial Audit

Specific Stream Power - Sheet 2

Project No. 13-1041	Created By: JDS	**Figure 5**

6A

6B

Notes		*Dry Creek Greenway Trail Fluvial Audit*		
		Bank Protection: Hard Engineering - Large Scale		
		Project No. 13-1041	Created By: JDS	**Figure 6**

7A

7B

Notes		*Dry Creek Greenway Trail Fluvial Audit*		
	cbec eco engineering	**Bank Protection: Hard Engineering - Small Scale**		
		Project No. 13-1041	Created By: JDS	**Figure 7**

8A

8B

Notes		*Dry Creek Greenway Trail Fluvial Audit*		
		Bank Protection: Soft Engineering		
		Project No. 13-1041	Created By: JDS	**Figure 8**

9A

9B

Notes: Un-vegetated bar (top) suggests recent deposition; lightly vegetated bar (bottom)

Dry Creek Greenway Trail Fluvial Audit

Depositional Sedimentary Bar Features

Project No. 13-1041	Created By: JDS	**Figure 9**

10A

10B

Notes: Concrete-encased sewer line functions as a weir on Dry Creek at confluence with Cirby (top); I-80 culvert on Cirby Creek (bottom)	cbec eco engineering	*Dry Creek Greenway Trail Fluvial Audit* **Grade Control Structures - Updated**		
		Project No. 13-1041	Created By: JDS	**Figure 10**

11A

11B

Notes: Cobble weir on Linda (top); concrete weir (potential sewer line crossing) south of Sierra Gardens Dr (bottom)

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Dry Creek Greenway Trail Fluvial Audit

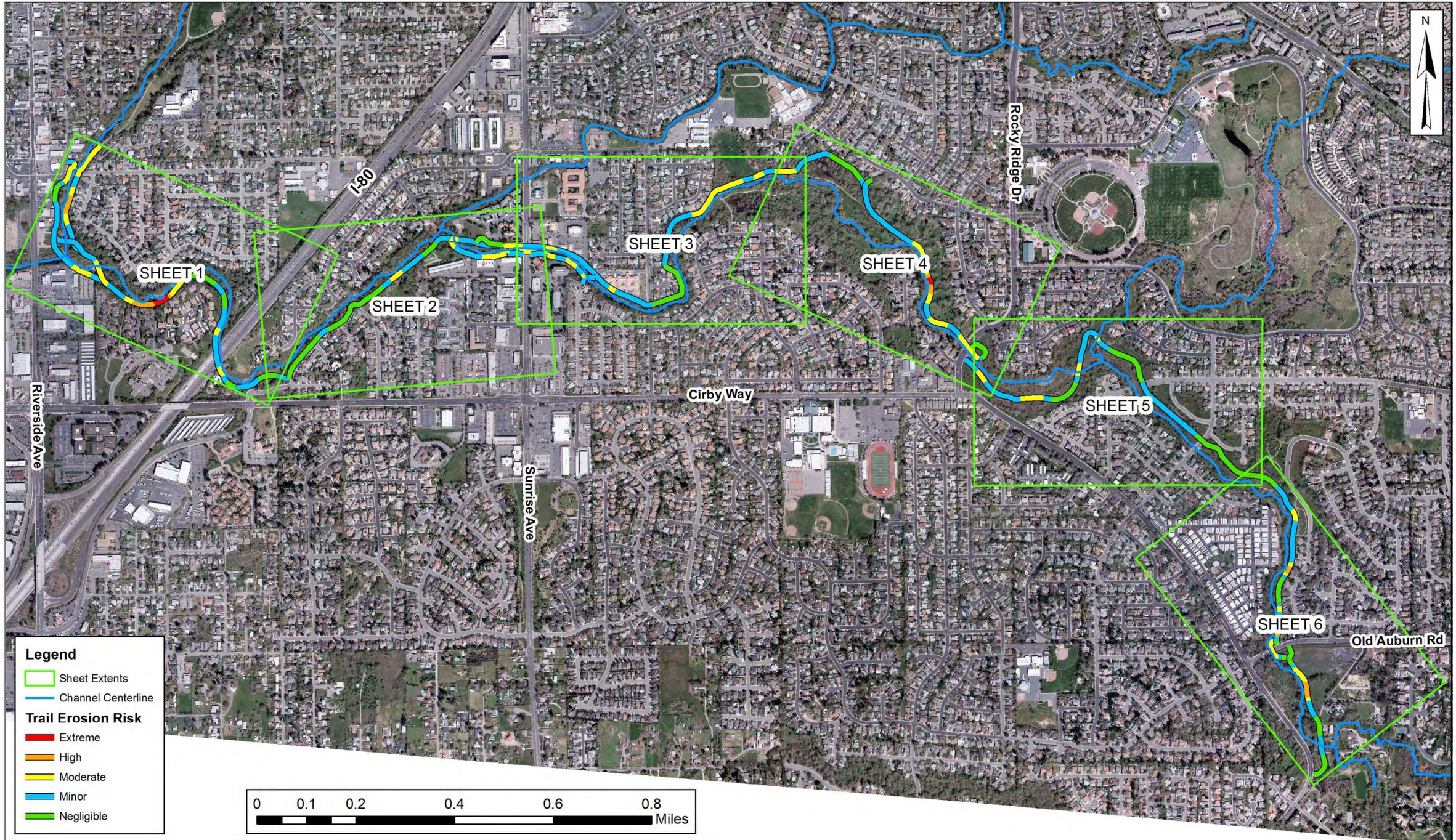
Grade Control Structures - Outdated

Project No. 13-1041	Created By: JDS	**Figure 11**

12A

12B

Notes:	cbec eco engineering	*Dry Creek Greenway Trail Fluvial Audit* **Stormwater Outfalls Eroding Sediment**		
		Project No. 13-1041	Created By: JDS	**Figure 12**

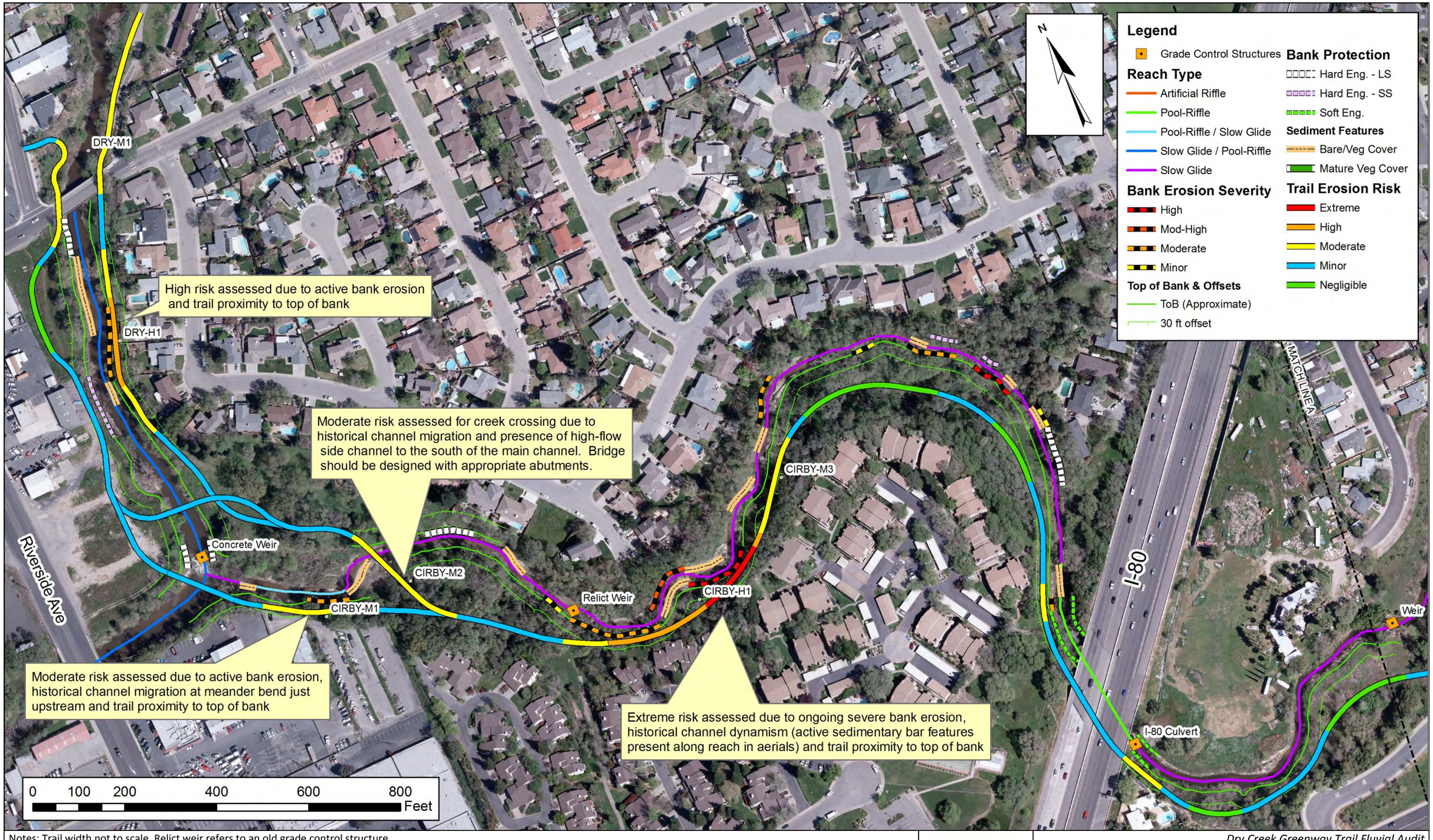


Notes:

Dry Creek Greenway Trail Fluvial Audit

Fluvial Audit Data & Risk Assessment - Sheet Index

Project No. 13-1041	Created By: JDS	**Figure 13**



Notes: Trail width not to scale. Relict weir refers to an old grade control structure.

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Dry Creek Greenway Trail Fluvial Audit

Fluvial Audit Data and Risk Assessment - Sheet 1

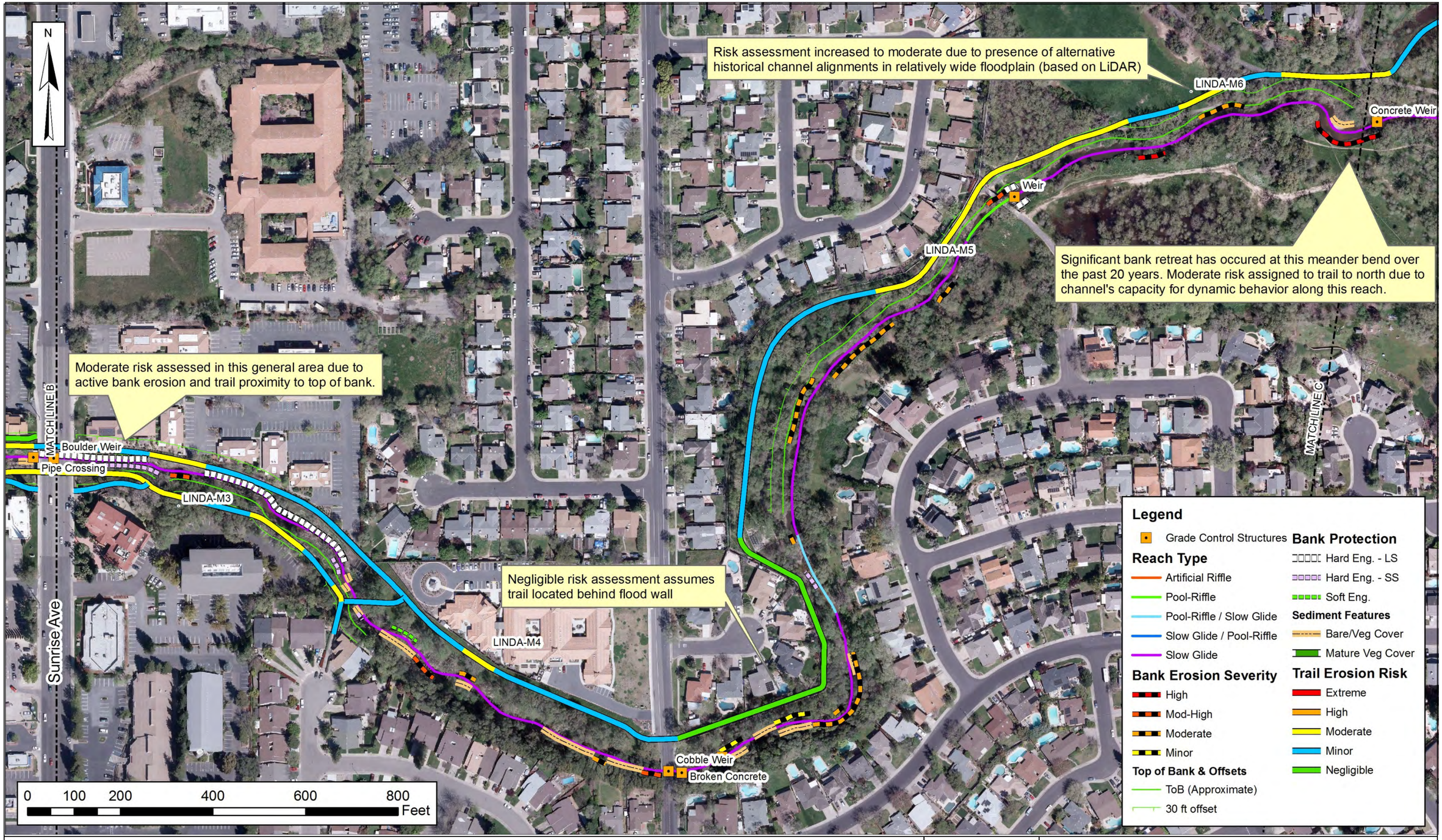
Project No. 13-1041	Created By: JDS	**Figure 14**

Notes: Trail width not to scale

Dry Creek Greenway Trail Fluvial Audit

Fluvial Audit Data and Risk Assessment - Sheet 2

Project No. 13-1041	Created By: JDS	**Figure 15**

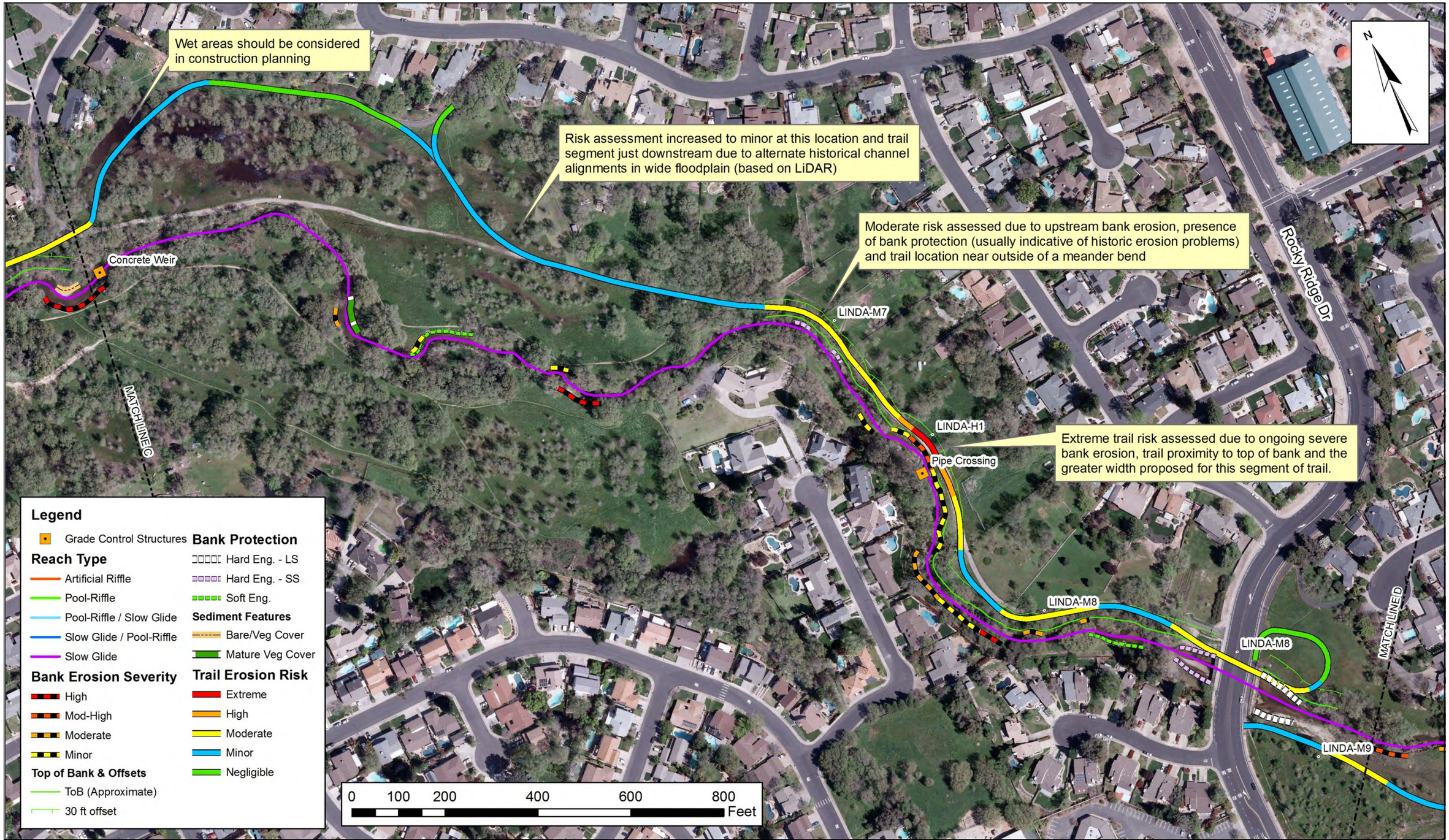


Notes: Trail width not to scale

Dry Creek Greenway Trail Fluvial Audit

Fluvial Audit Data and Risk Assessment - Sheet 3

Project No. 13-1041	Created By: JDS	**Figure 16**

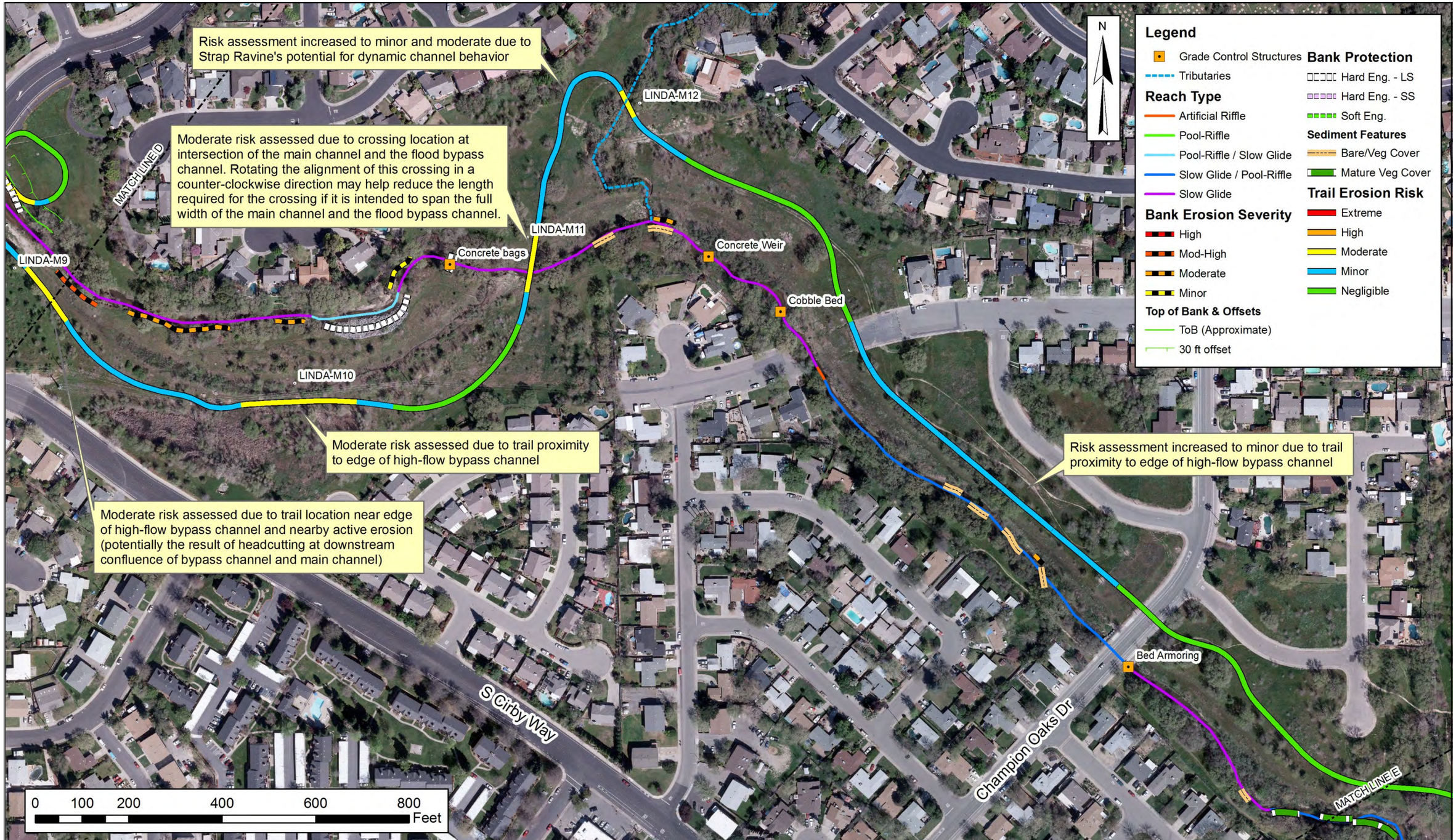


Notes: Trail width not to scale

Dry Creek Greenway Trail Fluvial Audit

Fluvial Audit Data and Risk Assessment - Sheet 4

Project No. 13-1041	Created By: JDS	**Figure 17**



Notes: Trail width not to scale

Dry Creek Greenway Trail Fluvial Audit

Fluvial Audit Data and Risk Assessment - Sheet 5

Project No. 13-1041	Created By: JDS	**Figure 18**

Notes: Trail width not to scale

Dry Creek Greenway Trail Fluvial Audit

Fluvial Audit Data and Risk Assessment - Sheet 6

Project No. 13-1041	Created By: JDS	**Figure 19**

20A

20B

Notes:	cbec eco engineering	*Dry Creek Greenway Trail Fluvial Audit*		
		DRY-H1 - Bank Erosion		
		Project No. 13-1041	Created By: JDS	**Figure 20**

21A

21B

Notes: Top - looking upstream; bottom - looking downstream	cbec eco engineering	*Dry Creek Greenway Trail Fluvial Audit* **CIRBY-M1 - Bank Erosion**		
		Project No. 13-1041	Created By: JDS	**Figure 21**

22A

22B

Notes:	cbec eco engineering	*Dry Creek Greenway Trail Fluvial Audit* **CIRBY-H1 - Bank Erosion**		
		Project No. 13-1041	Created By: JDS	**Figure 22**

23A

23B

Notes:	cbec eco engineering	*Dry Creek Greenway Trail Fluvial Audit*		
		LINDA-H1 (Top), LINDA-M9 (Bottom)		
		Project No. 13-1041	Created By: JDS	**Figure 23**

24A

24B

Notes: Both photos looking upstream	cbec eco engineering	*Dry Creek Greenway Trail Fluvial Audit* **LINDA-H2**		
		Project No. 13-1041	Created By: JDS	**Figure 24**

25A

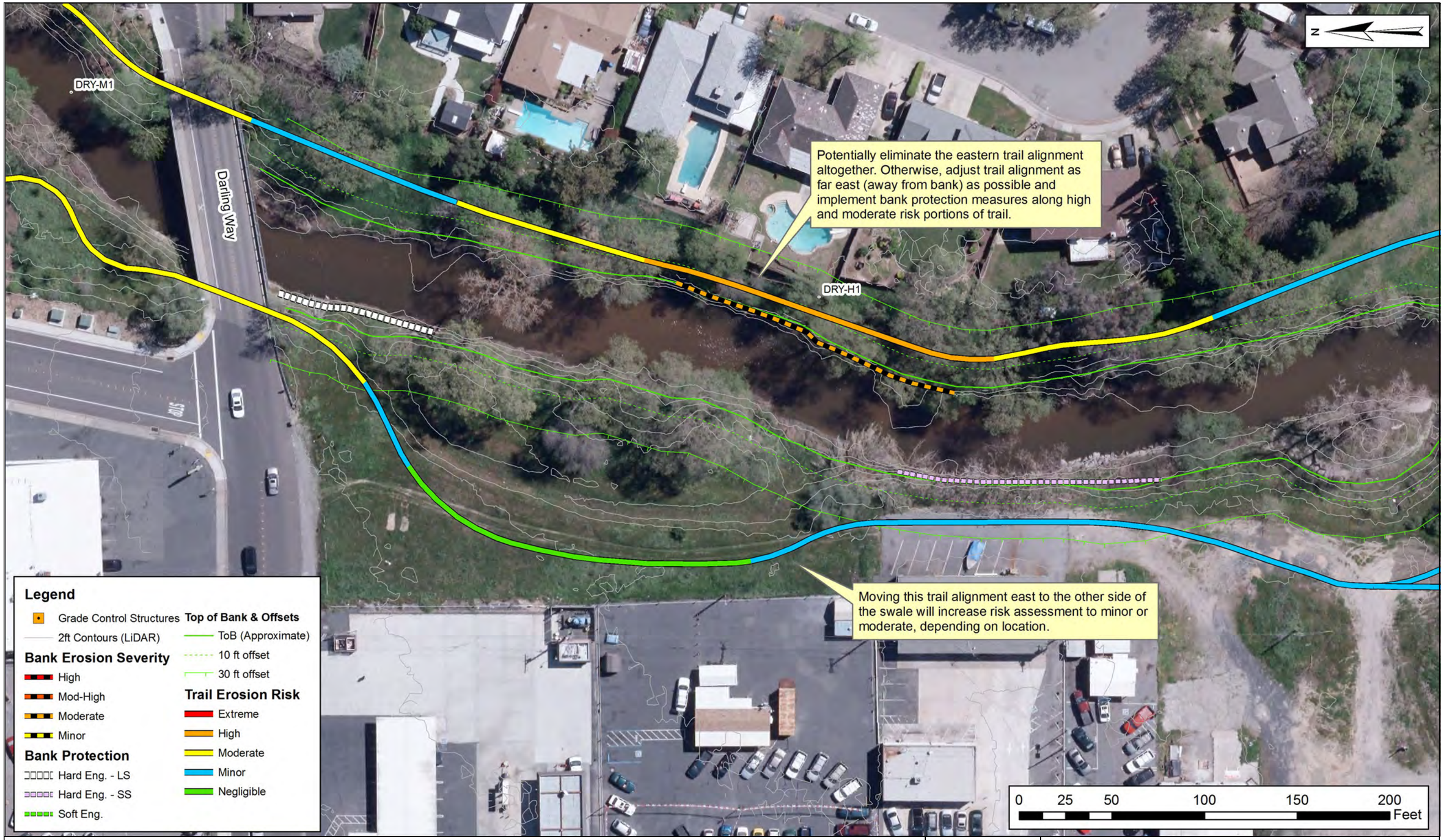
25B

Notes: Bank erosion at downstream end (top) and upstream end (bottom) of LINDA-H3	cbec eco engineering	*Dry Creek Greenway Trail Fluvial Audit* **LINDA-H3**		
		Project No. 13-1041	Created By: JDS	**Figure 25**

26A

26B

Notes: Bank erosion at downstream end (top) and continuing upstream (bottom) along LINDA-H3	cbec eco engineering	*Dry Creek Greenway Trail Fluvial Audit* **LINDA-H4**		
		Project No. 13-1041	Created By: JDS	**Figure 26**

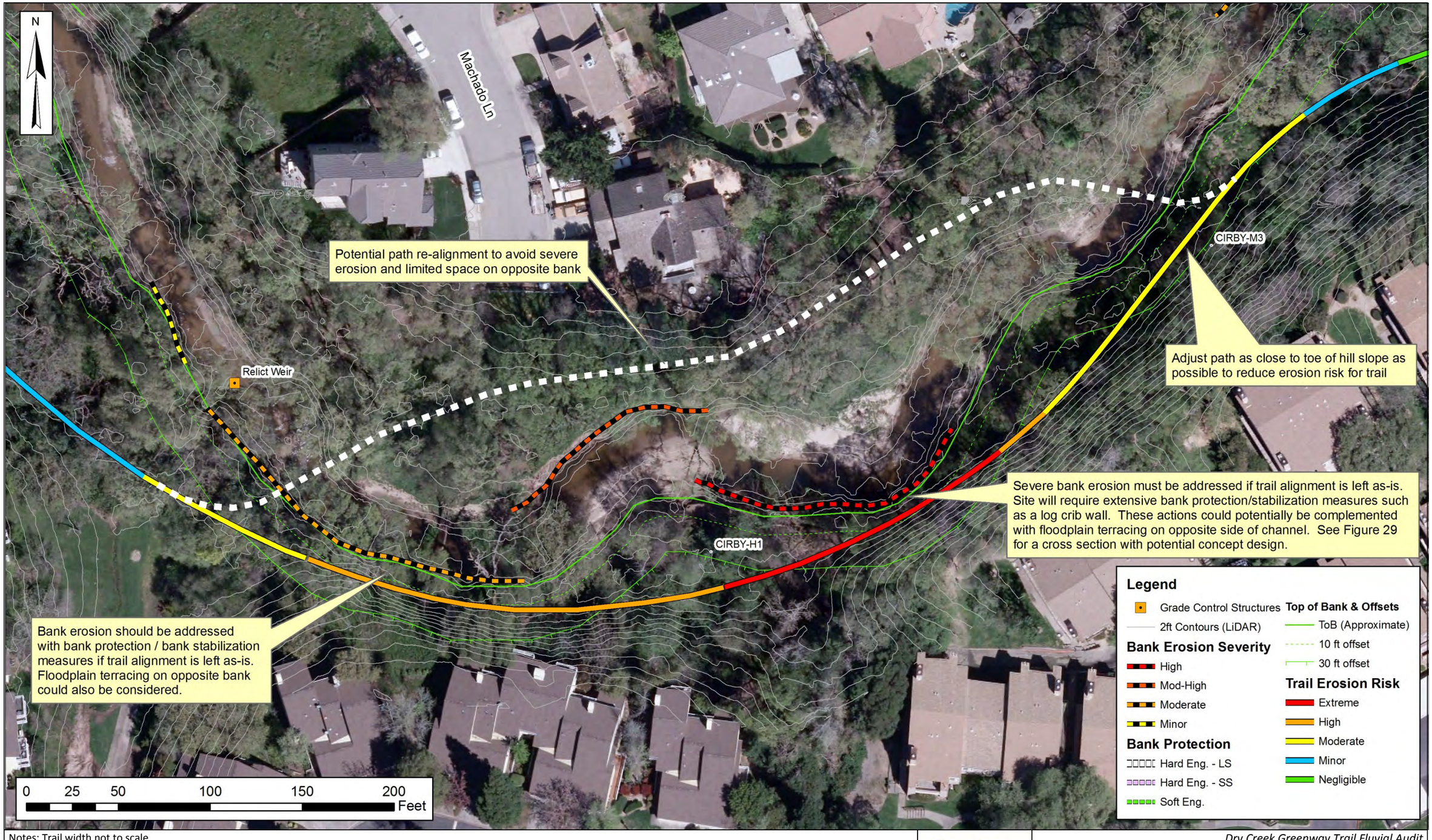


Notes: Trail width not to scale

Dry Creek Greenway Trail Fluvial Audit

Risk Assessment and Suggested Actions- DRY-H1

Project No. 13-1041	Created By: JDS	**Figure 27**

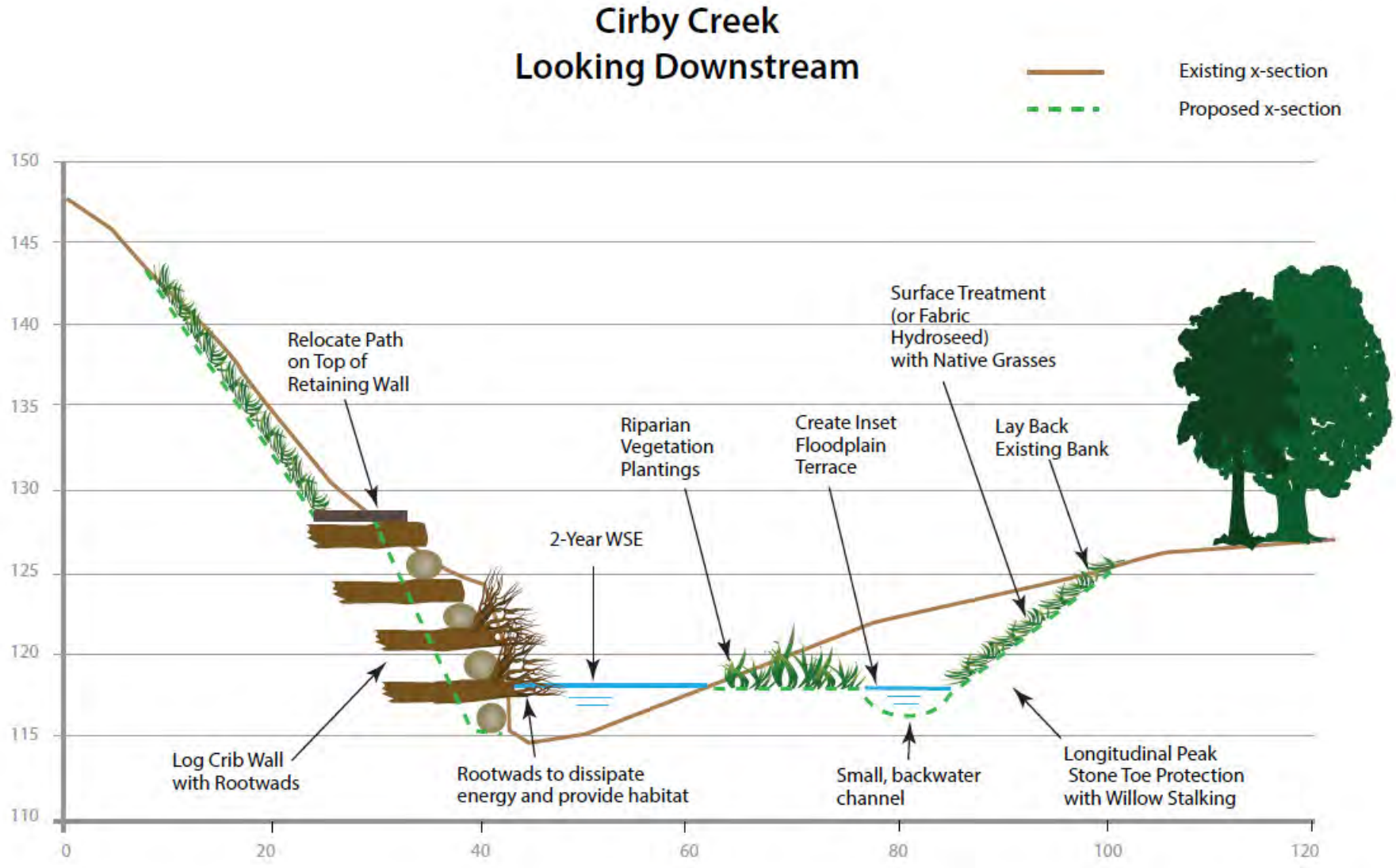


Notes: Trail width not to scale

Dry Creek Greenway Trail Fluvial Audit

Risk Assessment and Suggested Actions- CIRBY-H1

Project No. 13-1041	Created By: JDS	**Figure 28**

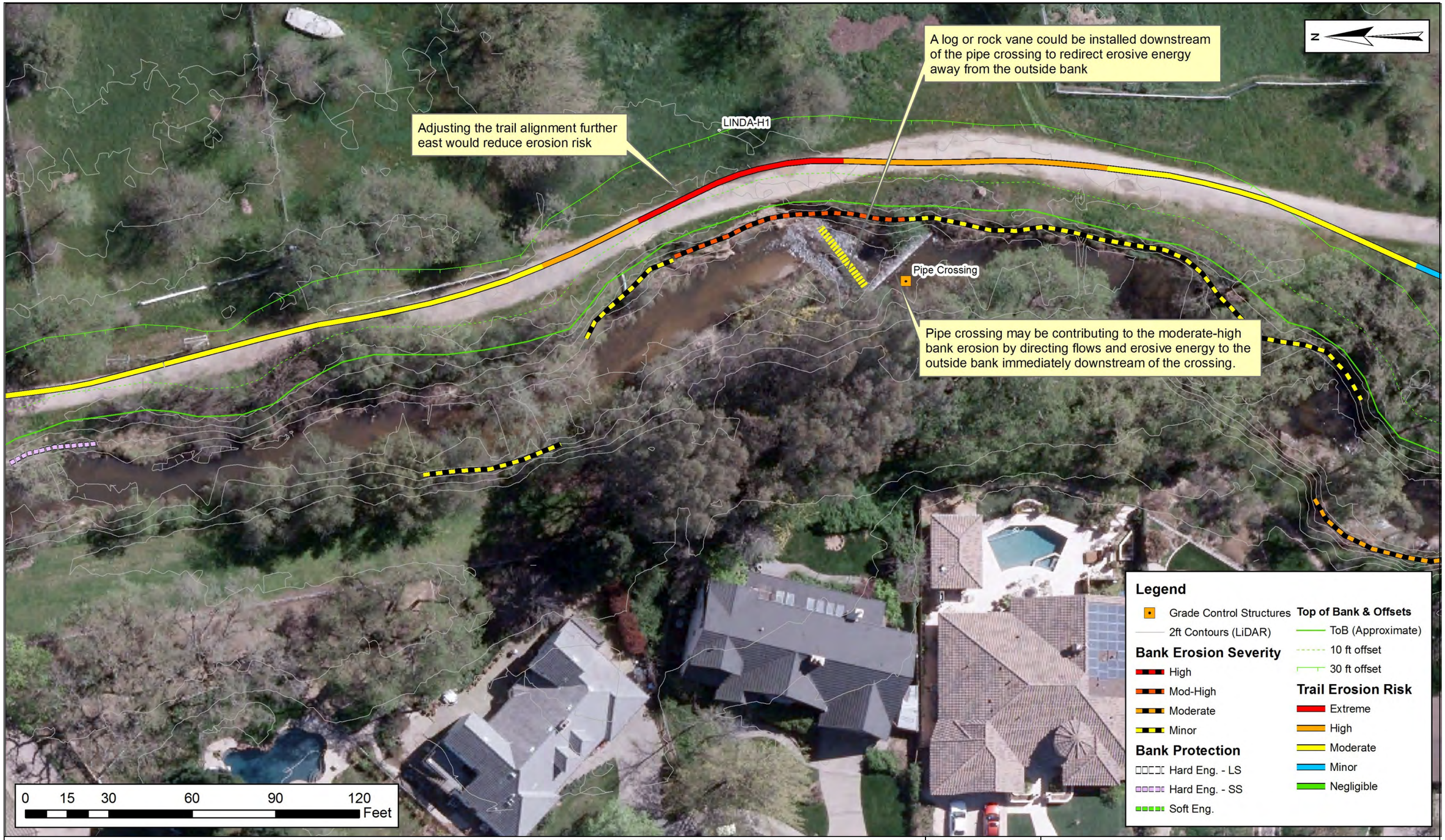


Notes: Apartment buildings located on top of left hill slope

Dry Creek Greenway Trail Fluvial Audit

Cirby Bank Stabilization and Channel Modification

Project No. 13-1041	Created By: JDS	**Figure 29**



Notes: Trail width not to scale

Dry Creek Greenway Trail Fluvial Audit

Risk Assessment and Suggested Actions- LINDA-H1

Project No. 13-1041	Created By: JDS	**Figure 30**

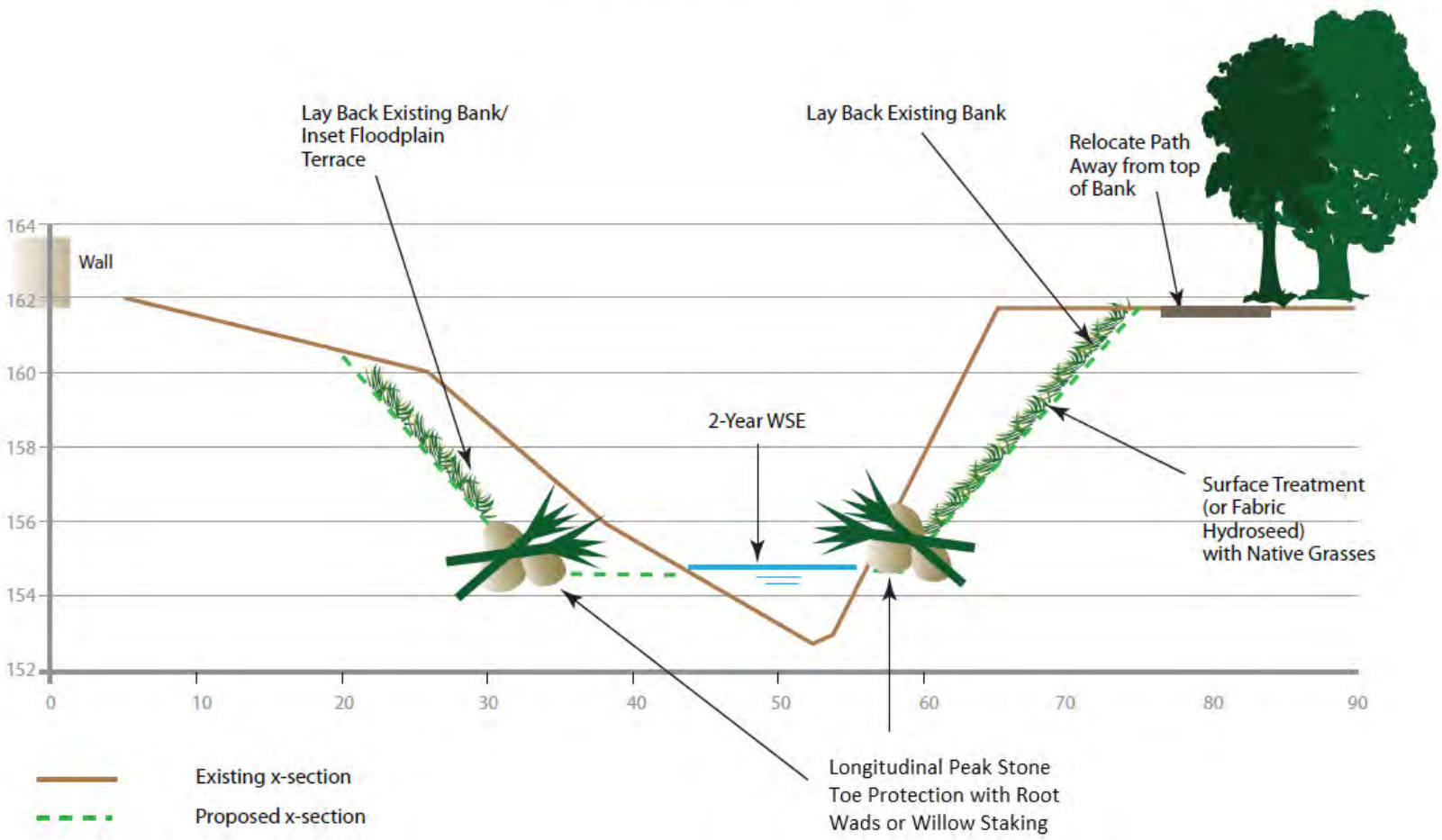
Notes: Trail width not to scale. The bank lay-back option may not be feasible due to existing storm drain infrastructure.

Dry Creek Greenway Trail Fluvial Audit

Risk Assessment & Suggested Actions- LINDA-H2-H3

Project No. 13-1041	Created By: JDS	**Figure 31**

Linda Creek
near Country Villa Senior Homes
Looking Downstream



Notes: The bank lay-back option may not be feasible due to existing storm drain infrastructure. A determination of the minimum trail setback distance from the top of the new bank would require a more detailed site analysis including additional field assessment (e.g., soil types, vegetation characteristics), potentially hydraulic modeling, trail design details, risk tolerance assessment and project longevity.

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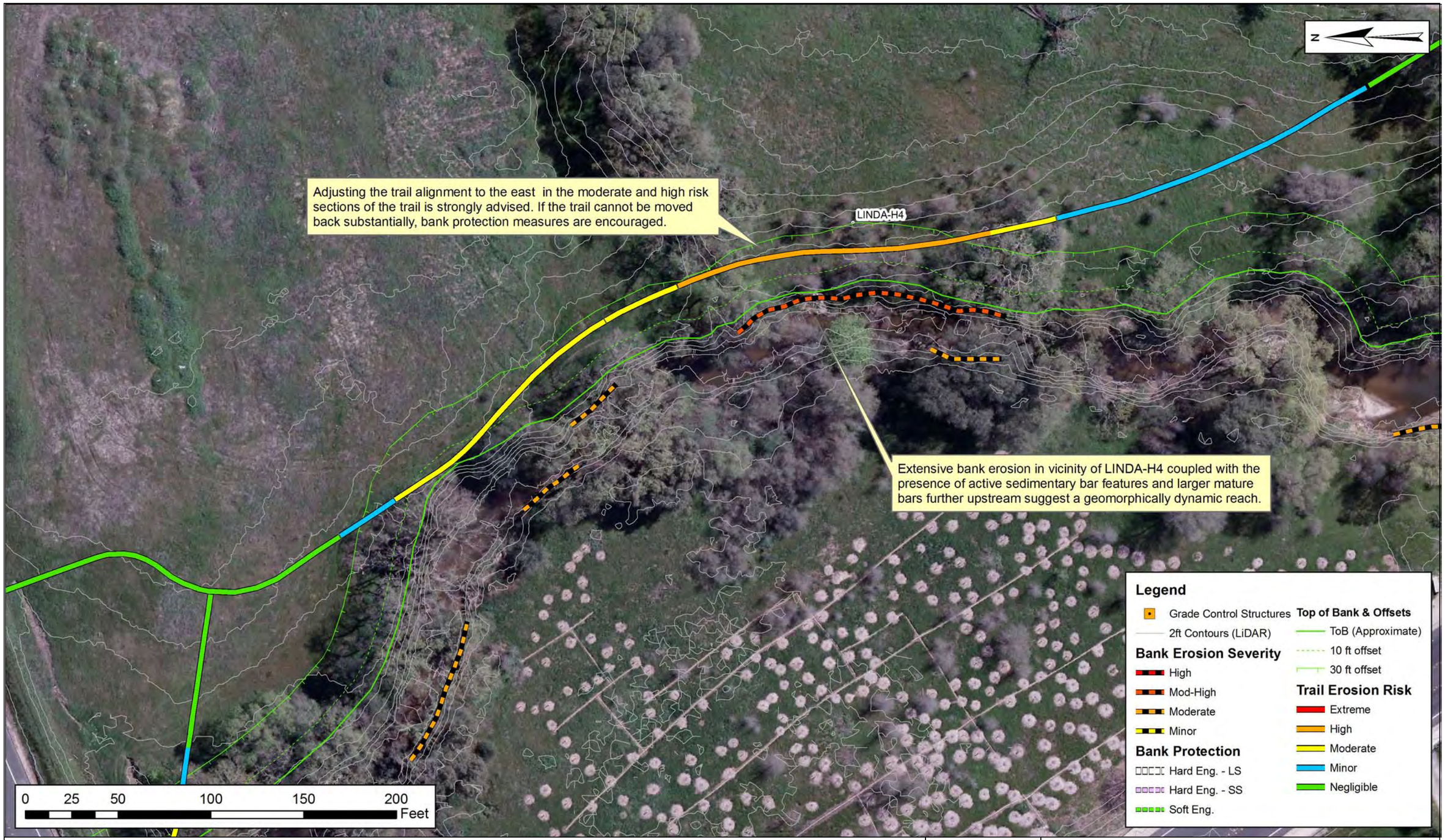
Dry Creek Greenway Trail Fluvial Audit

Linda Bank Stabilization and Optional Channel Modification

Project No. 13-1041	Created By: JDS	**Figure 32**

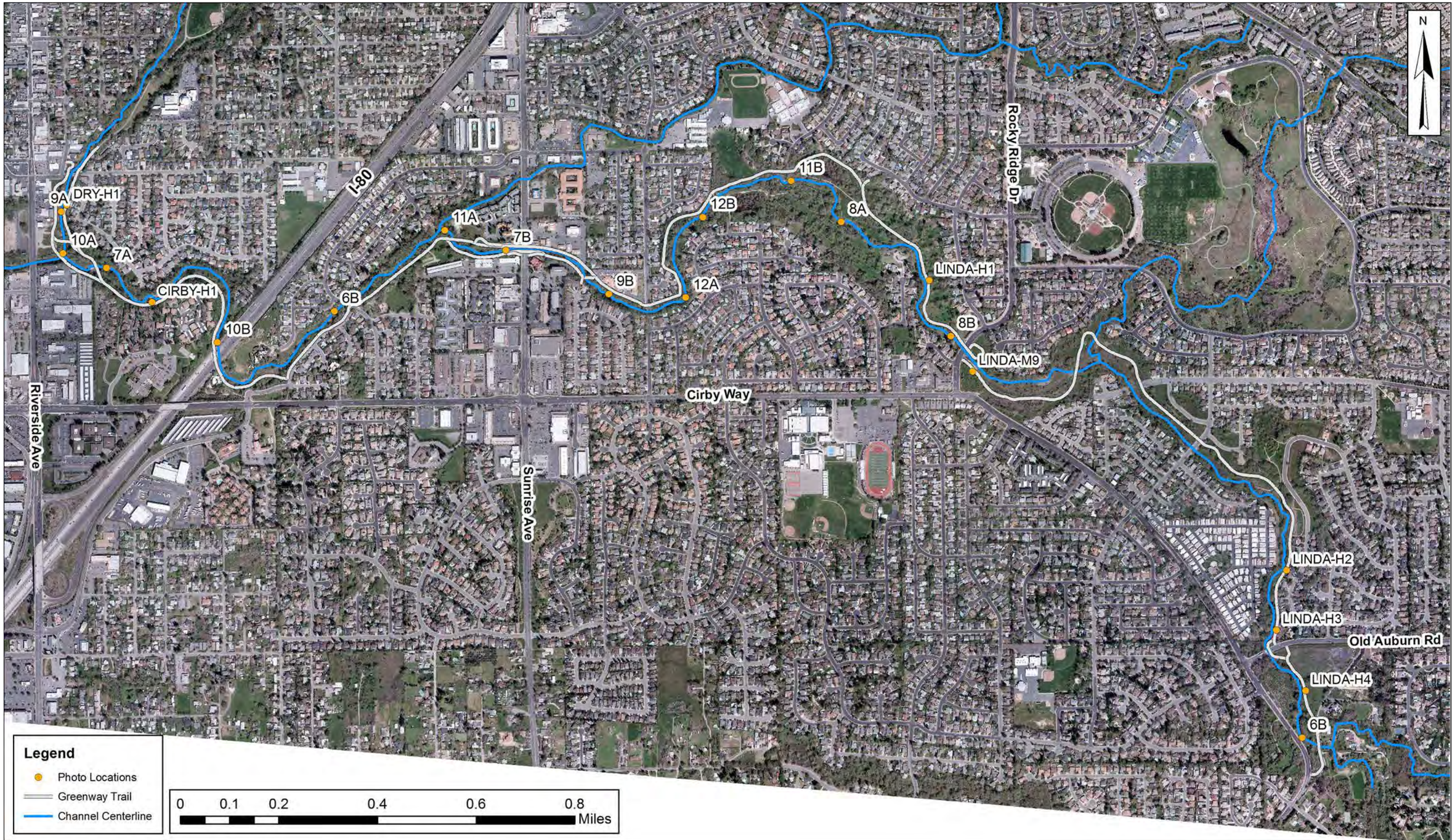


Notes: Trail width not to scale

Dry Creek Greenway Trail Fluvial Audit

Risk Assessment and Suggested Actions- LINDA-H4

Project No. 13-1041	Created By: JDS	**Figure 33**



Notes: Photo location labels match labeling in figures, with exception of photos for high-risk sections of the proposed trail which are indicated by the site name (e.g., CIRBY-H1, LINDA-H4, etc.) and one moderate risk location (LINDA-M9).

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Dry Creek Greenway Trail Fluvial Audit

Fluvial Audit Photo Locations

Project No. 13-1041	Created By: JDS	**Figure 34**

Hydrology | Hydraulics | Geomorphology | Design | Field Services

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Dry Creek Greenway East Trail Project

A Multi-Use Trail Along Dry, Cirby, and Linda Creeks From Riverside Avenue to Old Auburn Road

Final Environmental Impact Report

September 2018

CITY OF ROSEVILLE
CALIFORNIA

311 Vernon Street
Roseville, CA 95678
Contact: Mark Morse
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Final Environmental Impact Report
for the

Dry Creek Greenway East Trail Project

State Clearinghouse #2013112042

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September 2018

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1 INTRODUCTION AND LIST OF COMMENTERS

1.1 PURPOSE OF THIS DOCUMENT

This document includes all agency and public comments received on the draft environmental impact report (Draft EIR, SCH # 2013112042) for the Dry Creek Greenway East Trail Project (proposed project). Written comments were received by the City of Roseville during the public comment period held from April 13, 2018 to May 29, 2018. This document includes written responses to each comment received on the Draft EIR. The responses clarify, amplify, and/or correct information presented in the Draft EIR, as appropriate. These changes do not alter the environmental impact or significance conclusions of the Draft EIR.

This document (hereafter called the Final EIR), the Draft EIR, and Appendices constitute the full EIR for the proposed project that will be considered by the decision-makers during project review and hearings. The EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Sections 21000-21177) and the State CEQA Guidelines (California Code of Regulations [CCR], Title 14, Division 6, Chapter 3, Sections 15000-15387).

1.2 BACKGROUND

1.2.1 Summary Description of the Proposed Project

The project analyzed in the Draft EIR proposes a 4.25-mile multi-use trail that would extend from the existing Saugstad/Royer Park trail near the intersection of Riverside Avenue and Darling Way eastward to the City limits, just past the Old Auburn Road/South Cirby Way intersection. The trail would follow creek corridors along portions of Dry, Cirby, and Linda Creeks. These corridors currently contain segments of existing unimproved natural surface paths and paved multi-use paths, some of which do not meet current City design standards. Much of the corridor has been used historically for recreation and for access and transportation of infrastructure maintenance vehicles and equipment. The corridor continues to be used for these purposes along both improved and unimproved segments.

The proposed project would be a paved, multi-use trail that would conform to the City of Roseville Design Standards (Section 13 Bikeways) and other provisions of the City of Roseville Construction Standards. A typical cross-section for the proposed trail would consist of a 10-foot wide paved trail with two-foot shoulders on each side (one composed of decomposed granite and one of aggregate base), for a total width of 14 feet. The trail may also include drainage swales on one or both shoulders, as needed. The proposed trail may be narrowed to an eight-foot wide paved section with one- or two-foot wide shoulders for access spurs and in “pinch-point” locations that have severe physical or environmental constraints. The narrower cross section would still support safe, two-way travel but would limit physical disturbance where design constraints prevent construction of the standard cross-section. The proposed trail may also be widened in areas where additional shoulder or trail width is desired to enhance comfort and safety of the various user types. In these instances, the shoulder width may be increased to between 5 and 10 feet on one side of the trail.

As a result of existing topography, retaining walls would be required at several locations along the proposed alignment. The proposed walls would include gravity walls (reinforced concrete) and anchored walls.

The proposed project would include several roadway and creek crossings. Undercrossings are proposed to pass beneath existing roadways, including Darling Way, Interstate 80, Sunrise Avenue, Rocky Ridge Drive, and Old Auburn Road. The project would also include the construction or modification of up to eight bridges to provide creek crossings throughout the alignment. Finally, the project could include elements, such as benches, lighting on lengthy portions of the undercrossings, utility relocations, and regulatory and wayfinding signs.

The proposed trail would, to the extent feasible, be designed to provide maintenance and emergency access for the City Environmental Utilities Department, open space and storm water maintenance crews, and the Roseville Fire Department. It would provide a safe route for walkers, joggers, cyclists, wheelchair users, and others traveling on non-motorized vehicles to access parks and other trails.

1.2.2 Project Review Process

Before the City can approve the proposed project, the City Council must certify that the EIR was completed in compliance with the requirements of CEQA, that the decision-making body has reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment and analysis of the City of Roseville. Approval of the project also requires adoption of a Mitigation Monitoring Plan (MMP), which specifies the methods for monitoring mitigation measures required to eliminate or reduce the project's significant effects on the environment (see Chapter 4 of this Final EIR). The City would also adopt CEQA Findings of Fact regarding any significant effects on the environment and, for any effects determined to be significant and unavoidable, a Statement of Overriding Considerations, as part of project approval. Action by the City Council would follow a recommendation from the City of Roseville Transportation Commission.

After certification of the EIR, the City will consider approval of a trail alignment from the choices between the proposed alignment and its options. If the City approves a trail alignment, the City will also authorize staff to pursue final design, permitting, right-of-way acquisition, and construction funding for phased construction. Also, if the City approves a project, it would file a Notice of Determination with the County Clerk and State Clearinghouse to conclude the CEQA process.

Several agencies would be involved in the consideration and approval of proposed project elements. Federal, state, and regional agency approvals and permits that would be considered for the proposed project would include wetlands verification, encroachment, water quality, and streambed alteration permits. State and regional responsible agencies and federal agencies with approval authority would include:

- Regional and State Responsible Agencies:
  - California Department of Fish and Wildlife
  - Central Valley Regional Water Quality Control Board
  - Central Valley Flood Protection Board
  - California Department of Transportation (Caltrans)
- Federal Agencies:
  - U.S. Army Corps of Engineers
  - U.S. Fish and Wildlife Service
  - National Oceanic and Atmospheric Administration Fisheries
  - Federal Highway Administration (NEPA authority delegated to Caltrans)

In accordance with PRC Section 21092 and CCR Section 15082, the City issued a Notice of Preparation (NOP) on November 18, 2013 to inform agencies and the general public that an EIR was being prepared and to invite comments on the scope and content of the document. The NOP was

submitted to the State Clearinghouse, posted on the City of Roseville website (http://www.roseville.ca.us/transportation/bikeways/dc_study.asp), made available at the City clerk's office and the City of Roseville Permit Center, and distributed directly to potential responsible and trustee agencies. The NOP was circulated for 30 days, from November 18, 2013 through December 19, 2013. In accordance with PRC Section 21083.9 and CCR Section 15082(c), a noticed scoping meeting for the EIR occurred on December 3, 2013 at 6:00 p.m. at the Maidu Community Center, 1550 Maidu Drive, Roseville, California, 95661. The NOP and comment letters received on the NOP are included in Appendix A and Appendix B of the Draft EIR, respectively.

A Notice of Completion and copies of the Draft EIR were filed with the State Clearinghouse on April 13, 2018 and the Clearinghouse distributed the Draft EIR to all state CEQA Trustee and Responsible Agencies. A 45-day public review period for the Draft EIR was provided, ending on May 29, 2018. The Notice of Availability and the Draft EIR are posted on the City's website (http://www.roseville.ca.us/EnvironmentalDocs). A public hearing during the public comment period was held at the City of Roseville Transportation Commission meeting on May 21, 2018. The public had the opportunity to provide comments on the Draft EIR at that Commission hearing. The City also invited the public to submit written comments during the review period.

Copies of the Draft and Final EIR are available for review at the following locations:

City of Roseville Permit Center
311 Vernon Street
Roseville, CA 95678
(Open to the public Monday – Friday from 8:00 am to 5:00 pm)

Maidu Library
1530 Maidu Drive
Roseville, CA 95661 (Open to the public: Monday – Wednesday 10:00 am - 7:00 pm;
Thursday / Saturday 10:00 am - 5:00 pm)

1.3 ORGANIZATION OF THE FINAL EIR

The Final EIR is organized as follows:

Chapter 1 – Introduction and List of Commenters: This chapter summarizes the project under consideration and describes the contents of the Final EIR. This chapter also contains a list of the agencies, organizations, or persons who submitted comments on the Draft EIR during the public review period, presented in order by agency, organization, individual and date received.

Chapter 2 – Comments and Responses: This chapter contains the comment letters received on the Draft EIR followed by responses to individual comments. Each comment letter is presented with brackets indicating how the letter has been divided into individual comments. Each comment is given a binomial with the letter number appearing first, followed by the comment number. For example, comments in Letter 1 are numbered 1-1, 1-2, 1-3, and so on. Immediately following the letter are responses, each with binomials that correspond to the bracketed comments.

If the subject matter of one letter overlaps that of another letter, the reader may be referred to more than one group of comments and responses to review all information on a given subject. Where this occurs, cross-references to other comments are provided.

Some comments on the Draft EIR do not pertain to CEQA environmental issues or address the adequacy of the analysis contained in the Draft EIR. Although CEQA requires responses to comments on environmental issues, responses to non-environmental comments are also included to provide

additional information. When a comment does not directly pertain to environmental issues analyzed in the Draft EIR, does not ask a question about the adequacy of the analysis contained in the Draft EIR, expresses an opinion related to the merits of the project, or does not challenge an element of or conclusion of the Draft EIR, the response will note the comment and provide additional information, where appropriate. The intent is to recognize the comment and refer it to decision-makers. Many comments express opinions about aspects of the proposed project and these are included in the Final EIR for consideration by the City.

Chapter 3 – Revisions to the Draft EIR: This chapter summarizes text changes made to the Draft EIR in response to comments made on the Draft EIR and/or staff- initiated text changes. Changes to the text of the Draft EIR are shown by either a strikethrough line through the text that has been deleted or a double underline where new text has been inserted. The revisions contain clarification, amplification, and corrections that have been identified since publication of the Draft EIR. The text revisions do not result in a change in the environmental analysis, conclusions, or significance determinations presented in the Draft EIR.

Chapter 4 – Mitigation Monitoring Plan: This chapter contains the MMP to aid the City in its implementation and monitoring of measures adopted in the EIR.

1.4 LIST OF COMMENTERS

The City of Roseville received 22 comment letters during the public review period on the Draft EIR for the proposed project. In addition, five people provided public comments during the Draft EIR hearing at the City of Roseville Transportation Commission meeting on May 21, 2018. Table 1-1 below indicates the numerical designation for each comment letter, the author of the comment letter or hearing statement, and the date of the comment.

Table 1-1 Comment Letters Received on the Draft EIR

Letter #	Agency, Tribal Government, or Organization	Author(s)/Speaker	Date on Correspondence (date received, if different)	Comment Type (email, letter)
Agencies – Federal and State				
1	Governor's Office of Planning and Research, State Clearinghouse and Planning Unit	Scott Morgan, Director	April 16, 2018	Letter
2	California Department of Transportation	Kevin Yount, Branch Chief	May 22, 2018	Letter
3	California Department of Transportation	David Smith, Associate Transportation Planner	May 22, 2018	Email
Agencies – Local				
4	Placer County Flood Control and Water Conservation District	Brad Brewer	May 29, 2018	Letter
Tribal Government				
5	United Auburn Indian Community of the Auburn Rancheria	Melodi McAdams, Cultural Resources Supervisor	May 31, 2018	Email
Individuals				
6	N/A	Stacy Jastram	April 17, 2018	Email
7	N/A	Donna Wilson	April 20, 2018	Email
8	N/A	Ron Evans	May 10, 2018	Email

Table 1-1 Comment Letters Received on the Draft EIR

Letter #	Agency, Tribal Government, or Organization	Author(s)/Speaker	Date on Correspondence (date received, if different)	Comment Type (email, letter)
9	N/A	Scott Larson	May 10, 2018	Email
10	N/A	Mary Whitney	May 14, 2018	Email
11	N/A	William and Kathy Connell	May 25, 2018	Email
12	N/A	Rick and Andrea Walker (+ 12 additional signers)	May 25, 2018 (May 29, 2018)	Letter
13	N/A	John Zisk	Mary 27, 2018	Emails
14	N/A	Carrie Butler and Rafael Cruz	May 28, 2018	Email
15	N/A	Kyoung Melanie Mo	May 28, 2018	Email
16	N/A	Audra Owens	May 28, 2018	Email
17	N/A	Ken White	May 28, 2018	Email
18	N/A	Todd Beasley	May 29, 2018	Email
19	N/A	Rosalyn Clement	May 29, 2018	Letter
20	N/A	Kenneth and Teresa Gregory	May 29, 2018	Email
21	N/A	Young Hwan Kim	May 29, 2018	Email
22	N/A	Jim Trumbly	May 29, 2018	Letter
May 21, 2018 Public Hearing (Speakers)				
PH-1	N/A	Robert MacNicholl	May 21, 2018	Hearing
PH-2	N/A	Doug Owens	May 21, 2018	Hearing
PH-3	N/A	Mary MacNicholl	May 21, 2018	Hearing
PH-4	N/A	Jennifer Allen	May 21, 2018	Hearing
PH-5	N/A	Robert MacNicholl	May 21, 2018	Hearing
PH-6	N/A	Phil Kister	May 21, 2018	Hearing

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2 COMMENTS AND RESPONSES

2.1 INTRODUCTION

This section contains the comment letters that were received on the draft environmental impact report (Draft EIR). Following each comment letter is a response intended to either amplify, clarify, or correct information provided in the Draft EIR or refer the reader to the appropriate place in the document where the requested information can be found. Comments that are not directly related to environmental issues may be discussed or noted for the record. Where text changes in the Draft EIR are warranted based upon comments on the Draft EIR, those changes are presented following the response to comment and in Chapter 3.

2.2 MASTER RESPONSES

Numerous comments raised similar and/or related issues or questions that are answered or clarified in one comprehensive or "master" response. For this Final EIR, Master Response 1 was prepared to address several commenter's concerns regarding safety and security related to future operation of the proposed multi-use trail. A cross-reference to the master response is provided, where relevant, in responses to individual comments.

2.2.1 Master Response 1 – Safety and Security

Safety and security have been long-standing issues of concern regarding the proposed trail. While safety and security does not fall within the purview of the California Environmental Quality Act (CEQA), the City recognizes that it is an important concern to the community, has evaluated it extensively, and included it in design strategies for the proposed project. For instance, the 2010 Dry Creek Greenway Trail Planning and Feasibility Study (City of Roseville 2010) included a discussion addressing "Safety and Security." The study included the results of a public opinion survey as well as comments received during public workshops and Stakeholder Representative Group meetings. Safety and security concerns were raised regarding potential transient activity and the use of the open space around the trail by homeless people; nuisance activity related to noise, loss of privacy and trail user parking; property owner security related to potential vandalism, graffiti, theft, and crimes against persons; risk of wildfire; trail user safety; and conflicts with vehicles. Throughout the feasibility and planning portions of the project, City representatives, including Police and Fire Department representatives have discussed these concerns with the public. The 2010 Planning and Feasibility Study states that paths are like any other facility in the City and are not immune from safety concerns; however, the Roseville Police Department (PD) and Fire Department (FD) had not identified any trends in crime or major safety or security concerns along Roseville's existing paths or trails.

As noted in several comments received on the Draft EIR, these continue to be concerns of nearby residents. While safety related to trail user conflicts and security from crime are not environmental issues within the purview of CEQA, the Draft EIR discusses the potential environmental effects from an increased need for police or fire protection because of project implementation. Potential impacts related to police protection are discussed under Impact 4.11-1 in the Draft EIR. As discussed in the Draft EIR, the proposed project would not result in the construction of new housing or other project elements that would increase the permanent resident population in the City. Therefore, the project would not generate an increased demand for police protection services related to an increase in permanent population in Roseville. Property owners and residents commonly express concern regarding the potential for

increased vandalism and illegal activities in areas where trails are constructed. Public access exists for much of the proposed project corridor through public streets and cul-de-sacs, as well as segments of existing paths and trails that are not built to current City and California Department of Transportation (Caltrans) design standards. Community members have reported people being present in the creek corridors under existing conditions. Bike trails are patrolled by police officers on an as-needed basis, and police personnel state that graffiti is commonly seen along bike trails. However, in accordance with the City's graffiti abatement program, graffiti on public property is abated within 10 days of notifications to the City.

The Draft EIR also noted that, during the feasibility study phase of this project, public outreach was conducted and residents of adjacent neighborhoods expressed concern related to safety issues. The Roseville PD and Roseville FD have not identified any trends in crime or significant safety or security concerns along Roseville's existing paths or trails. While no studies have been conducted to explore the potential safety effects that could occur from construction and use of the trail, studies and surveys completed in multiple contexts found that multi-use trails can benefit communities by providing exercise and recreation opportunities, transportation choices, a sense of community, increased property values, and lower crime. For instance, a 1998 study of 372 trails found that crimes rates are lower in trail networks than the overall crime rate for the region in which they are located (i.e., urban, suburban, or rural) (Tracy and Morris 1998). Similar results were found for studies that evaluated trail systems in the Seattle metropolitan area (Zarker and Bourey 1987) and Santa Rosa, California (Murphy 1992). Generally, these studies reflect the observation made by the Roseville PD and FD that open space trails do not result in increased safety and security problems, and that trails are safe to use and live near. The proposed project would provide a safe route for walkers, joggers, cyclists, wheelchair users, and others traveling on non-motorized vehicles to access parks and other trails.

In a review of the Miners Ravine Trail, the Roseville PD has found that having more responsible trail users present in the open space has helped provide observers that deter illegal activities. Also, the Roseville PD has indicated that the trail users and enhanced patrol access provided by multi-use trails assist police efforts to reduce loitering or illegal camping in the open space (City of Roseville 2010:106-108). A trail designed to current City and Caltrans standards would improve public safety conditions, compared to the existing conditions, because it would provide enhanced police access to open space areas. The public is allowed to access and pass through City-owned open space. Without trails and the added surveillance that comes with the presence of trail users, City maintenance vehicles, and Roseville Police Department patrols, public safety risks would be greater in unimproved and isolated areas. The Draft EIR concluded that construction of the proposed project would not generate a significant increase in service calls leading to the need for new facilities to accommodate additional police protection services, and therefore there would be no associated environmental effects, and this was identified as a less-than-significant impact.

2.3 LETTERS AND RESPONSES

The following pages contain the comment letters received on the Draft EIR followed by responses to individual comments. Each comment letter is presented with brackets indicating how the letter has been divided into individual comments. Each comment is given a binomial with the letter number appearing first, followed by the comment number. For example, comments in Letter 1 are numbered 1-1, 1-2, 1-3, and so on. Immediately following the letter are responses, each with binomials that correspond to the bracketed comments.

Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Letter 1

Ken Alex
Director

Memorandum

RECEIVED BY
APR 23 2018
CITY MANAGER'S OFFICE

Date: April 16, 2018
To: All Reviewing Agencies
From: Scott Morgan, Director
Re: SCH # **2014032087**
City of Roseville Dry Creek Greenway East Trail Project

The State Clearinghouse distributed the above-referenced **Draft EIR** on **April 13, 2018** to your agency for review and comment. It has come to our attention that the document was issued a State Clearinghouse Number in error. For all future correspondence regarding this project, please use the original State Clearinghouse Number **2013112042**. We apologize for any inconvenience this may have caused. All other project information remains the same.

1-1

cc: Mark Morse
City of Roseville
311 Vernon Street
Roseville, CA 95678

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL 1-916-445-0613 FAX 1-916-558-3164 www.opr.ca.gov

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

2013112042

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # ~~2014032087~~

Project Title: City of Roseville Dry Creek Greenway East Trail Project

Lead Agency: City of Roseville — Contact Person: Mark Morse
Mailing Address: 311 Vernon Street — Phone: (916) 774-5499
City: Roseville — Zip: 95678 — County: Placer

Project Location: County: Placer — City/Nearest Community: Roseville
Cross Streets: Multiple between Riverside Ave/Darling Way and Old Auburn Rd/South Cirby Way — Zip Code: Multiple
Longitude/Latitude (degrees, minutes and seconds): ___ ° ___ ' ___ " N / ___ ° ___ ' ___ " W — Total Acres: ___
Assessor's Parcel No.: Multiple — Section: ___ Twp.: ___ Range: ___ Base: ___
Within 2 Miles: State Hwy #: 80 — Waterways: Dry Creek, Cirby Creek, Linda Creek
Airports: ___ — Railways: Union Pacific RR — Schools: Sierra Grdn, Eich, Oakmont, Cirby, Sargeant, Crestmont

Document Type:
CEQA: ☐ NOP ☒ Draft EIR ☐ NEPA: ☐ NOI Other: ☐ Joint Document
☐ Early Cons ☐ Supplement/Subsequent EIR ☐ EA ☐ Final Document
☐ Neg Dec (Prior SCH No.) ___ ☐ Draft EIS ☐ Other: ___
☐ Mit Neg Dec Other: ___ ☐ FONSI

APR 13 2013
STATE CLEARINGHOUSE

Local Action Type:
☐ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☒ Other: Project Approval

Development Type:
☐ Residential: Units ___ Acres ___
☐ Office: Sq.ft. ___ Acres ___ Employees ___
☐ Commercial: Sq.ft. ___ Acres ___ Employees ___
☐ Industrial: Sq.ft. ___ Acres ___ Employees ___
☐ Educational: ___
☒ Recreational: multi-use trail
☐ Water Facilities: Type ___ MGD ___
☒ Transportation: Type multi-use trail
☐ Mining: Mineral ___
☐ Power: Type ___ MW ___
☐ Waste Treatment: Type ___ MGD ___
☐ Hazardous Waste: Type ___
☐ Other: ___

Project Issues Discussed in Document:
☒ Aesthetic/Visual ☐ Fiscal ☒ Recreation/Parks ☒ Vegetation
☐ Agricultural Land ☒ Flood Plain/Flooding ☒ Schools/Universities ☒ Water Quality
☒ Air Quality ☐ Forest Land/Fire Hazard ☐ Septic Systems ☒ Water Supply/Groundwater
☒ Archeological/Historical ☒ Geologic/Seismic ☒ Sewer Capacity ☒ Wetland/Riparian
☒ Biological Resources ☒ Minerals ☒ Soil Erosion/Compaction/Grading ☒ Growth Inducement
☐ Coastal Zone ☒ Noise ☒ Solid Waste ☒ Land Use
☒ Drainage/Absorption ☒ Population/Housing Balance ☒ Toxic/Hazardous ☒ Cumulative Effects
☐ Economic/Jobs ☒ Public Services/Facilities ☒ Traffic/Circulation ☐ Other: ___

Present Land Use/Zoning/General Plan Designation:
Open Space w/Floodwy or Floodwy Fringe Overlay. Some residen., commerc., park & rec w/Floodwy or Floodwy Fringe Overlay

Project Description: *(please use a separate page if necessary)*
The Dry Creek Greenway East Trail Project is a proposed 4.25 mile paved multi-use trail in the City of Roseville. The proposed project would be a shared-use trail for pedestrians, bicyclists and other non-motorized vehicle users that would connect neighborhoods, parks, schools, businesses, natural areas, and the on-street bikeway system across the south side of the City. The proposed trail would extend from the existing Saugstad/Royer Park trail near the intersection of Riverside Avenue and Darling Way eastward to the City limits, just past the Old Auburn Road/South Cirby Way intersection. The trail would follow creek corridors along portions of Dry, Cirby, and Linda Creeks. These corridors currently contain segments of existing unimproved natural surface paths and paved multi-use paths, some of which do not meet current City design standards.

State Clearinghouse Contact: (916) 445-0613

State Review Began: 4 - 13 - 2013

SCH COMPLIANCE 5 - 29 - 2013

Please note State Clearinghouse Number (SCH#) on all Comments
SCH#: ~~2014032087~~ 2013112042
Please forward late comments directly to the Lead Agency

AQMD/APCD 24
(Resources: 4/14)

Project Sent to the following State Agencies

X Resources
___ Boating & Waterways
___ Central Valley Flood Prot.
___ Coastal Comm
___ Colorado Rvr Bd
X Conservation
X CDFW # 2
X Cal Fire
___ Historic Preservation
X Parks & Rec
___ Bay Cons & Dev Comm.
X DWR

CalSTA
___ Aeronautics
___ CHP
X Caltrans# 3
___ Trans Planning

Other
___ Education
X OES
___ Food & Agriculture
___ HCD

State/Consumer Svcs
___ General Services

Cal EPA
___ ARB: Airport & Freight
___ ARB: Transportation Projects
___ ARB: Major Industrial/Energy
___ Resources, Recycl.& Recovery
X SWRCB: Div. of Drinking Water
___ SWRCB: Div. Drinking Wtr #___
___ SWRCB: Div. Financial Assist.
___ SWRCB: Wtr Quality
___ SWRCB: Wtr Rights
X Reg. WQCB # 105
___ Toxic Sub Ctrl-CTC ___

Yth/Adlt Corrections
___ Corrections

Independent Comm
___ Delta Protection Comm
___ Delta Stewardship Council
___ Energy Commission
X NAHC
___ Public Utilities Comm
___ Santa Monica Bay Restoration
X State Lands Comm
X Tahoe Rgl Plan Agency
___ ___ Conservancy

___ Other: ___

Letter 1 Response	**Governor's Office of Planning and Research, State Clearinghouse and Planning Unit** Scott Morgan, Director April 16, 2018

1-1 The comment states that the State Clearinghouse number for the project should be 2013112042.

The comment is noted, and the cover and title page of the EIR have been corrected. Please see Chapter 2, "Revisions to the Draft EIR," of this Final EIR for the correction to the Draft EIR title page. Future notices will include the correct Clearinghouse number.

STATE OF CALIFORNIA--CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-4286
FAX (530) 741-5346
TTY 711
www.dot.ca.gov

Letter 2

Serious drought. Help save water!

May 22, 2018

GTS# 03-PLA-2018-00196
03-PLA-80 PM Var
SCH# 2013112042

Mark Morse
City of Roseville
311 Vernon Street
Roseville, CA 95678

City of Roseville Dry Creek Greenway East Trail Project

Dear Mark Morse:

Thank you for including the California Department of Transportation (Caltrans) in the environmental/application review process for the project referenced above. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

The project proposal is for a paved 4.25-mile multi-use trail (Dry Creek Greenway East Trail Project) in the City of Roseville. The new trail would be for shared-use of pedestrians, bicyclists, and other non-motorized vehicle users. The project would connect neighborhoods, parks, schools, businesses, nature areas, and the on-street bikeway stem across the south side of the city. The project site is located on Saugstad/Royer Park trail near the intersection of Riverside Avenue and Darling Way eastward to the city limits, just past the Old Auburn Road/South Cirby Way intersection in Roseville, California. These comments are based on the Draft Environmental Impact Report (DEIR) received.

2-1

Right of Way

Caltrans owns the Right of Way (ROW) portion crossing underneath I-80 located approximately at postmile 0.82. This is an access controlled freeway. However, there is a grade separation between this project and the operating State ROW. In order, to accommodate the construction and maintenance of this project, an agreement and/or permit would be required. Please see attached ROW maps pertaining to the project location.

"Provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability"

To apply for the encroachment permit, please submit the application, environmental documentation, and five sets of plans clearly indicating State ROW must be submitted to:

Moe Azar
California Department of Transportation
District 3, Office of Permits
703 B Street
Marysville, CA 95901

2-1 cont

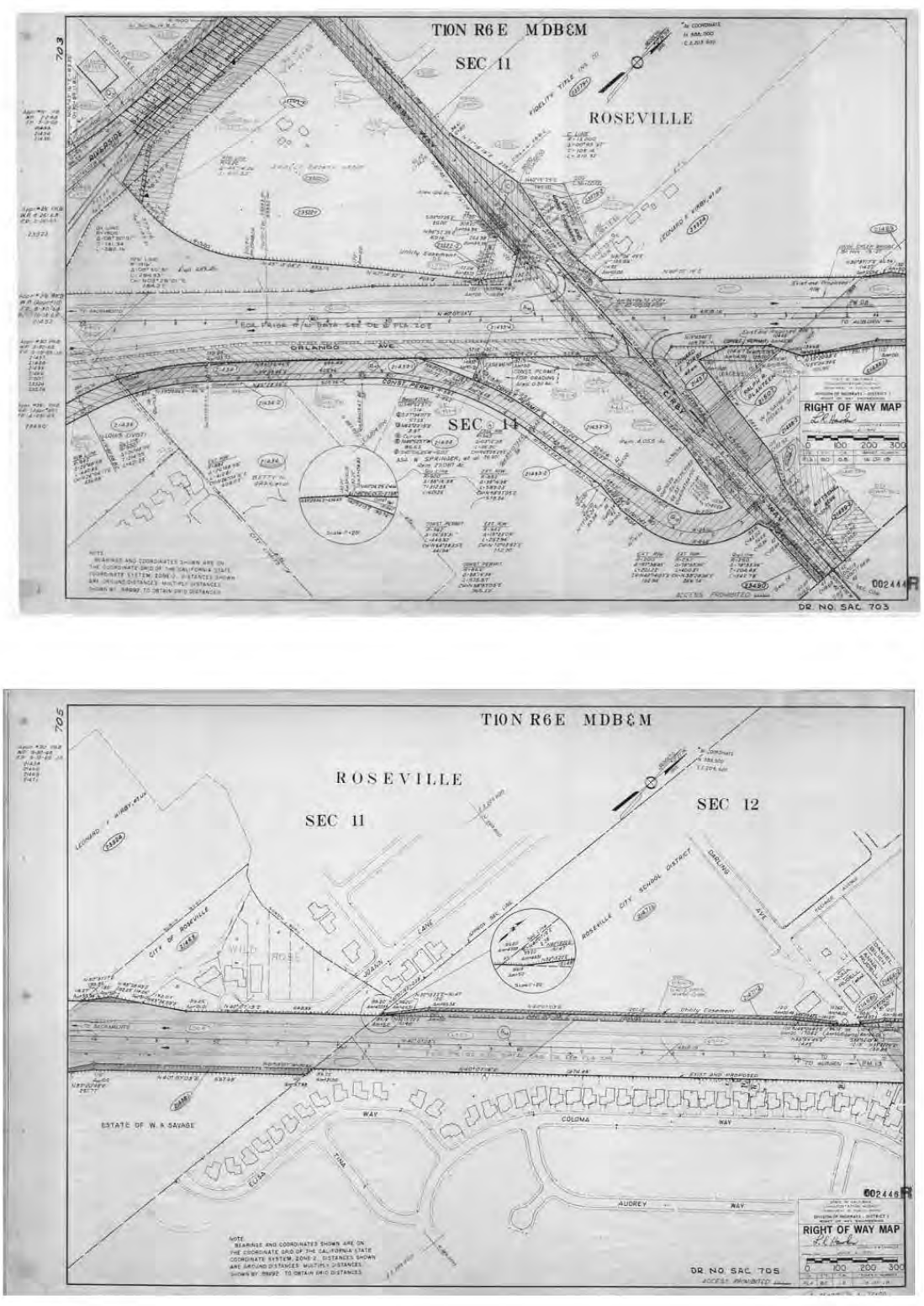
Please provide our office with copies of any further actions regarding this project. We would appreciate the opportunity to review and comment on any changes related to this development. If you have any question regarding these comments or require additional information, please contact David J Smith, Intergovernmental Review Coordinator for Placer County, by phone (530) 634-7799 or via email to david.j.smith@dot.ca.gov.

2-2

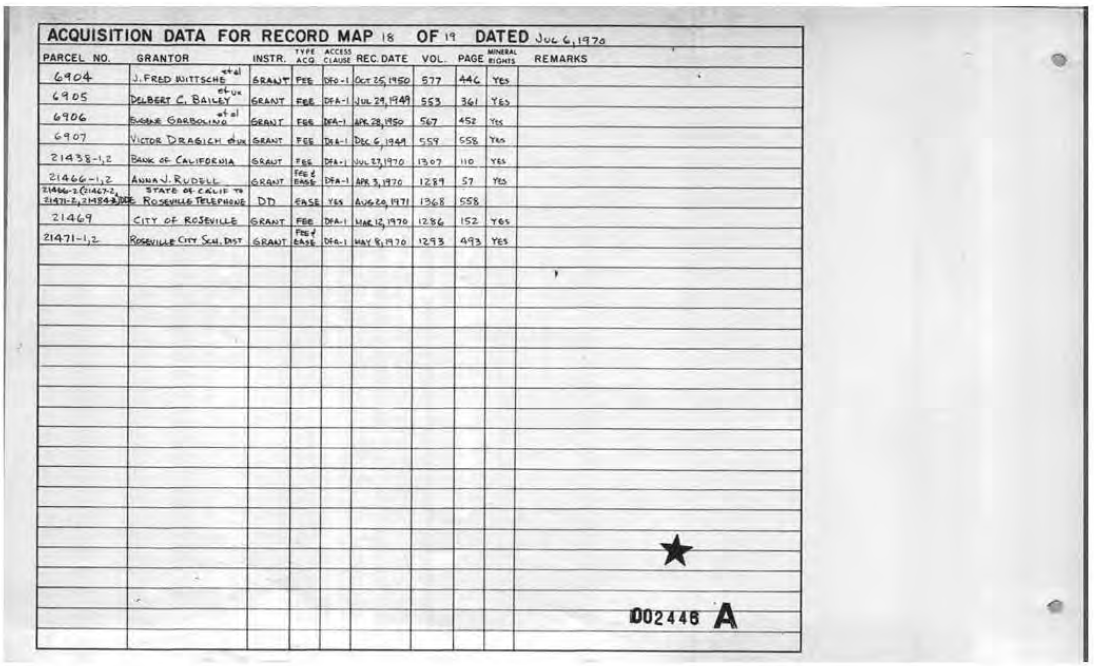
Sincerely,

KEVIN YOUNT, Branch Chief
Office of Transportation Planning
Regional Planning Branch - North

"Provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability"


T10N R6E MDB&M
SEC 11
ROSEVILLE
SEC 14
ORLANDO AVE
RIGHT OF WAY MAP
DR. NO. SAC. 703
T10N R6E MDB&M
ROSEVILLE
SEC 11
SEC 12
ESTATE OF W. A. SAVAGE
COLOMA WAY
AUDREY WAY
RIGHT OF WAY MAP
DR. NO. SAC. 705

2-3



ACQUISITION DATA FOR RECORD MAP 18 OF 19 DATED Jul 6, 1970

PARCEL NO.	GRANTOR	INSTR.	TYPE ACQ	ACCESS CLAUSE	REC. DATE	VOL.	PAGE	MINERAL RIGHTS	REMARKS
6904	J. Fred Buttsche et al	GRANT	FEE	DFA-1	Oct 25, 1950	577	446	Yes	
6905	Delbert C. Bailey et ux	GRANT	FEE	DFA-1	Jul 29, 1949	553	361	Yes	
6906	Eugene Garbolino et al	GRANT	FEE	DFA-1	Apr 28, 1950	567	452	Yes	
6907	Victor Dragich dec'd	GRANT	FEE	DFA-1	Dec 6, 1949	559	558	Yes	
21438-1,2	Bank of California	GRANT	FEE	DFA-1	Jul 27, 1970	1307	110	Yes	
21466-1,2	Anna J. Rudell	GRANT	FEE & EASE	DFA-1	Apr 3, 1970	1289	57	Yes	
21466-2 (21467-2, 21471-2, 21484-2) DEC	State of Calif to Roseville Telephone	DD	EASE	Yes	Aug 20, 1971	1368	558		
21469	City of Roseville	GRANT	FEE	DFA-1	Mar 12, 1970	1286	152	Yes	
21471-1,2	Roseville City Sch. Dist	GRANT	FEE & EASE	DFA-1	May 8, 1970	1293	493	Yes	

D02448 A

2-3 cont

Letter 2 Response

California Department of Transportation
Kevin Yount, Branch Chief
May 22, 2018

2-1 The comments summarize the proposed project and state that Caltrans owns the right of way (ROW) portion crossing underneath I-80 located approximately at postmile 0.82. It states that, to accommodate the construction and maintenance of this project, an agreement and/or permit would be required.

The comment is noted. The City of Roseville will coordinate future construction and ROW with Caltrans staff.

2-2 The comment requests that the Caltrans office be provided with copies of any further actions regarding the project.

The comment is noted. The City of Roseville will continue to coordinate with Caltrans during final design and construction.

2-3 The comment refers to attached ROW maps.

The comment is noted. Please see response to comment 2-1.

Letter 3

From:	Smith, David J@DOT
To:	Morse, Mark
Cc:	State.Clearinghouse@opr.ca.gov
Subject:	City of Roseville Dry Creek Greenway East Trail Project 03-PLA-2018-00196 SCH#2013112042
Date:	Tuesday, May 22, 2018 8:48:54 AM
Attachments:	01 Comment Letter.pdf

Dear Mark Morse:

Thank you for including the California Department of Transportation (Caltrans) in the environmental/application review process for the project referenced above. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network. **3-1**

Please provide our office with copies of any further actions regarding this project. We would appreciate the opportunity to review and comment on any changes related to this development.

Sincerely,

DAVID SMITH
ASSOCIATE TRANSPORTATION PLANNER
TRANSPORTATION PLANNING - NORTH

CALTRANS - DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901
(530) 634-7799

Letter 3 Response

California Department of Transportation
David Smith, Associate Transportation Planner
May 22, 2018

3-1 The comment is a partial reprint of comment 2-1, along with a request for copies of further actions regarding the project.

Please see response to comment 2-1. The City of Roseville will continue to coordinate with Caltrans during final design and construction of the project.

PLACER COUNTY
FLOOD CONTROL AND WATER CONSERVATION DISTRICT

Letter 4

Ken Grehm, Executive Director
Brian Keating, District Manager
Brad Brewer, Development Coordinator

May 29, 2018

Mark Morse
City of Roseville
City Manager's Office
311 Vernon St
Roseville, CA 95678

RE: Dry Creek Greenway East Trail Project, Notice of Availability of Draft Environmental Impact Report (DEIR)

Mark:

We have reviewed the DEIR for the subject project and have the following comments:

a) We have determined that a new Preliminary FEMA Flood Insurance Study (FIS) and revised floodplain mapping dated 11/15/17 for Dry Creek, Cirby Creek and Linda Creek, which flow within this site, should be considered as the most current best available information as this development moves forward. This new FEMA FIS and mapping is scheduled to become effective (final) November 2, 2018, prior to construction of the proposed project. Both a 100-year floodplain and regulatory floodway for the referenced streams exist at the site. Any proposed increases to the established 100-year base flood elevations due to proposed development totally or partially within the regulatory floodway will require the applicant process a Conditional Letter of Map Revision (CLOMR) through FEMA per the National Flood Insurance Program (NFIP). 4-1

b) It is the District's understanding that the City of Roseville has an agreement with the Central Valley Flood Protection Board (CVFPB) that allows the CVFPB to comment on all applicable City projects (i.e., including both those that do and do not need a variance) prior to issuance of a permit. 4-2

Please call me at (530) 745-7541 if you have any questions regarding these comments.

Brad Brewer, M.S., P.E., CFM, QSD/P
Development Coordinator

I:\dpw\cd\development review\letters\roseville\cm 18-56 dry creek greenway east trail proj.docx

3091 County Center Drive, Suite 220 / Auburn, CA 95603 / Tel: (530) 745-7541 / Fax: (530) 745-3531

Letter 4 Response

Placer County Flood Control and Water Conservation District
Brad Brewer
May 29, 2018

4-1 The comment identifies a newly published preliminary floodplain map for the project area that is expected to become effective before construction of the proposed project.

This comment is correct and is noted for future reference. The floodplain analysis in the Draft EIR is based on the best data available at the time of writing. The revised map does not provide information that changes the environmental conclusions or significance determinations. Project engineering and design will continue after selection of a final trail alignment and will incorporate updated floodplain mapping.

4-2 This comment states the Placer County Flood Control and Water Conservation District (District) understands that an agreement exists between the City of Roseville and the Central Valley Flood Protection Board (CVFPB or Board) that allows the Board to comment on all applicable City Projects prior to issuance of a permit.

An agreement between the City of Roseville and the State Reclamation Board does exist in the form of a Memorandum of Understanding (MOU) dated December 10, 1976. This MOU recognizes City authority to issue Flood Encroachment Permits within City limits and provides the Board with a 90-day review and comment period on all City issued draft permits. MOU Section 4. Board Approval states: *No permit issued by City of Roseville for bridges, dams, utility crossings, excavations, levees, dikes, pipe, fills or other structures or facilities so designed as to obstruct or divert flood waters shall be effective until the expiration of ninety (90) days after such permit has been mailed to the Board for approval. Such submittal to Board will be accomplished by proper environmental documentation and by such supporting data as necessary to permit proper appraisal of the application. If Board takes no action on the permit draft within ninety (90) days, the permit shall be deemed approved*.

In 2007, the State Reclamation Board was restructured and renamed the Central Valley Flood Protection Board (CVFPB). As such, the CVFPB maintains the same authority and rights afforded to the State Reclamation Board under the 1976 MOU. Therefore the District's understanding that an agreement exists that allows the CVFPB to comment on City Projects prior to permit issuance is correct. In fact, more recently the CVFPB and City have agreed that the Board take the lead role in the review and processing of "Floodway District Encroachment Permits" (an MOU term) for City Projects (i.e., those proposed by the City of Roseville – as opposed to private development projects) and it is expected that the CVFPB would similarly process said permits for the proposed project as well.

Per the California Water Code and California Code of Regulations Title 23 (Title 23), the CVFPB has permit authority for the components of the Dry Creek Greenway East Trail Project within the floodplain. The permit requirements of Title 23 are in addition to the provisions of the above described MOU. The CVFPB's role as a permitting agency, and therefore a Responsible Agency under CEQA, is recognized in Section 3.4.1 of the EIR.

Letter 5

From:	Melodi McAdams
To:	Morse, Mark
Cc:	Marcos Guerrero; Matthew Moore; Cherilyn Neider; Charles Hutcheson
Subject:	Dry Creek Greenway East Multi-Use Trail Draft EIR Comments
Date:	Thursday, May 31, 2018 4:05:04 PM
Attachments:	3_Mitigation_Measures_CEQA_NativeAmericanMonitors.docx

Hello Mark,

Thank you for your recent phone call for this project. We did look over the EIR and had concerns with respect to Tribal Monitoring and with respect to Mitigation Measure 4.4-2 (similar to the concerns that we had sent for the same mitigation measure for the Community Solar Project on 5/17/2018).

While the EIR did identify that UAIC had requested tribal monitoring, it did not include a tribal monitoring mitigation measure. I have attached our standard Native American monitoring mitigation measure. In our correspondence with ECORPS, we had requested tribal monitors at the following three sensitive locations (P-31-194 , P-31-32, and the confluence of Linda Creek & Cirby Creek). I would be happy to prepare a map that depicts the boundaries for these three areas where we are requesting tribal monitoring.

5-1

Is it possible to revise the Native American Burials mitigation measure so that it follows the language of the State Law more closely, and does not incorrectly give the archaeologist authority that the State Law placed with the MLD? Please see the proposed changes below:

- Mitigation Measures Mitigation Measure 4.4-2: Stop work if human remains are discovered. This mitigation would apply for the Proposed Trail Alignment, Alignment Options 1A, 1C, and 5A

  If human remains are discovered during any construction activities, potentially damaging grounddisturbing activities in the area of the remains shall be halted immediately, and the project applicant shall notify the Placer County coroner and the NAHC immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the NAHC to be Native American, the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The City shall also retain a professional archaeologist with Native American burial experience to assist the City of Roseville and the MLD with any management steps prescribed in California Health and Safety Code Section 7050.5 and California PRC Section 5097.98. ~~conduct a field investigation of the specific site and consult with the MLD, if any, identified by the NAHC~~. Following the coroner's and NAHC's findings, ~~the archaeologist, and~~ the NAHC-designated MLD shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in California Public Resources Code Section 5097.94.

5-2

-

The EIR also states that implementation of mitigation measure 4.4-2 would reduce impacts to a less-than-significant level. It is UAIC's belief that disturbances to Native American human remains can never be reduced to a less-than-significant level.

Thank you for your follow-up, please let me know if these requested changes to the mitigation measures will be implemented, and if you would like a map depicting the boundaries for the three culturally sensitive areas?

5-3

Sincerely,
Melodi McAdams
Cultural Resources Supervisor
Tribal Historic Preservation Department
United Auburn Indian Community of the Auburn Rancheria
10720 Indian Hill Road
Auburn, CA 95603
(530) 328-1109 - office
(530) 401-7470 - cell

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Native American Monitoring Mitigation Measure

To minimize the potential for destruction of or damage to existing or previously undiscovered archaeological and Cultural resources and to identify any such resources at the earliest possible time during project-related earthmoving activities, THE PROJECT PROPONENT and its construction contractor(s) will implement the following measures:

1. Paid Native American Monitors from culturally affiliated Native American Tribes will be invited to monitor the vegetation grubbing, stripping, grading, or other ground-disturbing activities in or near cultural sites to determine the presence or absence of any cultural resources. Native American Representatives from cultural affiliated Native American Tribes act as a representative of their Tribal government and shall be consulted before any cultural studies or ground-disturbing activities begin.

2. Native American Representatives and Native American Monitors have the authority to identify sites or objects of significance to Native Americans and to request that work be stopped, diverted, or slowed if such sites or objects are identified within the direct impact area; however, only a Native American Representative can recommend appropriate treatment of such sites or objects.

5-4

Letter 5 Response

United Auburn Indian Community of the Auburn Rancheria
Melodi McAdams, Cultural Resources Supervisor
May 31, 2018

5-1 The comment states that United Auburn Indian Community of the Auburn Rancheria (UAIC) has requested tribal monitoring and has expressed concerns regarding sites P-31-194, P-31-32, and the confluence of Linda Creek and Cirby Creek. Previous communication with UAIC addressed concerns related to these locations.

Because of concerns related to these sites and to confirm the level of cultural sensitivity for the project area, an Extended Phase 1 (XP1), which consists of subsurface auger testing, was conducted on locations of the project where deep excavation would occur. Field work for the XP1 was performed by qualified archaeologists in March 2016 and the City of Roseville arranged for UAIC to monitor this field work. No cultural material was found in any of the 53 auger holes. Please see page 4.4-6 of the Draft EIR for additional discussion.

As stated in an email from ECORP Consulting to Melodi McAdams, Cultural Resources Supervisor for UAIC, dated November 23, 2016, the site record and tribal oral history had different boundaries for site P-31-194; UAIC expressed a need for a site visit at this location. As detailed in the XP1 Report that was emailed to UAIC on September 30, 2016, one of the locations tested was in the vicinity of P-31-194; no cultural materials were found. Testing was monitored by a tribal monitor assigned by UAIC who inspected both sides of the creek on the same day.

The email also addressed site P-31-32, stating that after reviewing the records, ECORP believes UAIC was referring to P-31-332, which was recorded in 1975 on the terrace above Linda Creek; this site is not located within the project site. Additionally, based on site records/notes, field reconnaissance conducted in 1983 suggested that the site was likely located under the homes built in the 1970s and destroyed by the construction of the neighborhood on the terrace.

Concerning the confluence of Linda Creek and Cirby Creek, the November 2016 email states that the North Central Information Center had no record of a site at that location, though the UAIC database did. Project components are located south of the confluence of these two creeks. The entire project area was subjected to an intensive pedestrian survey in July 2014; no cultural resources were identified in this location. At the confluence of Linda Creek and Cirby Creek four auger samples were taken; no cultural materials were found.

Because the XP1 determined that the level of sensitivity for the project site is low because UAIC already monitored the subsurface archaeological testing, and the concerns related to the three sites have been adequately addressed (and communicated to UAIC in November 2016), construction monitoring is not warranted. Nevertheless, Mitigation Measure 4.4-1, “Proper handling of archaeological resources,” includes the notification of UAIC seven days before beginning earthwork or other soil disturbance activities. As part of this notification, a UAIC tribal representative shall be invited to inspect the project site, including any soil piles, trenches, or other disturbed areas, within the first five days of groundbreaking activity. Please see Draft EIR page 4.4-13 for additional information.

5-2 The comment requests a revision to Mitigation Measure 4.4-2, "Stop work if human remains are discovered." The text on page 4.4-15 of the Draft EIR is revised as follows: (deleted text shown in strikeout and new text shown in double underline):

> If human remains are discovered during any construction activities, potentially damaging ground-disturbing activities in the area of the remains shall be halted immediately, and the project applicant shall notify the Placer County coroner and the NAHC immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the NAHC to be Native American, the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The City shall also retain a professional archaeologist with Native American burial experience to assist the City of Roseville, the landowner, and the MLD with any management steps prescribed in California Health and Safety Code Section 7050.5 and California PRC Section 5097.98 ~~conduct a field investigation of the specific site and consult with the MLD, if any, identified by the NAHC~~. Following the coroner's and NAHC's findings, ~~the archaeologist, and~~ the NAHC-designated MLD and the landowner shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in California Public Resources Code Section 5097.94.

5-3 The comment expresses the opinion that UAIC does not believe that disturbances to Native American human remains can be mitigated to a less-than-significant level.

As stated on page 4.4-14 of the Draft EIR, no evidence suggests that any prehistoric or historic-era marked or un-marked human interments are present within or in the immediate vicinity of the project site. As discussed above in Response to Comment 5-1 the XP1 was conducted to gain a better understanding for the potential sensitivity of the area; no cultural material was revealed, further lowering the likelihood of discovery of human remains. Additionally, Mitigation Measure 4.4-2 requires that any remains found are treated appropriately, in accordance with pertinent laws and regulations, which results in a less-than-significant impact.

5-4 The comment presents a suggested mitigation measure for Native American construction monitoring.

Please see Response to Comment 5-1.

Letter 6

From: [redacted]
To: Morse, Mark
Subject: East - Dry Creek Greenway Project
Date: Tuesday, April 17, 2018 1:51:09 PM

Written comments regarding this project:

I live in the Cirby Hills Condo subdivision. We are SWAMPED by "projects" that the city or county has approved that are negatively affecting our area.

First: the expansion of the Placer County Mental Health facility. Allowing the Yolo Continium of Care to locate in that building has left us with zero street parking, huge traffic backups, increased crime and pollution- everything from used needles, medications, medical waste, and medical records dumped into the fields.

Second: the Kaiser expansion. What little parking that is not clogging our streets by the mental health facility, has now been taken over by Kaiser employees. I challenge anyone from Roseville City to PLEASE come view the state of Cirby Hills Drive. Our school children are dumped off IN TRAFFIC because there are no areas left for a school bus stop.

6-1

Third: Homelessness is becoming a huge problem in the area. The homeless camp out on the banks of dry creek directly behind the condos to the north of us. They camp out under the overpass of Cirby to the east of us. They are all over Cirby businesses. Some of these people are very mentally ill. I encounter them several times a week while taking my dogs out for walks.

Why do we need to provide them with an unsupervised highway through Roseville? Crime, homelessness, and traffic issues need to be addressed before we spend more money on glorified bike trails, that are really just avenues for the homeless to travel around the city- hidden from view.

6-2

Stacy Jastram

Letter 6 Response	**Stacy Jastram** April 17, 2018

6-1 The comment lists recent projects that the City or county have approved, including the expansion of the Placer County Mental Health Facility and the Kaiser expansion.

The comment refers to increasing traffic related to the cited projects. The comment does not address the proposed project or the adequacy of the Draft EIR, and no additional response is warranted for compliance with CEQA.

6-2 The comments states that homelessness is becoming a huge problem in the area and states that crime, homelessness, and traffic issues need to be addressed before money is spent on bike trails.

Please see Master Response 1, which addresses this issue.

Letter 7

From: Donna Wilson
To: Dour, Mike
Subject: Re: Update on Bike Trail
Date: Friday, April 20, 2018 1:26:21 PM

Mike,

Thank you for responding to my email so quickly with the information requested and the references. As discussed much before and during the meetings, the two feet is not adequate, as this ends up being an eroded gutter for the bike trail. It is not maintained. This is **a safety hazard and liability for the City**, especially in light of the fact that this has been pointed out several times and will be again. The City needs to commit to that. 7-1

Thanks again,

Donna

Letter 7 Response

Donna Wilson
April 20, 2018

7-1 The comment states that the two feet [of proposed shoulder] is not adequate, and states it ends up being an eroded gutter for the bike trail and is a safety hazard and liability for the City.

As noted in the Project Description in Chapter 3 of the Draft EIR (see Draft EIR Exhibits 3-9 and 3-10), a typical cross- section for the proposed trail would consist of a 10-foot wide paved trail with two-foot shoulders on each side. The proposed trail may also be widened in areas where additional shoulder or trail width is desired to enhance user comfort and safety. In these instances, the shoulder width may be increased to between 5 and 10 feet on one side of the trail. For example, the project proposes a 5-foot wide shoulder in the segment running parallel to Mallard Lane, where the trail and the existing path are on the same alignment and where space allows. In the area west of Mallard Lane, where sufficient space exists, an 8- to 10-foot wide shoulder is proposed. The shoulders would be composed of aggregate base and decomposed granite. The City would be responsible for maintaining the integrity of the path and shoulders. The comment does not address the adequacy of the Draft EIR, and no additional response is warranted for compliance with CEQA.

Letter 8

From: Ron Evans
To: Morse, Mark
Subject: Roseville Dry Creek Greenway Planning and Feasibility study
Date: Thursday, May 10, 2018 2:37:31 PM

Dear Mark

I live at [redacted]. As proposed the greenway will go through the back of our homes along Linda Creek. When this plan was developed Roseville owned the property on which my and my neighbors houses occupy. Since that time Tim Lewis purchased and developed homes along the Linda Creek preserve – at a substantial lot premium for some given that there was a preserve behind our homes. We were unaware of the plans when we purchased our homes. I appreciate the need for the greenway but question why the greenway needs to be on the side of the creek that borders our residential property. Wouldn't it be better on the other side of the creek where our homes would not be so affected? 8-1

I understand its late in the game but if this change were made I'm sure the residents here would be appreciative.

Thank you.

Ron Evans
[redacted]

Letter 8 Response

Ron Evans
May 10, 2018

8-1 The comment questions why the trail needs to be on the side of the creek that borders new residential property.

The 2010 Dry Creek Greenway Trail Planning and Feasibility Study (City of Roseville 2010) identified a key issue along this portion of the potential alignment related to steep slopes along the southerly leg of Old Auburn Road along what was identified in the Study as "Alignment 12-2," which would have crossed under Old Auburn Road using the west span of the existing Old Auburn Road Bridge over Linda Creek. In addition, the Biological Resources Study Report prepared for the Planning and Feasibility Study identified a mitigation/restoration site on the west side of the creek. The comment does not address the adequacy of the Draft EIR, and no additional response is warranted for compliance with CEQA.

Letter 9

From: Scott Larson
To: Morse, Mark
Subject: East- Dry Creek Greenway Project
Date: Thursday, May 10, 2018 7:29:03 AM

Dear Mr. Morse:

I support the project as proposed.

My property borders the project Adamson Court. I use the existing trail daily to walk my dogs, run/walk to Maidu Park, and look forward to using the new trail to ride my bike to downtown and access the Miner's Ravine trail system. I believe the Miners Revise trail system is a good example of the potential for Dry Creek. The proposed Dry Creek system will improve public safety access, provide recreation for bikes, runners, walkers, and quite retreats for nature observation in a busy city. 9-1

Sincerely
Scott Larson
[redacted]
Roseville

Letter 9 Response	**Scott Larson** May 10, 2018

9-1 The comment expresses support for the project as proposed.

The comment expresses an opinion that the trail will improve public safety access, provide recreation for bikers, runners, walkers, and quiet retreats for natures observation. The comment, along with others received on the Draft EIR, will be forwarded to the decision-makers for their consideration.

Letter 10

From: mary whitney
To: Morse, Mark
Subject: Dry Creek Greenway East Project
Date: Monday, May 14, 2018 6:54:57 PM

Dear Mr. Morse:

I have lived at [redacted] since 1978. My property backs up to the Linda Creek flood plain. I have followed the development of this project since at least 1997. I expressed my opinion at town meetings, by phone calls to the various agencies involved, and at community meetings regarding the project. Once again, I am against the portion of project that is in the flood plain between Rocky Ridge and Old Auburn Rd. 10-1

When I moved to Roseville the creek was dry in the summer. Now it flows year around due to run-off from irrigation.

This area is a unique riparian habitat, a special place within our city limits. Over the years I've watched the bank erode. I've watched heritage oaks fall into the creek, then be removed. The creek is now close to encroaching on my property. If/when the creek fells the oaks on my property, huge chunks of my land will go with them. This leads to property value issues. It threatens my peace of mind. 10-2

A paved path along the creek will inhibit water absorption. This will send more water rushing along the banks and cause further erosion. The construction itself will disturb the banks.

I'm concerned about unknown persons passing so close to my property. I've already had one residential burglary at my home. I don't want another. 10-3

At the very least, locate the path on the south side of the bypass channel, as far away from the creek as possible. 10-4

Sincerely,

Mary M Whitney
[redacted]

[redacted]

Letter 10 Response

Mary Whitney
May 14, 2018

10-1 The comment expresses opposition to the portion of the project that is in the floodplain between Rocky Ridge and Old Auburn Road.

The comment does not address the adequacy of the Draft EIR, and no additional response is warranted for compliance with CEQA. The comment, along with others received on the Draft EIR, will be forwarded to the decision-makers for their consideration. Please see response to comment 10-2.

10-2 The comment discusses Linda Creek and states that the creek used to be dry in the summer, the area is a unique riparian habitat, and that the bank has eroded over the years. The comment states that a paved path along the creek will inhibit water absorption causing further erosion and that construction will disturb the banks.

The potential impact on riparian habitat is discussed in Impact 4.3-1 (Disturbance and loss of waters of the United States, waters of the state and riparian habitat) of the Draft EIR. The EIR addresses existing stream conditions and erosion extensively in Chapter 4.5, “Geology and Soils,” and Chapter 4.8, “Hydrology and Water Quality.” Potential effects related to erosion area addressed in Impacts 4.5-2, 4.8-1, and 4.8-2. As discussed under Impact 4.5-2, the Dry Creek Greenway East Trail project would have a less-than-significant impact on soil erosion. The comment does not address the adequacy of the Draft EIR, and no additional response is warranted for compliance with CEQA.

10-3 The comment expresses concern about unknown persons passing close to the commenter’s property.

Please see Master Response 1.

10-4 The comment states a preference for the location of the path on the south side of the bypass channel, as far away from the creek as possible.

The comments express an opinion on the trail alignment and does not address the adequacy of the Draft EIR environmental analysis. The comment, along with others received on the Draft EIR, will be forwarded to the decision-makers for their consideration. For information purposes in this document, the path is proposed at the edge of and on the south side of the bypass channel.

Letter 11

From: William Connell
To: Morse, Mark
Cc: City Council Mail; Mrs. Kathy Connell
Subject: Bike Path
Date: Friday, May 25, 2018 10:38:20 AM

Mark Morse, Environmental Coordinator
Roseville City Manager's Office
311 Vernon Street
Roseville, CA. 95678

Dear Mr. Morse,

The paragraphs below are a letter, from April of 2013, my wife and I had written to the Roseville City Council. Our opinions have not changed, in fact they have solidified after yet another few close calls with speeding bikers. Additionally after reviewing the recent literature on the project we're quite concerned about the loss of habitat, especially the old oak trees. They are impossible to replace. In any event see our prior letter to the City Council and thank you for your consideration. 11-1

The proposed bike trail is a major safety hazard to the residents of both Meadow Oaks and Sierra Gardens. Both of our neighborhoods share the open space along the Linda Creek Salmon Habitat. We all enjoy the area, walking, running, playing soccer, or walking our dogs. As residents, we are people in all phases of life: mothers with strollers, children walking to school and back, and senior citizens getting exercise from a leisurely walk. If the proposed bike trail is built all of this will change.

This new extended bike trail will put everyone on the outlook for bicyclists speeding down the trail and hitting one of us. When this happens, and it will, serious injuries will occur. Many of us have already experienced "close calls" by speeding and rude road hog bike riders who we narrowly miss colliding with, forcing us off the trail. They often times shout profanity at us for being in their way. THIS IS A FACT! 11-2

It doesn't take much to imagine what will happen when these same bicyclists, multiplied a hundred fold, have a "presumed" dedicated path right through our open space. The City of Roseville believes unsightly signs will prevent any injuries. I dare say they are wrong. Who can read a sign traveling at 30 MPH?

Please prevent the extension of this path. Not only is it a safety hazard, it ruins the relaxed and beautiful environment of our Linda Creek open space. Ours is not the same environment as other bike trails in Roseville. Our neighborhoods are older were established when only children rode bicycles.

The bike trail will demolish the charm and the beauty of an established Roseville neighborhood. It will destroy Majestic Oak Trees, the Wetlands and Riparian areas. The old oaks are impossible to replace. The Wetlands have served their purpose well by draining the excess rain fall into its sponge-like essence. Once there is pavement above the Wetlands they no longer function. The Riparian areas are loaded with all sorts of wildlife, including many protected migratory species. 11-3

Please protect the environment! Save our trees! Save our Wetlands!

Please do not unleash hordes of entitled arrogant belligerent bicyclists into our neighborhoods!

Thank You,
William and Kathy Connell

Letter 11 Response

William and Kathy Connell
May 25, 2018

11-1 The comment addresses potential loss of oak trees and associated habitat.

The loss of oak trees is addressed in Impact 4.3-8 (Disturbance of City protected trees, Valley Oak Woodland, and other Sensitive Vegetation Alliances and Associations) in the Draft EIR. The potential impact on riparian habitat is discussed in Impact 4.3-1 (Disturbance and loss of waters of the United States, waters of the state and riparian habitat), Impact 4.3-4 (Disturbance or loss of Swainson's hawk, white-tailed kite, and other nesting raptors), and Impact 4.3-5 (Disturbances to special-status song birds). With the implementation of mitigation measures identified in the Draft EIR, these impacts would be reduced to less-than-significant levels.

11-2 The comment discusses potential safety hazards to trail users due to speeding bicyclists. While safety related to trail user conflicts is an important issue for consideration by the City when evaluating the merits of the proposed project, the topic is not within the purview of CEQA analysis. This comment, along with others received on the Draft EIR, will be forwarded to the decision-makers for their consideration.

11-3 The comment addresses oak trees, wetlands, and riparian areas.

See response to comment 11-1.

Letter 12

May 25, 2018

RECEIVED BY
MAY 29 2018
CITY MANAGER'S OFFICE

Mark Morse
Environmental Coordinator
Roseville City Manager's Office
311 Vernon Street
Roseville, CA 95678
mmorse@roseville.ca.us

Regarding: Public Review and Comments on Dry Creek Greenway East Trail Project DRAFT EIR

Dear Mr Morse;

We have reviewed the EIR and have the following concerns regarding the stretch of the bikepath and multi-use trail that runs behind twelve homes on West Colonial Parkway (Index Map Section 7):

Pages 3-31 & 4.1-11; West Colonial Parkway east of Linda Creek. The staging area will obliterate a large portion of the frequently used decomposed granite looped walking trail. We urge the city to have the existing decomposed granite trails restored throughout the open area, including the north most section that was washed out and raked back, uncompacted, several years ago and specifically the staging area be restored and kept star-thistle free as it is now. 12-1

Page 4.1-9, Last ¶ Regarding Impact Analysis; In addition to the locations listed it is imperative to give design consideration to screening the trail from the existing twelve homes on West Colonial Parkway.... Exhibit 4.3-2g clearly shows the narrow setbacks from residences along West Colonial Parkway. The EIR must address current ground level and proposed finish grade elevation in regard to the eye level of adult cyclists vs the top of the Corp of Engineers floodwall that runs the length of the stretch of the bikepath and multi-use trail that runs behind twelve homes on West Colonial Parkway. 12-2

Page 4.1-12 states "Once complete, the amount of visual change because of project implementation would be relatively low" **We contest this statement as it relates to stretch behind our homes.** "The trail has been designed in consideration of visual resources, including: setbacks from native oaks, riparian areas, and wetlands; topography; setbacks from residences; and compliance with adopted design standards. Where there is an 12-3

Page 1 of 3

existing trail, the type of use on the project site would remain the same," **The existing trail is a minimally used foot trodden path.** "although the pathway may appear more prominent" **That is an understatement as it relates to stretch behind our homes.**

Page 4.1-14 Use Related Impact 4.1-1 Aesthetics Conclusion states "Therefore, although the visual quality of the site would be temporarily degraded during construction, implementation of the Dry Creek Gateway East Trail would have a less-than-significant impact on the visual character or quality of the site and its surroundings" **We vigorously disagree that the impact to our section could be less than significant aesthetic impact to the homes on West Colonial that back up to Linda Creek. We will strongly contest for mitigation of the primary impact of having strangers peer into our backyards and living spaces as they pass by. In addition we request a City serviced doggie waste station at both ends of the constricted section behind the homes on West Colonial Parkway and a dog waste litter pick up program be implemented.**

12-3 cont

Impact 4.10-2 Long Term Increases in Use Related Noise; Page 4.10-11 " The proposed project would introduce new pedestrian and bicycle activities on a new paved multi-use trail. These are non-motorized activities that would not result in a substantial increase in noise levels above ambient noise conditions." **We strongly disagree; cyclists converse at significantly higher levels than people just walking and talking.** "The sound of people talking while using the trail could be audible at nearby residential uses or other sensitive receptors; however, such activities would be consistent with the level of noise typically experienced in residential neighborhoods where children may be playing or where neighbors may converse with one another."

12-4

The proposed project will result in a significant noise impact to the homes along West Colonial Parkway because it will definitely result in a *substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.* The trail will have significant impact to the homes on West Colonial that back up to Linda Creek as a result of the noise of pedestrians' barking dogs and cyclists yelling to to be heard by each other which will alert our dogs to natural protective barking.

Appendix B Friends of Linda Creek say "support work could be done to help prevent old oaks from falling into the creek." We are in agreement that the oaks between the creek and the new trail need to be saved, by whatever means, from falling into the creek and we make reference to Sheet 4.1-11: "In fact, as described in Chapter 3, Project Description, bank stabilization elements would be constructed in this vicinity because the bank of the creek adjacent to these trees is currently eroding." Therefore, the project could

12-5

3 Views of proximity of proposed project to residences

Oak trees leaning into creek.

Current eye level view.

View of proximity of creek to proposed project.

Page 3 of 3

have a beneficial effect on the scenic value of these trees because the gabion baskets could serve to protect the trees in the future. 12-5 cont

In conclusion we feel that that the proposed project will result in a significant aesthetic and noise impact to the homes along West Colonial Parkway and that the EIR Report does not adequately consider the unique considerations of West Colonial Parkway community due to the close proximity to Linda Creek. 12-6

Sincerely;

Rick & Andrea Walker

Rick and Andrea Walker

[redacted]

Additional Signers

Name	Address	Signature
Rose J. Bonnie Davis	[redacted]	RJD
Erin Foster	[redacted]	Erin Foster
Jim Griffis	[redacted]	Jim Griffis
Johanna Griffis	[redacted]	Johanna Griffis
Cheryl Tisa	[redacted]	Cheryl Tisa
Barbara A. Knight	[redacted]	Barbara A. Knight
Nathan Reams	[redacted]	Nathan Reams
Branton Evans	[redacted]	[illegible]
Fairon Shepard	[redacted]	Fairon Shepard
J. Rand Olson	[redacted]	J. Rand Olson
Thelma Olson	[redacted]	Thelma Olson
Annalee TenBrink	[redacted]	Annalee TenBrink

Attachment: 6 photos

Letter 12 Response

Rick and Andrea Walker (+ 12 additional signers)
May 25, 2018 (May 29, 2018)

12-1 The comment states that the temporary construction staging area to be located along West Colonial Parkway, as described on page 3-31 and depicted on Exhibit 3-11 of the Draft EIR, will destroy a large portion of an existing decomposed granite walking trail. The comment requests that when construction is complete, the City restore the trail through the open area, including the north-most section that was washed out and raked back, uncompacted, several years ago.

The comments have been forwarded to the City's Parks and Recreation Department to review the existing trails for any maintenance that is needed at this time. When this phase of the project is constructed, any existing decomposed granite trails affected by the project would be restored to the same or similar condition. Further, as identified under Impact 4.8-1, any disturbed areas, including the staging areas, would be revegetated with approved native seed mixes per the City of Roseville design standards. The native seed mixes would not include star thistle, and the use of native seeds to revegetate the area would discourage the growth of non-native plants. The comment does not address the adequacy of the Draft EIR, and no additional response is warranted for compliance with CEQA.

12-2 The comment expresses the opinion that the residences along West Colonial Parkway need to be added to the list of locations for consideration of screening the trail from existing residential and urban development.

It should be noted that Class 1 trails in Roseville are often built in neighborhoods with open fencing (such as wrought iron) and, therefore, it is not unusual for trail users to have views into private rear yards. While it is recognized that the proposed trail is closer to the property lines in this location than in some newer development areas where a minimum 10-foot setback is typically maintained, views would be mostly blocked by the solid floodwall with only partial views over the wall available to taller trail users and/or bicyclists. The comment addresses the proposed project and is not a comment on the adequacy of the EIR analysis. Loss of privacy or change in circumstances that may result in more viewers onto a private property is an important social consideration for the community and adjacent residents, but it is not an environmental issue within the purview of CEQA. The CEQA Guidelines state that economic and social changes resulting from a project shall not be treated as significant effects on the environment (section 15064(e)). Nonetheless, the fifth bullet on page 4.1-9 of the Draft EIR is revised as follows (new text shown in double underline):

> In addition, where appropriate, consideration would be given to screening the trail from existing residential and urban development, such as at the intersection of Sunrise Avenue south of Coloma Way, Oak Ridge Drive north of Rampart Drive, Rocky Ridge Drive north of Cirby Way, ~~and~~ Old Auburn Road north of South Cirby Way<u>, and West Colonial Parkway south of the decomposed granite loop to Old Auburn Road</u>.

It should be noted that any proposed physical modification to the existing floodwall, such as planting screening vegetation or adding a panel to the floodwall top to screen views from the proposed trail, would be subject to review and approval by FEMA consistent with the Code of Federal Regulations (44 CFR 59.1). Should FEMA

approve a "screening" modification to the existing floodwall, it could potentially include conditions that make implementation infeasible. For example, if "approval" would also trigger other substantial improvements (such as modifying structural elements "to comply with current code"), adding a screening element could be found infeasible.

12-3 The comment disagrees with the Draft EIR statement on page 4.1-12 related to the amount of visual change related to project implementation. The comment states that the project has not been designed in consideration of setbacks for the stretch of 12 homes along West Colonial parkway and that implementation of the proposed project would be a substantial change.

Setbacks were used as much as possible during project design, however, the topography of some portions of the trail does not allow for much separation between the trail and the property lines. In general, the most "visual" elements of the project (bridges and retaining walls) would be set back a bit from residences. Behind these particular houses on West Colonial, the project elements will be low profile, with no bridges or retaining walls being constructed.

With respect to the existing trail and type of use, the third sentence of the second paragraph on page 4.1-12 of the Draft EIR is revised as follows (new text shown in double underline):

> Where there is an existing paved trail, the type of use on the project site would remain the same, although the pathway may appear more prominent.

The comment also disagrees with the conclusion for Impact 4.1-1, that implementation of the Dry Creek Greenway East Trail would have a less-than-significant impact on the visual character or quality of the site and its surroundings. The comment expresses the opinion that mitigation is needed for the impact of having strangers peer into backyards and living spaces, resulting in loss of privacy. As discussed above in Response 12-2, while privacy is an important issue for consideration by the City when evaluating the merits of the proposed project, the topic is not within the purview of CEQA analysis. Therefore this comment, along with others received on the Draft EIR, will be forwarded to the decision-makers for their consideration. Please also see Master Response 1.

Additionally, the comment requests a City-serviced doggie waste station at both ends of the constricted section behind the homes on West Colonial Parkway and that a dog-waste litter pick-up program be implemented. The City of Roseville has installed dog "waste stations" at key locations in parks and open space areas in the past. This comment is acknowledged and will be forwarded to the decision-makers for consideration and implementation as part of final design.

12-4 The comment expresses the opinion that cyclists converse at significantly higher levels than people just walking and talking, therefore the proposed project will result in a substantial increase in the existing ambient noise level.

Page 4.10-11 of Section 4.10, "Noise," of the Draft EIR acknowledges that sound of people talking while using the trail could be audible at nearby residential uses or other sensitive receptors; however, such activities would be consistent with the level of noise typically experienced in residential neighborhoods where children may be playing or where neighbors may converse with one another. A project must be considered against established thresholds to determine a level of significance, in this case, the related threshold on page 4.10-6 of the Draft EIR, states "a substantial

temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project." While cyclists may converse louder than people just walking and talking, this would not be substantially higher than typical residential neighborhood noise, therefore it is not a significant impact. Further, it should be noted that the existing flood wall located at the rear property line of West Colonial Parkway homes could also function as a sound wall to reduce rear yard trail user noise.

12-5 The comment states that the proposed project could have a beneficial effect on the scenic value of the trees near Rocky Ridge Drive because the gabion baskets could serve to protect the trees.

This comment expresses support for the project and does not address the adequacy of the Draft EIR, and no additional response is warranted for compliance with CEQA.

12-6 The comment expresses the opinion that the proposed project will result in significant aesthetic and noise impacts to the homes along West Colonial Parkway and that the EIR does not adequately consider the unique considerations of West Colonial Parkway community.

Please see Responses to Comments 12-1 through 12-4.

Letter 13

[redacted]

From: [redacted]
Sent: Sunday, May 27, 2018 4:13 PM
To: [redacted]
Cc: [redacted]
Subject: Comments/Responses to East Draft EIR
Attachments: Zisk History 4-20-2004 EIR Bikeway Project.pdf

Mark Morse, Environmental Coordinator
Roseville City Manager's Office
311 Vernon Street
Roseville, CA. 95678

[redacted]

Could you please get back to me to assure me the information I am submitting to you will be displayed? [redacted] Cell
Please leave a message if I do not answer. I want to know I have met all deadlines.
I can meet with you, and anyone, at any time, including weekends and evenings. You need to see all this in person. Council refuses to witness what is occurring.

Please open the attached Zisk History... .pdf file and display every page, so the public may easily view. If you prefer, I can send each individual page.

This email is only one of many. There will be at least 4 to 5 emails with attachments also. There will be additional files and comments sent, I also wish the public to view.

13-1

All of this information relates to this East - Draft EIR and the entire trail system.

This Trail System should not continue nor should this Draft EIR until there is an unbiased investigation. Federal, Grand Jury, FBI, and/or other.

13-2

John Zisk

1

[redacted]

[redacted]

From: John Zisk [redacted]
Sent: Sunday, May 27, 2018 5:14 PM
To: Morse, Mark
Cc: [redacted]
Subject: Comments/Responses to East - Draft EIR
Attachments: Dec-19-1973-Res-73-122-PubNecessity.pdf; Meeting Minutes Feb 9 1967 B&W 200.pdf

This is possibly the largest Crime in Placer County. It is also Criminal since it has taken my families lives. I (John Zisk) was 9 years old and present at this Planning Commission Meeting Feb. 9, 1967 as shown below in the meeting Minutes. Also notice, Keith Sparks was the Roseville City Attorney present at this meeting giving my family approvals so we may build our home on our beautiful R1 buildable creek front property. After we used our trucking business and did 7 years of work, required by the City of Roseville... there was a resolution of necessity, as shown below, on Dec, 19,1973 for eminent domain to take most of my property. There was no plan, no purpose, no public necessity, no EIR, no feasibility study, no offer, no negotiations, no appraisal, no public meeting,.... All of this needs to be done prior to eminent domain. It has now been over 44 years. The city did not follow Due Process required by law or our constitution, and to the present date, still have not. There are dozens of other issues I would love to illustrate, however I do not have the time for this public comment time period. The city has recently put asphalt on my property that has nothing to do with the land they said they needed 44 years ago. This is another crime I need to illustrate. The City is not using the land they said they needed for the past 44 years. Here is a taste of how our local Gov. works. My family and I have maintained and held possession of all of this property our entire lives. It has been fenced, locked and posted my entire life. The City of Roseville has never owned Zisk land. Many council and managers have conceded to that fact and have told me so. In 1973 Keith Sparks (city attorney) was in extreme conflict when he Presided over the Zisk family in Superior Court 7 years after Keith was involved giving our approvals in 1967. Then after Superior court, Keith Sparks furthering his extreme conflict, Presides over the Zisk Family AGAIN in the Appellate Court when he was appointed to the court by Gov. Brown whom was Governor I believe 1976-81. These kinds of things are not supposed to occur in this country. The Roseville officials do not have enough integrity to object to their friends and co-workers being the Judge. Keith Sparks even authored the opinion and stated that the Zisk family did not apply for a permit to build their home until 1973, which is not true; because Keith Sparks was at the meeting in 1967 and my family was there getting this permit with Keith present. These are lies and the City of Roseville knows of these dirty activities. The citizens of this city need to know the truth. Gavin Newsom's father, Judge William Newsom was also the Judge. Sparks and Newsom are both buddies and I hear they live next to each other. This is all after the city require my family to invest millions into our property. In

13-3

1

Federal court, the city hires the Judges daughters law firm to represent the city of Roseville when her father is the Judge. Where can that happen in the United States of America? I keep asking the city simple questions and they refuse to answer. They state they answered them. That is not true. If they did then just give me a copy. I would like to explain to the people why all of this occurs. I know the answers. I now want the people to know before they go through what I have been through. Most of the previous upstream property people are walking on belongs to my family and is everything we own. We completed what the City of Roseville asked of us so we may build a home. We got approvals, however it has not yet happened. Also, the city if filling, and filling Dry Creek. What happened to ethics, morals, our local government, and our court system? Judges here who's wife was the Mayor of Roseville, presided as judge over my property in Connecticut. That is 3 times this local issue. I have only pointed out 2% of what has occurred. I also have tens of thousands of photos. And, thousands of other documents. Visit [redacted]

It all began at my home, [redacted] For over 40 years the City of Roseville never stepped foot on this property (my property, Zisk land). There never was a trail in the City of Roseville. The city did not even want the land adjoining/next to mine until about 3 decades later. My family and I have lived this torture for 51+ years. This said "trail" is still not complete, and is built on Non-Condemned property that me and my family have owned throughout my lifetime. The city is not using what they said they needed. More and more laws are broken every day. I want to know "why" my father did not get a vacation the last 32 years of his life, and the last 24 years for my mother. Please contact me at [redacted] and I will show you more including maps, videos, photos, Transcripts, meetings, etc..... In Court the City Experts stated my parcel of land has a total value of $225. I have told and shown thousands of residents. They all laugh. It is so ridiculous, they laugh. Anyone whom has walked the Miners Ravine Trail knows my property is worth more than two hundred twenty five dollars. This story takes an entire day to explain. Many people cry. Many city officials and employees have admitted to these facts.

13-3 cont.

Since this trail was placed on my property, I have been burglarized and vandalized over a dozen times. The trail goes right through my property next to my home. The city took out my fence. Residents should know what they are doing when they let the city get away with these crimes. There have been hundreds of crimes just at my property. All the trucking equipment is bashed in, cars are destroyed, theft, theft, theft, house windows busted.... Can anyone imagine how much crime will occur on another 4 mile section of trail. Most of the windows busted out of my home and all of my vehicles and all of my trucking equipment. These crimes have been committed numerous times; not just once. I spend each day picking up what the city allows people to destroy. Homeless camp under my home, light fires, Defecate everywhere, are violent, people shoot all fish and animal life in the area, spear fish, throw rocks and throw rocks at me, take all the fruit from my trees then break them off, steal from my garden, I do not talk to them but they threaten me, people urinate right in front of

2

me. They walk next to my home to defecate, have stolen most of my families belongings, motorcycle, $4000.00 lawn mower, disassembled my tractor, etc. etc. etc..... It would take an entire book of writing to illustrate all the crimes that this trail has created. There was never any plan to police it. 44 years ago? Police tell me they will not patrol and do not have the time unless it is an emergency. There are fires every other year. I have seen days on end of countless Drug Deals. I can show anyone the thousands of photos. There is so much that the police much of the time do not even respond. I would like for council, managers, employees, and residents to see what this trail has created. The city is responsible for what has taken place. At my home I grew up with quail, fox, coyotes, deer, muskrats, geese, peacocks, beavers, chickens (off leash dogs rip apart now), cats, swans, ducks, squires, some varmints, and a lot of other life. Most of this life is no longer present at my home due to people intentionally killing everything they see. Almost nothing but destruction. Council members state they want to preserve the creek and wildlife. These are politicians for you. This is so untrue, I just shake my head in disgust. Some residents do not understand, as council does not understand that animal life leaves when people walk through. People come to the creek with their CO2 guns and shoot all the fish. Police have told me it is ok that people Spear the fish (salmon, steelhead, trout, etc.) Please let me show you. [redacted]

13-3 cont.

My father has been illustrating extensive Fraud with water levels and water studies. I now want the people to view these maps and studies. I have collected this data for the past 50 years. It is impossible to go through what is inside this current EIR. The city is only following procedures now because they have not yet followed them from the past. The city of Roseville changes flood levels by illegally filling. Please let me show you.

13-4

The first thing the city did was to remove endangered species of plants. The city did not even tell me they were bulldozing through my property. They tore out Elderberry trees (endangered Elderberry Beatles) exactly where the asphalt was set. They pushed the dirt into the creek filling more and more. I would like for the people to learn about the deception and lies portrayed. Grandfathered oak trees are ripped out. They blocked the roads to the back of my property. I have saved a homeless persons life that fell into hi-water when he was drunk and urinating in the creek, and actually saved all of dry creek from fire also (many times). This is what I do most every day. There are so many camps that people are frightened to use the trail. Eight year old children sometimes play after dark in the water and in the brush with the after dark bad people around. I walk them home to their parents. This subject will also take a book of writing also.

13-5

The city has removed the water banks protecting my home. City officials refuse to visit me to see what they have done. The city has illegally filled thousands and thousands of yards of fill into the middle of dry creek. It was strategically place is certain section of the creek to erode and block the channel to lower the flooding in downtown Roseville. The city used outdated 1956 maps for flood studies values. FEMA and Army Corp. of Engineers and other agencies

need to visit to see this. Tree and creek flood Maintenance only occurred sometimes until my father died. Now the city will not speak with me and vegetation is out of control. The city intentionally blocked and dammed the water at my property with thousands of yards of illegal fill/rocks to lower the flood elevations of downtown Roseville and to hide the fraudulent flood studies of the past. Please let me illustrate how much danger the residents are in. I have more photos of flooding and can illustrate where and how much water goes in each part of Roseville. There needs to be a Federal Investigation. Please help me inform Congress and federal agencies. I will show you these studies and maps. I can only imagine the number of schemes the city is planning on a new 4.25 mile section.

This land is beautiful because my father and I made it that way. We did it for a home. On a beautiful day or sometimes parts of a weekend people see the beauty. I want citizens to see what I am living the other 99% of the time they don't. I also want people to see the History of my property, from the railroad tracks, to water, to business, to location, to historic monuments, and much more.... I am trying to put some closure to this. The city is destroying this land, my home, my belongings, my business, my family, my life, and now my children's lives. It is mind blowing what the council and some officials have told me. Please demand the city answer my questions. Large law firms tell me I am right and the city is wrong. They all want $1,000,000.00 to start another law suit. I will not live that long.

13-5 cont.

Now this issue is being complicated by the East – Bike Trail.

I own about 1500 feet of Dry Creek. The only parcel of land the city ever wanted is my 3.72 acre parcel located in the "Heart" of Roseville that just happened to have held the Water and Electric Franchise to the City of Roseville. It's all about WATER. Not a trail.

I love bike riding. I love trails. I love all the people whom have walked the trails. I care for the homeless. I love all animals. Most all City police and employees are great. There is a proper way to do a trail system, and it is not the way the City of Roseville has done it. I have many ideas and suggestions. Please help.

13-6

Please remember, this is only 3 percent of what is occurring. It is not what the city tells you; it is what they do not tell you. Omission is the same as lying.

Please require the City of Roseville to clean up their mess before they start another one.

John Zisk

[redacted]

1967 My family and I got a use permit, grading permit, fish and game permit, purchased a dragline to dredge the creek doubling the flow capacity, and for the next 7 years completed what the city requested we do.

Advisory: P. Hollick, City Planner; Kai
Staff: Elsie Schimpf, Recordi

Mr. & Mrs. Bill Zisk & sons,

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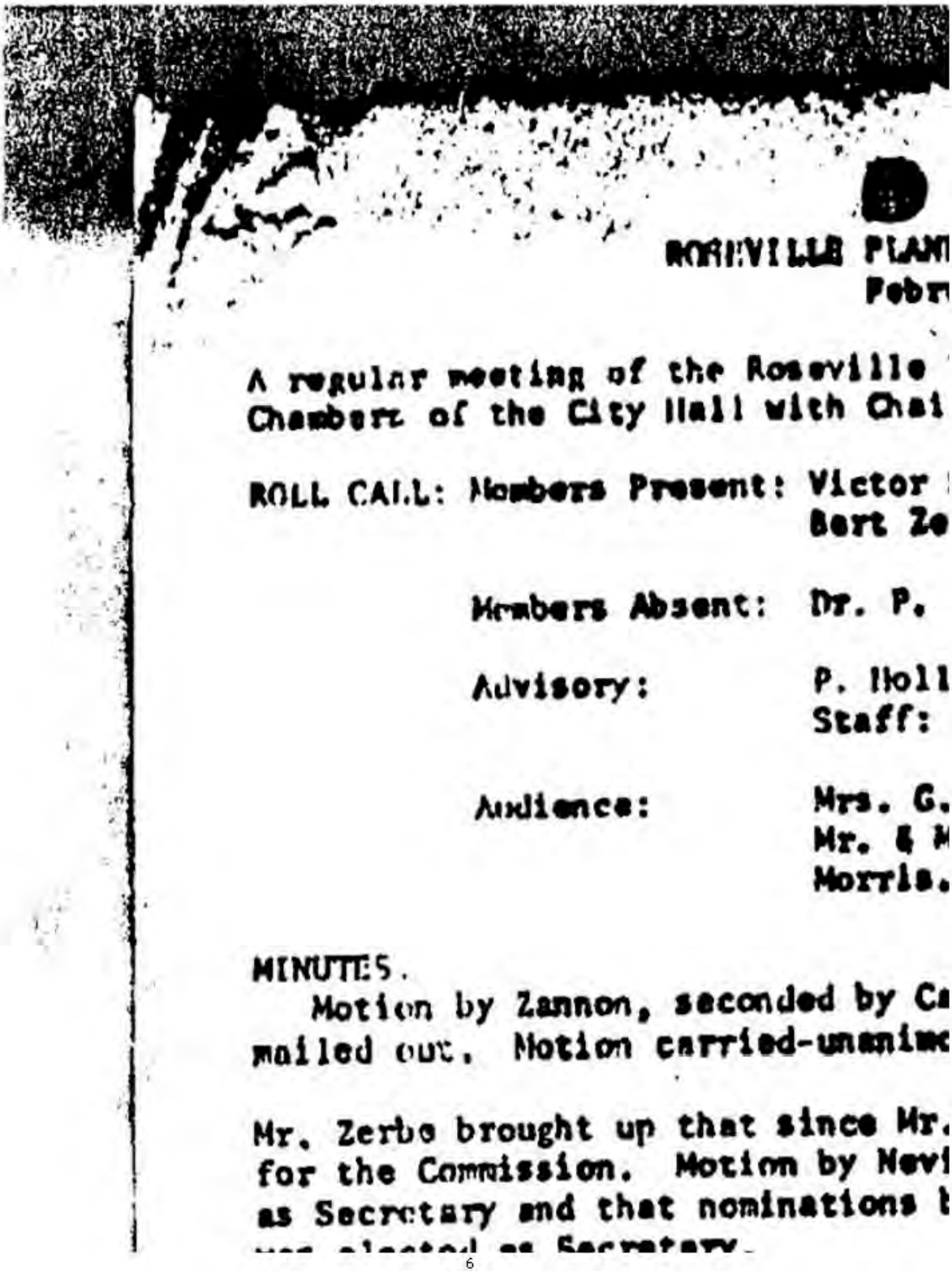


ROSEVILLE PLAN
Febr

A regular meeting of the Roseville
Chambers of the City Hall with Chai

ROLL CALL: Members Present: Victor
Bert Ze

Members Absent: Dr. P.

Advisory: P. Holl
Staff:

Audience: Mrs. G.
Mr. & M
Morris.

MINUTES.
Motion by Zannon, seconded by Ca
mailed out. Motion carried-unanimo

Mr. Zerbe brought up that since Mr.
for the Commission. Motion by Nevi
as Secretary and that nominations b
was elected as Secretary.

6

1973 Please refer to [redacted] to see how many laws are being broken. Where is the integrity of our City?

ATTEST: PAULINE BROCKMAN, CITY CLERK.

RESOLUTION NO. 73-122

RESOLUTION OF PUBLIC NECESSITY AND CONVENIENCE FOR CONDEMNATION OF REAL I
BICYCLE PATH PURPOSES

BE IT RESOLVED that the City Council of the City of Roseville, State of (
determine that the public interest and necessity require the acquisition of th
property hereinafter described for a public use; namely, for public park and l
other public uses as may be authorized by law. That the said property is nec
purpose and is a use authorized by law, and that such proposed public improver
which will be most compatible with the greatest public good and the least pri

BE IT FURTHER RESOLVED that the City Attorney of the City of Roseville i
institute eminent domain proceedings in the Superior Court of the State of Ca
for the purpose of acquiring the fee simple title in and to the said property
Exhibit "A", attached hereto and made a part hereof, for said public use.

The foregoing resolution was adopted by a 4/5th vote of the City Council
of California, this 19th day of December, 1973, as indicated below on roll ca

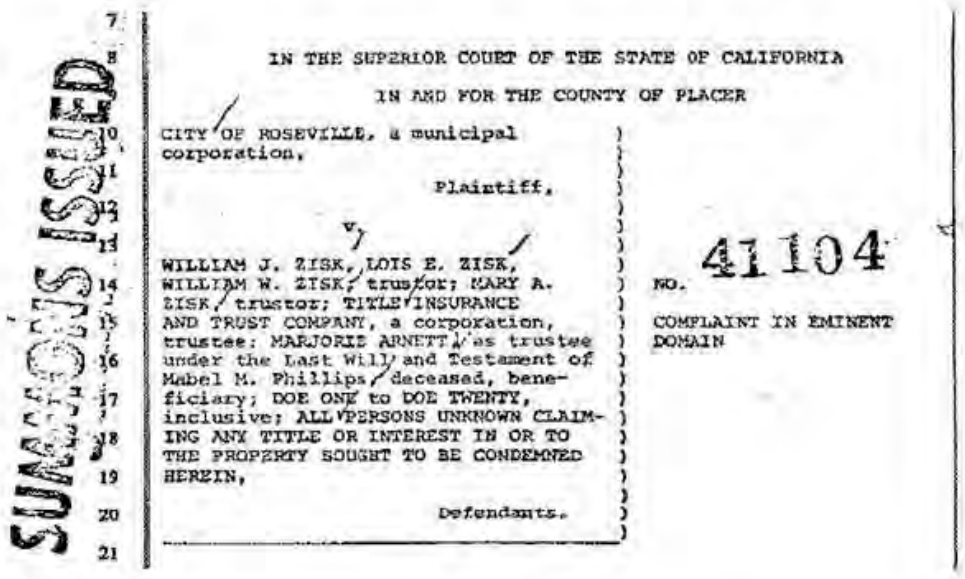
Ayes Councilmen: Gilbert A. Duran, Owen R. Waltrip, Jr., Kenneth F. Royer,
Noes Councilmen: George A. Buljan
Absent Councilmen: None

Signed and approved after its passage this 19th day of December, 1973.

CE

ATTEST: PAULINE BROCKMAN, CITY CLERK.

7



SUMMONS ISSUED

IN THE SUPERIOR COURT OF THE STATE OF CALIFORNIA

IN AND FOR THE COUNTY OF PLACER

CITY OF ROSEVILLE, a municipal corporation,

Plaintiff,

v.

WILLIAM J. ZISK, LOIS E. ZISK, WILLIAM W. ZISK, trustor; MARY A. ZISK, trustor; TITLE INSURANCE AND TRUST COMPANY, a corporation, trustee; MARJORIE ARNETT, as trustee under the Last Will and Testament of Mabel M. Phillips, deceased, beneficiary; DOE ONE to DOE TWENTY, inclusive; ALL PERSONS UNKNOWN CLAIMING ANY TITLE OR INTEREST IN OR TO THE PROPERTY SOUGHT TO BE CONDEMNED HEREIN,

Defendants.

NO. 41104

COMPLAINT IN EMINENT DOMAIN

APPEAL FROM THE JUDGMENT OF THE SUPERIOR COURT

OF THE STATE OF CALIFORNIA IN AND FOR

THE COUNTY OF PLACER

---oOo---

KEITH F. SPARKS, JUDGE

1977

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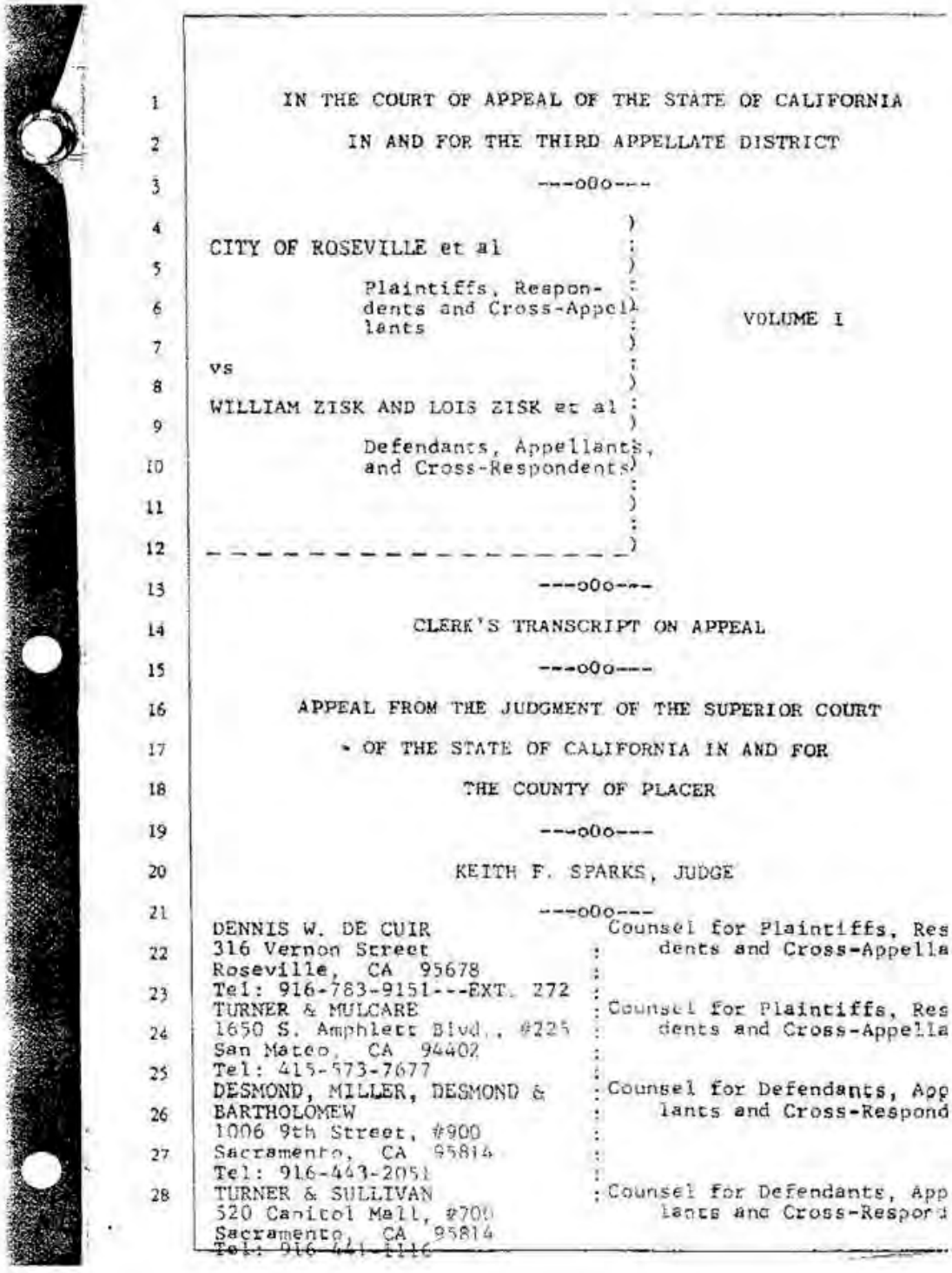

IN THE COURT OF APPEAL OF THE STATE OF CALIFORNIA

IN AND FOR THE THIRD APPELLATE DISTRICT

---oOo---

CITY OF ROSEVILLE et al

Plaintiffs, Respondents and Cross-Appellants

vs

WILLIAM ZISK AND LOIS ZISK et al

Defendants, Appellants, and Cross-Respondents

VOLUME I

---oOo---

CLERK'S TRANSCRIPT ON APPEAL

---oOo---

APPEAL FROM THE JUDGMENT OF THE SUPERIOR COURT

OF THE STATE OF CALIFORNIA IN AND FOR

THE COUNTY OF PLACER

---oOo---

KEITH F. SPARKS, JUDGE

---oOo---

DENNIS W. DE CUIR
316 Vernon Street
Roseville, CA 95678
Tel: 916-783-9151---EXT. 272
Counsel for Plaintiffs, Respondents and Cross-Appellants

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Counsel for Plaintiffs, Respondents and Cross-Appellants

DESMOND, MILLER, DESMOND & BARTHOLOMEW
1006 9th Street, #900
Sacramento, CA 95814
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Counsel for Defendants, Appellants and Cross-Respondents

TURNER & SULLIVAN
520 Capitol Mall, #700
Sacramento, CA 95814
Tel: 916-441-1116
Counsel for Defendants, Appellants and Cross-Respondents

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1978

IT IS FURTHER ORDERED, ADJUDGED AND DECREED that defendants WILLIAM J. ZISK, LOIS E. ZISK and the COUNTY OF PLACER, have and do recover of and from plaintiff their costs of suit incurred herein, if any.

DATED: MAR 2 1 1978

JUDGE OF THE SUPERIOR COURT

- 4 -

ATTEST: PAULINE BROCKMAN, CITY CLERK.

RESOLUTION NO. 73-122

RESOLUTION OF PUBLIC NECESSITY AND CONVENIENCE FOR CONDEMNATION OF REAL PROPERTY FOR PUBLIC PARK AND BICYCLE PATH PURPOSES

BE IT RESOLVED that the City Council of the City of Roseville, State of California, does hereby find and determine that the public interest and necessity require the acquisition of the fee simple title in and to the property hereinafter described for a public use; namely, for public park and bicycle path purposes, and for such other public uses as may be authorized by law. That the said property is necessary for such public use and purpose and is a use authorized by law, and that such proposed public improvement and use are located in a manner which will be most compatible with the greatest public good and the least private injury; and

BE IT FURTHER RESOLVED that the City Attorney of the City of Roseville is hereby authorized and directed to institute eminent domain proceedings in the Superior Court of the State of California, for the County of Placer, for the purpose of acquiring the fee simple title in and to the said property, as more particularly described in Exhibit "A", attached hereto and made a part hereof, for said public use.

The foregoing resolution was adopted by a 4/5th vote of the City Council of the City of Roseville, State of California, this 19th day of December, 1973, as indicated below on roll call:

Ayes Councilmen: Gilbert A. Duran, Owen R. Waltrip, Jr., Kenneth F. Royer, Baron Reed
Noes Councilmen: George A. Buljan
Absent Councilmen: None

Signed and approved after its passage this 19th day of December, 1973.

GEORGE A. BULJAN, MAYOR

ATTEST: PAULINE BROCKMAN, CITY CLERK.

original on file in this office.

ATTEST:
City Clerk of the City of Roseville, California
DEPUTY CLERK

ROSEVILLE PLANNING COMMISSION MEETING MINUTES
February 9. 1967

A regular meeting of the Roseville Planning Commission was held at 8:00 P.M. in the Council Chambers of the City Hall with Chairman Bert Zerbe presiding on February 9, 1967.

ROLL CALL: Members Present: Victor Schulman, George Campbell, Elmer Nevis, John Zannon, Bert Zerbe.

Members Absent: Dr. P. Dugan. D. E. Vittetoe.

Advisory: P. Hollick, City Planner; Keith Sparks, Asst. City Attorney. Staff: Elsie Schimpf, Recording Secretary.

Audience: Mrs. G. Campbell, V. Harrigan, J. Woodworth, G. Chilton, Mr. & Mrs. Bill Zisk & sons, N. Nichols, B. Golgoski, Miles Morris.

FILED
FEB 1967
CITY OF ROSEVILLE

MINUTES.
Motion by Zannon, seconded by Campbell, that minutes of January 26, 1967 be approved as mailed out. Motion carried-unanimously.

Mr. Zerbe brought up that since Mr. Chilton's resignation there is no official Secretary for the Commission. Motion by Nevis, seconded by Schulman, that Mr. Zannon be nominated as Secretary and that nominations be closed. Motion carried-unanimously and Mr. Zannon was elected as Secretary.

CORRESPONDENCE AND OTHER ACTIONS:
Information on service station criteria was submitted to Commission with agenda for their information.

Letter from Hospital Planning Council was submitted by Planner on hospital facilities and will be studied by Commissioners and discussed at next meeting.

USE PERMIT (CONTINUED), EASTWOOD PARK REALTY:
Held over pending removal of sign on freeway. Action on the sign at the southwest corner of Coloma Way and Sunrise Avenue has been held over for the last two meetings pending the removal of the tract advertising sign deteriorating along Interstate 80 at the lower end of the subdivision. This sign has been removed by Eastwood Park Realty and, therefore, the use permit for the new sign at Coloma Way and Sunrise Avenue can be granted, as indicated earlier by the Commission.
Motion by Campbell, seconded by Zannon, that use permit for new sign as per plan submitted be approved at Coloma Way and Sunrise Avenue for Eastwood Park Realty for one year. Motion carried-unanimously.
Mr. Zerbe asked that since plan shows lighting would this still be installed and Mr. Harrigan advised there is no place to get electricity from at present but this would be considered later when such is available.

FLOOD PLAIN REGULATIONS:
Discussion and recommendation if proposed ordinance is available. It was the Planning Commission's indication at the meeting of January 26th with the Park & Recreation Commission, that we review the proposed flood plain regulation ordinance and make our recommendations to the Council at this meeting of February 9th. The Director of Public Works has met with the City Attorney and discussed the proposed ordinance. However, some changes were suggested by the City Attorney and he is now in the process of drawing up a revised ordinance, which has not been received by this office as of the date of this agenda. If it is available by the 6th or 7th from the Attorney's office, I will distribute it to you immediately so that we can still possibly take action on the 9th. However, if we don't receive it in time for review for the meeting of the 9th, I suggest then that we hold it over until an opportunity for review can be had. In the meantime, I suggest that if any of you still have questions that you contact Mr. Atteberry's office and discuss with him any problems.
Since ordinance was not ready this matter was held over until it is available. Public Works Department has finished flood plain maps and they are available in the Engineering office.

MATTERS NOT ON THE AGENDA:

Members Absent: Dr. P. Dugan, D. H. Vitteloe.

Advisory: P. Hollick, City Planner; Keith Sparks, Asst. City Attorney. Staff: Elsie Schimpf, Recording Secretary.

Audience: Mrs. G. Campbell, V. Harrigan, J. Woodworth, G. Chilton, Mr. & Mrs. Bill Zisk & sons, M. Nichols, B. Goligoski, Miles Morris.

FILED

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Since ordinance was not ready this matter was held over until it is available. Public Works Department has finished flood plain maps and they are available in the Engineering office.

MATTERS NOT ON THE AGENDA:

Mr. Miles Morris submitted a fence sketch plan in order to get approval to he can get a business license for an auto dismantling yard on Berry Street. The plan was studied and the matter of burning discussed with Mr. Morris. According to new ordinance businesses could burn for two years if permit was obtained to do so from City. Mr. Morris wants to get permission to open his business whether he is allowed to burn or not. Mr. Schulman discussed the plan submitted and Mr. Hollick advised the trouble with the zoning ordinance is that there is no criteria listed for construction of fences for this type of business. Mr. Zerbe gave oral report on requirements listed for fence put in on Berry Street.

2/9/67 Commission Minutes.

Motion by Schulman, seconded by Campbell, based on sketch plan submitted and on fence standards to be vertical board fence, new lumber, go clear around property, 30' gate, fence painted or stained, solid redwood fence, at least 6' high, no signs or auto parts to be hung on outside of fence-that fence be approved. Motion carried-unanimously.

The Zink use permit application had not been reviewed by Public Works Department as yet so will be considered at next meeting.

REPORTS FROM PLANNER:

Joint meeting February 16, 1967-streambeds and park system report from Consultant. As indicated at our last joint meeting, we were looking towards this date of the 16th to consider in more detail the work being done by EBS on the park system as well as the streambed details. It appears now that this date will be definite and, therefore, we will plan to meet February 16th with the Park & Recreation Commission at 8:00 P.M. in the Council Chambers.

Mr. Hollick pointed out that flood plain ordinance and map is for flood control and does not refer to how much land will be wanted for greenbelt although the City will want to use portion of flood plain in greenbelt system.

STATUS REPORT OF PROPOSED PLANNING PROJECTS AND ORDINANCES:

Sign Committee-progress report. Mr. Zannon gave a brief oral report advising the Committee had received ordinances from four other cities. He feels worst problem is with A-frame signs at service stations and used example of one at Douglas Blvd. and Keehner Avenue which blocks view of traffic. He believes Commission should check with Counsel on any proposed amendments to see that they do not exceed authority and provisions can be enforced. Mr. Nevis advised of the new signs up on business on Douglas Blvd. that are built back and no higher than buildings which look very nice. Mr. Hollick feels areas to be covered should be decided upon such as billboard signs, political signs, etc.

Mr. Zerbe brought up problem that ordinance is not enforced on illegal signs as the stations on Douglas Blvd. and Keehner Avenue has permission for only one free standing sign on use permit. Mr. Zannon feels Commission should take a trip around town at approximately 4:30 P.M. to observe signs and how they affect traffic. General discussion was held on sign provisions in other cities and how they are enforced. Mr. Zerbe asked if Service Station Assn. had been contacted on this matter as they will help to enforce rules. Mr. Hollick will go through ordinances received and pick out sections that may help Roseville and then after these have been studied by Commission they can be put into ordinance form for incorporation into law. Mr. Zerbe suggested setting up of front set-back with no parking or placement of any objects in such. Problem of S.P. property where sign locations are leased was discussed and signs along State freeway. There should be ordinance provisions for such signs so that when they leave State control the City can regulate them.

Mr. Zannon suggested the Sign Committee might appear at next Chamber of Commerce meeting and advise them of the Commission's intentions in this matter and also will contact Service Station Assn. and possibly sign construction people for their help. Mr. Houser, Secretary-Manager of Chamber will be invited to next sign ordinance discussion.

Wrecking Yard Committee-progress report. Mr. Schulman advised he found very little on standards for such businesses and submitted a written report in two parts for study of Commissioners and comment at next meeting. He stated report is not quite complete and he will have suggested list of trees and shrubs for landscaping and also sketches of types of fences, etc.

ADJOURNMENT:

Motion by Zannon, seconded by Schulman, that meeting be adjourned at 9:15 P.M. Motion carried-unanimously.

Meeting adjourned.

Respectfully submitted,

Elsie Schimpf

Elsie Schimpf,
Recording Secretary.

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ADJOURNMENT:

Motion by Zannon, seconded by Schulman, that meeting be adjourned at 9:15 P.M. Motion carried-unanimously.

Meeting adjourned.

Recording Secretary.

February 23, 1967

A joint Planning Commission-Park and Recreation Commission meeting was held at 6:15 P.M. in the Council Chambers of the City Hall on February 23, 1967 for the purpose of reviewing streambed policy and maps as developed by EBS Management Consultants, Inc.

Roll Call: Planning Commissioners Present: D.E. Vittetoe, Victor Schulman, George Campbell, John Zannon, Dr. P. Dugan, Bert Zerbe. Park & Recreation Commissioners: Fred Wittsche, A. Anderson, Ed Alexander, Frank Lopez, Robert Pullen, N. Fratis, Jr. Advisory Staff Present: P. Hollick, City Planner; E. Mahany, Director of Parks & Recreation; S. Markus, Park Supt.; M. Ucovich, Recreation Supervisor; Recording Secretary-Elsie Schimpf. Del Davis of EBS Management. Audience: J. Woodworth, Mr. & Mrs. Wm. Zisk & sons, N. Nichols, B. Goligoski.

Mr. Hollick introduced Mr. Davis of EBS Management to present further details on park system study and streambed plan. Mr. Davis first presented proposed overall objectives: 1. Meet the present and projected recreation needs of the community by providing those facilities which the local residents now, or in the near future, will deem desirable. 2. Accommodate and further stimulate a varied recreation program. 3. Stimulate diversity in the patterns of land use development. 4. Encourage private development which will complement and extend the public park and recreation system. 5. Encourage quality in development by setting outstanding examples.

Mr. Davis then gave a brief explanation for each objective and asked for suggestions or ideas on same. When approved the objectives will become the overall goals of the park system development. On map submitted Mr. Davis pointed out planned pedestrian, biking and equestrian pathways and scenic vista area and discussed impact adjacent communities would have on their use. He pointed out available recreation area under power lines in 500' wide swath. If landscape freeway system is planned this could possibly be tied into the greenbelt system, tieing together the natural areas which can be a problem. Development of parkway is dependent on Council action as this is land above the area provided for cars. Suggested for roadways are Sierra College Blvd., Cirby Way, Auburn-Folsom Road, Baseline Road which would make nice landscaped areas. Streambed areas were pointed out on map and distances between major areas. City streets to use to tie areas together will have to be checked.

To do study EBS broke total community into reasonable geographic areas and established population projections for same. They then studied each area and where it was felt population would have greatest growth and projected park needs for same. Then community areas were broken down into neighborhood park areas that children could get to without crossing a major street. Scenic overlook type locations were suggested for Sierra College Blvd. and possibility of public golf course in this area. Policy decisions will have to be made on whether to serve only Roseville area instead of Sacramento Metropolitan Area.

Mr. Davis advised of meeting between he, Mr. Hollick and Mr. Ucovich to correlate plan and they will have further meetings to develop final report and they will have definite recommendations in this report as to facilities needed, sizes and lengths of areas, etc. Mr. Schulman stated lines can be marked on map but developers may be building in crosspurposes to plan and City needs guide to establish restrictions to keep areas needed open. Mr. Davis stated plan will be submitted in detail so decision can be made as to definite areas desired for development and will specify crucial areas for immediate action. Mr. Zerbe asked how map ties into General Plan and with County planning and Mr. Davis advised it is drawn to fit into General Plan of City but County is not doing any planning at present. They are mostly interested in park areas to serve larger sections. There has been no planning to the

west. Mr. Hollick feels County is looking to City to provide impetus as they have a limited staff and are not in a position to do much in this line. They are in the process of developing a General Plan for County and City should watch recreation element to see if it conforms to our General Plan but he feels they will be well integrated. County has set up a County Coordinating Committee to deal with recreation and parks and this will create exchange of information in joint meetings. Mr. Zannon expressed his doubt at the projected 110,000 ultimate population. Mr. Davis explained that Roseville is in prime area to attract major industries which creates population growth.

Mr. Schulman stated it is not necessary to take whole plan at once but do crucial work before land is not available. Mr. Markus feels land should be acquired while cheap and still open, and mentioned possibility of revenue bonds to purchase land so that those using land at present would pay their share and those using it in the future would also pay their share. Mr. Davis brought up possible option method for land and Mr. Hollick advised such a plan is being devised for City and large land holders are very much interested in plan as it would help pay taxes. Mr. Pullen advised of AB1150 on setting up of ordinance requiring if lands are developed City can request certain portions to be set aside for park and recreation or require moneys to be deposited in lieu for service of people in certain area that is developed. Dr. Dugan asked if flood plain is to be integrated into greenbelt and Mr. Davis stated greenbelt is complimentary to flood plain but is not to be basis for lands required for greenbelt area. Mr. Vittetoe feels population influx depends on how City plans to handle same. Mr. Markus believes City should have a Master Plan for park and recreation system same as it has a General Plan and this way land can be acquired and be available when needed. Mr. Hollick pointed out one of troubles in past was individual subdivisions coming in and City not knowing how much land was going to be needed for parks. Mr. Davis advised final park and recreation plan will be keyed for priority. Mr. Sparks asked if there will be any estimate of how much land will need to be acquired by purchase and how much will be available by dedication. Mr. Davis stated they will give estimate of how much should be considered for acquisition and will list source of funds available for assistance in developing park system and natural areas.

Mr. Hollick advised that City has received patent for 40 acre parcel near Johnson Ranch for park purposes from government. Mr. Davis stated that when final plan is accepted layout and architectural design will be needed and discussed possible homeowner's association for maintenance and policing as used in other cities.

Meeting was adjourned at 7:55 P.M.

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A study session meeting of the Roseville Planning Commission was held at 8:00 P.M. in the Council Chambers of the City Hall on February 23, 1967 with Chairman Bert Zerbe presiding.

Present: Planning Commissioners: John Zannon, D.E. Vittetoe, Dr. P. Dugan, G. Campbell, V. Schulman, Bert Zerbe. Advisory: K. Sparks, P. Hollick; Del Davis, EBS Management. Staff-Elsie Schimpf. Audience: N. Nichols, M. Ucovich, D. Osborn, J. Woodworth, B. Goligoski, Mr. & Mrs. Wm. Zisk & sons, members of Service Station Assn.: Mr. Arcuri, Mr. Atwood, Mr. Harris, Mr. Sachs, Mr. Emerton, Mr. D. Harris and 3 other members.

MINUTES:
Motion by Zannon, seconded by Campbell, that minutes of 2/9/67 be approved as mailed out. Motion carried-unanimously.

CORRESPONDENCE AND OTHER ACTIONS:
Letter-Hospital Planning Council (continued from last meeting). This letter is from the Hospital Planning Council requesting we set up a policy and procedure for referring use permits on convalescent hospitals and related uses for review by the Hospital Planning Advisory Council. As a matter of procedure, if this is acceptable to the Commission, when a use permit is submitted to the Planning Department I would immediately refer it to the Hospital Planning Council for review. This would be prior to an applicant formally and officially submitting the application for Planning Commission procedure and before he has paid his fee. Once I have received the report from the Hospital Planning Council I would then set an appointment with the applicant and we would go over the report. At that time, pending the results of the report from the Hospital Planning Council, he could then either withdraw his tentative application or go ahead and submit to the Planning Commission for action. The Commission could set this in the form of a policy that would be adopted as part of the Rules and Regulations procedure.
Procedure was discussed. Motion by Zannon, seconded by Schulman, that Commissioners are in agreement with procedure proposed ab ove for use permits on convalescent hospitals and Planner is authorized to follow such procedure. Motion carried-unanimously.

Letter-California Roadside Council, referral from City Council. Letter from Roadside Council has to do with the Federal Highway Beautification Act of 1965 and requests that local jurisdictions pass a resolution opposing certain sections of the Act, specifically the compensation requirement for the removal of billboards. If after the review of the letter the Planning Commission feels a resolution justified it can then be referred to the City Council for appropriate action. Mr. Hollick advised the Roadside Council feels the section questioned is apt to prove expensive for cities and is not needed. Proposed resolution was studied and discussed and Commissioners feel it has merit.

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Motion by Campbell, seconded by Zannon, that Commission approves proposed resolution as requested by the California Roadside Council and refers same to Council for action with recommendation for adoption. Roll call vote: Ayes-Zannon, Vittetoe, Dugan, Campbell, Zerbe. Noes-Schulman. Motion carried.

Sketch-Troy Sanders, re: street name changes. Troy Sanders has requested some street name changes on Main and Lincoln Streets. Inasmuch as the diagram and some explanation of the recommendation is required I think it would be better if we took this up at the Commission meeting together.

Recommendation was discussed by Mr. Hollick who pointed out proposed change of Lincoln Street to Church Street and Church Street to Lincoln Street which involves a number of business addresses and since there is definite turn in street does not feel change is beneficial here. Chairman ordered letter filed and reply sent to Mr. Sanders explaining feelings of Commission that change as proposed is not justified but if Mr. Sanders wishes to pursue the matter further he should submit an official request for change and state reasons for such changes as he feels needed.

MATTERS NOT ON THE AGENDA:

Chairman requested Secretary to send letter of appreciation to Mr. Nevis for his services to the Commission.

Mr. Hollick brought up matter of policy on Cirby Way Assessment District in regard to streets to be developed and Commission is by law to find whether streets will be constructed to standards set up in General Plan. Cirby Way will be constructed as a major street and Coloma Way as a minor street. Standards in feet as required by Subdivision Ordinance were reviewed and Mr. Schulman asked how this assessment district will tie into parkway as planned for Cirby Way in recreation system study. Mr. Hollick advised parkway would be area beyond what is planned for street.

Motion by Schulman, seconded by Campbell, that Commission finds that after review of street plans for Cirby Way Assessment District and finds that streets will be built and plan for construction shows that they will meet standards as set in City General Plan with Cirby Way planned for a major street and Coloma Way as a minor street. Motion carried-unanimously.

HEARING, USE PERMIT, W. ZISK APPLICANT:

Mr. Zisk requests to construct two dwellings in R-1 FP (Residential Flood Plain) Dry Creek near Thomas Street. Mr. Zisk requests that he be allowed to build two dwelling units in the flood plain area on Dry Creek south of the extension of Thomas Street. The Engineering Division has this proposal under consideration and will submit a report for Planning Commission review at the meeting. Since I have not received a report yet from them, it is impossible for me to make any recommendations at this time. In addition to the application for use permit, Mr. Zisk will also have to file with the Planning Commission a lot split map inasmuch as he is wanting more than one dwelling unit on a parcel. The two that he proposes, plus the one existing, constitutes a total of three dwelling units, therefore he will have to split the property into at least three pieces under the R-1 zoning.

Public Works memo: "In our original review of this project with Mr. Zisk, it was stated that he requested permission to build up a small area shown in brown cross hatching on the attached map, for purposes of constructing a single family residence. It is the opinion of the Public Works Department that this could be accomplished with a minimum of disturbance to the flood plain and in exchange for this permission to raise this area, Mr. Zisk had agreed to do certain cleaning of the existing channel. The Public Works Department would recommend approval of this portion of the plan, contingent upon a written agreement between the City and Mr. Zisk for cleaning of the channel through his property. In addition to this original request, Mr. Zisk is now requesting permission to construct a levy, (the brown line shown on the attached map) which would remove approximately 12 acres from flood plain. The Public Works Department has not had sufficient time to analyze this request and makes no recommendations concerning the matter at this time."

Mr. Zisk advised joint tenancy of property is reason for requesting two home sites. There are two existing houses on the property at present. Flood plain area affecting property was studied and Engineering Division feels area proposed for new homes is almost all out of the flood plain. Mr. Zisk advised of process he would use in dredging to fill pad and would clear sand bars out of stream and not disturb spawning area or natural habitat. He plans to landscape the area and terrace creek side for beautification. He would like to salvage existing pond if possible but it is now a mosquito problem. He does not wish to split the property but leave as a large parcel. Mr. Zerbe explained that lot splits were necessary in order to construct two homes requested and access to such lots should be delineated on lot split map. He would be required to put in street to City standards as a condition of the lot split. This is an R-1 Zone and since it is only one parcel lot splits are needed (at least into three lots) to construct two new homes on the property. Two existing homes are non-conforming use. Mr. Zerbe asked if existing homes are connected to sewer line and Mr. Zisk advised he did not know but there is City sewer easement along property and City has granted three hook ups in return for easement. Mr. Zerbe believes lot split map should be filed so definite lots and where houses sit on lots will be shown so that Building Department will know where setbacks are and can see lot lines. Possibility of allowing clearing of channel and building of pad was discussed but it is felt lot split map must be submitted before this can be allowed. Mr. Zisk questioned if rezoning would help and leave property in one piece but Commission does not feel area should be rezoned. Chairman ordered hearing continued until Mr. Zisk can submit further information as required.

REPORTS FROM PLANNER:

"A" frame sign control. The Association representing the gasoline stations within the City will be present to discuss this general problem with us. I will develop some criteria which I think they can apply on their own and will present it at the meeting. If it is acceptable to them we can then incorporate it into our own sign control ordinance which we are developing.

Mr. Hollick submitted a projectile showing proposed setbacks for service stations and pointed out area of concern re: A frame signs; this would set back 35' on corners and 15' on sides and eliminate signs in this area. Mr. Atwood advised that local and Auburn Service Station Assn. are willing to cooperate to eliminate such signs and also feel work should be done toward beautification as well as traffic hazard elimination such as building types, tenancy instead of ownership. Mr. Harris advised they have 20 members in their Assn. and this does not include all Roseville stations, approximately 14 of their members are in the City and the rest outside. They feel all signs could be eliminated except one brand identification sign. Mr. Schulman discussed the special sale signs which could be put on windows of stations instead of on A frames. Association would also like elimination of banners and streamers included in ordinance. Mr. Sparks asked if City passed an ordinance prohibiting A frame signs if this would hurt their business and those present felt it would not. Promotional product advertising was discussed and Mr. Atwood advised advertisement is done for other than car accessory and use articles. Mr. Zerbe asked about state and national associations and was advised there are such organizations which could supply information upon request and was supplied with an address for such contact. Commissioners feel it will be best to get ordinance into effect as soon as possible and in the meantime to request local stations to cooperate and remove A frame signs.

Mr. Sachs asked if it would be any help to pass a petition around to stations asking for removal of signs and see what percent would cooperate. Commissioners feel this is a good idea. Mr. Hollick advised that he should be able to put an ordinance together in the near future and incorporate requirements wanted. Mr. Zerbe asked for written opinion from Service Station Assn. on restrictions wanted and ways for removal of signs and clean up of stations and Mr. Atwood advised he would get a letter on same from their Board of Directors. Mr. Zannon stated he would take proposed ordinance around to all stations when it is drawn up to get opinions on same. Mr. Emerton advised if all stations in the City were cleaned up it would be to benefit of City but if some will not cooperate it ruins the efforts of all the rest. Mr. Atwood discussed the new ordinances limiting stations to two corners of streets and if this applies in City and Mr. Zerbe advised the City does not have such an ordinance as yet. Mr. Emerton advised the City of Auburn has adopted such an ordinance and it is quite effective. Matter will be brought up again when ordinance has been made up.

TENTATIVE MAP, WESTWOOD TERRACE UNITS 5, 6 AND 7:

South of Darling Way and west of Garcia Avenue, 18.2 acres, 66 lots, Zoning R-1. Subdivider: Frank A. Garcia & Gabrielli Construction Co.; Engineer: Murray & McCormick, Inc. This map has been submitted to us approximately one year ago and was approved at that time. However the one year time limit is running out and therefore they have to resubmit the map for renewal. Since the time of prior submission the Engineering Division has completed their flood plain studies and several problems exist which we will have to clarify at this time. Several of the lots are in the flood plain which we knew previously, but did not have the technical data to back it up. It appears the Planning Commission has several alternatives in reviewing this particular map at this time. One is to approve the map subject to the conditions of the Engineering Division for fill and channel work; to deny the map and have the subdivider resubmit, taking those lots which would be in the flood plain out of the new design completely. Here again, the Engineering Division has this problem under advisement and will be in a position to give a specific recommendation at the meeting date.

Public Works memo: "The Subdivision Committee met on Friday, February 10, 1967, to review the proposed tentative map for Westwood Terrace Units 5, 6 and 7. The following comments are offered for consideration: 1. The Fire Department has recommended that a fire hydrant be placed at the end of Jesse Court. 2. The Water Department has recommended that a 6" water line be required to serve Jesse Court and the proposed fire hydrant. 3. Subsequent to the original approval of this tentative map, the Engineering Division has completed the Dry Creek/Linda Creek Flood Plain Study. This study has put the flood plain elevation at 131 feet. This puts all or portions of the six lots on Clara Court within the flood plain. It is the recommendation of the Public Works Department and the Subdivision Committee that these lots be removed from this tentative map."

Mr. Davis brought out that map could be denied on grounds of public safety, health and welfare in flood plain area now that map is completed. Commissioners questioned that creek would back up and cause flooding in other places if filled. Mr. Schulman feels the fact that filling would be inimical to recreation plan in area as well as cause flooding should be pointed out. Commission feels this matter should be held over for further information from the Public Works Department. Mr. Barnett advised time on map will be checked to see when action is required and Chairman ordered matter held over until the next regular meeting or special meeting if needed.

Counsel brought out that flood plain ordinance would be further strengthened by adoption of a conservation element for the General Plan. Most of information needed for thie element is available and could be put into writing and adopted as a City policy. Mr. Hollick advised money is available for professional services to have this document drawn up and put together. Commission is in favor of such action that will strengthen the flood plain

ordinance, and feels element on conservation to be added to General Plan should be done if the Public Works Director is in favor of the action and if it will not delay the passage of the ordinance in any way.

STATUS REPORT OF PROPOSED PLANNING PROJECTS AND ORDINANCES:
Auto dismantling yards and their control-Committee report. If you have had the opportunity to read the report on this matter it can be discussed at this meeting.
Chairman ordered this matter held over until the next meeting for further study of the report. Mr. Schulman advised he would have additional information available by that time.

Land use report. Enclosed with this report will be a copy of the land use report that was done as part of the 701 Program. This is a land use survey of the existing uses in the City as related to zoning. There is considerable data in this report that we can use in later studies for land use control. Copies were studied by Commissioners and will be kept in their individual files for ready access.

ADJOURNMENT:
Motion by Vittetoe, seconded by Schulman, that meeting be adjourned at 10:25 P.M. Motion carried-unanimously.

Meeting adjourned.

Elsie Schimpf
Recording Secretary.

2MDIII

The foregoing instrument is a correct copy of the original on file in the office of the Planning Dept.
ATTEST:
City Clerk of the City of Roseville, California
DEPUTY CLERK

March 9, 1967

A regular meeting of the Roseville Planning Commission was held at 8:00 P.M. on March 9, 1967 in the Council Chambers of the City Hall with Chairman Bert Zerbe presiding.

ROLL CALL: MEMBERS PRESENT: M.J. Royer, Jr., George Campbell, Victor Schulman, Bert Zerbe.
MEMBERS ABSENT: D.E. Vittetoe, Dr. P. Dugan, John Zannon. ADVISORY: P. Hollick, City Planner; K. Sparks, Asst. City Attorney. Staff: Elsie Schimpf, Recording Secretaty.
AUDIENCE: J. Woodworth, B. Goligoski, G. Chimenti, N. Nichols, M. Harmon.

Chairman Zerbe wlecomed new member Mr. Royer to the Commission.

MINUTES:
Motion by Campbell, seconded by Royer, that minutes of February 23rd be approved as mailed out. Motion carried-unanimously.

CORRESPONDENCE AND OTHER ACTIONS:
Appointment to Hospital Planning Advisory Council. Due to the resignation of Elmer Nevis from the Planning Commission, it is necessary that the Chairman appoint someone to take his palce on the Hospital Planning Council Advisory Committee. This is not a very time consuming appointment inasmuch as the Advisory Committee meets probably only once every three months. The primary purpose of this appointment is to designate someone to receive the Hospital Planning Advisory Council correspondence and brochures.
Chairman Zerbe appointed M.J. Royer, Jr. to this post and Hospital Planning Advisory Council will be contacted to advise of this appointment and that Mr. Royer is a member of the Roseville Hospital Board of Directors.

TENTATIVE MAP (HELD OVER FROM FEBRUARY 23RD MEETING):
Westwood Terrace 5, 6 and 7. This map was held over from the Feb. 23rd meeting to further clarify the eventual use of those lots which the Engineering Division considers in the flood plain and to apply the criteria developed by EBS relating to greenbelts in the Dry Creek area which traverses the proposed tentative map on the west side. Meeting with the engineers of the tentative map will be held and it is hoped that a satisfactory solution can be worked out prior to the meeting.
Letter from Murray & McCormick advising the developers of Westwood Terrace 5, 6 and 7 wish to withdraw the subdivision at this time was read. Commission approves the withdrawal.

PUBLIC HEARING, ZONING AMENDMENT:
R-1 to R-4, Applicant: O. Spencer; Location-north side Cirby Way, 350 feet west of Sunrise Ave, 2.4 acres. After Study of the General Plan which indicates commercial at the northwest corner of Sunrise Avenue and Cirby Way, it appears that the R-4 zoning would be appropriate in that it would provide a transition area between the proposed commercial and the residential development, which would take place to the west.
Utilizing our land use report which we have just recently completed and which you have a copy of, it indicates that we have approximately 83 acres zoned R-4 within the City at this time. A majority of this acreage, or 51 acres, is classified with residential uses meaning either single family, duplexes or multiple family uses. 14.6 acres is in the services classification which indicates a professional office building use or some related retail uses. Approximately 17 acres therefore remain undeveloped. This 17 acres of undeveloped land represents approximately 20% of the total zone for R-4 uses. This would

William J. Zisk
205 Thomas Street
Roseville, California 95678

Telephone: (916) 782-2233
FAX: (916) 783-3408

April 2, 2004

Mr. Mark Morse, Environmental Coordinator City of Roseville,
Community Development Department
311 Vernon Street
Roseville, CA 95678

RE: RESPONSE TO DRAFT ENVIRONMENTAL IMPACT REPORT FOR HARDING BOULEVARD TO ROYER PARK BIKEWAY PROJECT DATED FEBRUARY 2004

State Clearing House No. 2000122078
Lead Agency: City of Roseville
Environmental Consultant: Jones & Stokes
Review Period: February 18, 2004 to April 20, 2004

Mr. Mark Morse:

Thank you for the opportunity to respond to the Draft Environmental Impact Report for the proposed phase two portion of the proposed Harding Boulevard to Royer Park bikeway project, which is dated February, 2004, State Clearinghouse No. 2000122078.

The City of Roseville proposes to construct a bikeway from Harding Boulevard to Royer Park. The proposed project site is located in the City of Roseville in southwestern placer county. The proposed project area encompasses the riparian corridor along Dry Creek and various existing surface streets between Lincoln Estates Park and Royer Park. The proposed project area is generally bounded by Atlantic street on the north, Harding Boulevard on the south and east, and Douglas Boulevard on the west. The City, as the state lead agency undertaking the proposed project, is required to prepare an appropriate environmental document, in this case an environmental impact report (EIR), under the California Environmental Quality Act (CEQA). This EIR alleges to disclose the environmental effects associated within the proposed alignment, and construction and operation of the proposed bikeway to the satisfaction of CEQA requirements. Compliance with NEPA is also required because funds for preliminary engineering and environmental assessment for the proposed project were provided in part under the federal Intermodal Surface Transportation Efficiency Act (ISTEA).

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This response to the draft environmental impact report will focus on the inadequacy and errors and omissions of the DEIR as it relates to the CEQA/NEPA requirements, as well as the alleged claims of ownership of Zisk property by the City of Roseville, and the wrongful death of my spouse, Lois E. Zisk resulting from the thirty (30) years of extended ongoing willful and reckless disregard for her health and safety. This response to the DEIR will also focus on the prior thirty (30) years of conspiracy to violate and violation of civil rights; deprivation of the constitutional requirements of equal treatment and application of the law; damages in inverse condemnation; negligence; intentional tortuous conduct; personal injury and property damage, intentional infliction of emotional distress; constructive fraud; search and seizure; invasion of privacy; malicious prosecution, discrimination, duress and obstruction of justice.

On March 9, 2004, a public hearing was held before the City of Roseville transportation commission to hear testimony on the DEIR. During the public hearing William J. Zisk testified to his claim of purchase and ownership of the 205 Thomas Street, Roseville, CA property, consisting of twelve and two tenths (12.2) acres (parcel(s) No.(s) 013-040-003, 013-040-004, and 013-040-005). I briefly referenced our application to the Roseville planning commission for a lot split and use permit to section off a half (1/2) acre portion at the southeast corner of our privately owned property to construct our new single family residence on the secluded passive surroundings adjacent to Dry Creek, and the thirty (30) year history of interference that followed by the City of Roseville into our private residential and business affairs and the ability to use and enjoy "OUR" private property.

William J. Zisk requested a continuance of the March 9, 2004 public hearing before the transportation commission and an extension of time of the comment period to enable the submittal of the prior thirty (30) year history of the property of William J. Zisk and Lois E. Zisk, 205 Thomas Street, Roseville, CA into the DEIR for the proposed phase two of the Harding Boulevard to Royer Park bike trail. The commission granted the continuance of the public hearing and extension of the public comment period to April 20, 2004. The submittal of the prior thirty (30) year history of the Zisk property into the DEIR follows:

VERIFIED STATEMENT OF THE HISTORY OF THE PROPERTY OF WILLIAM J. ZISK AND LOIS E. ZISK, 205 THOMAS STREET, ROSEVILLE, CALIFORNIA, 95678

Petitioners William J. Zisk and Lois E. Zisk purchased the 12.2 acre parcel of land in central Roseville in 1966, located at 205 Thomas Street, Roseville, California (hereafter subject property). The parcel contains two (2) single family residences and two (2) assessory buildings and fifteen hundred feet of Dry Creek traverses the subject property.

At the time of purchase, the zoning and land use designation was R1 and R1-FP, medium density, single family residences. The majority of the entire parcel was designated above and outside of the established 100-year floodplain elevations. The site has been the basis of sand and gravel and trucking operations since the turn of the century. Petitioners are self employed and have resided and conducted their sole livelihood in the sand and gravel and trucking business on the subject property since 1966.

On February 23, 1967 petitioners presented an application to respondents City of Roseville planning department to construct a new single family residence on petitioners private property. Present in an advisory capacity during the public hearing was then Roseville city attorney, Keith F. Sparks. As a condition of approval, respondents required petitioners must first clean and straighten the portion of Dry Creek and adjacent that traverses the subject property and obtain a lot split. No time constraints were placed on the conditional use permit application as granted. Petitioners immediately obtained the necessary stream alteration permits from the California Department of Fish and Game, purchased the necessary heavy duty dragline equipment for dredging the stream, utilized petitioners dump truck and rubber tired front end loader and commenced to fulfill respondents conditional requirements precedent to construction of petitioners new residential dwelling, while continuing to maintain the sand and gravel and trucking business operations on site.

On March 20, 1968 by Resolution Number 68-21, respondents adopted a Park and Streambed Plan as an element of the General Plan showing petitioners' entire 12.2 acre parcel as a "future" proposed public park site.

Upon petitioners nearing completion of the monumental herculean task commenced on February 23, 1967 as required by respondents, on December 8, 1971, respondents then required of petitioners by Interim "Emergency" Ordinance Number 1158, that in order to complete the permit application, an additional grading permit and renewal of the California Department of Fish and Game stream alteration permit would now be required. Petitioners immediately applied for the "additional" grading permit which was subsequently granted on January 24, 1972.

On August 30, 1972, by Resolution Number 72-75, respondents adopted an "Interim" Open Space Plan as an element of the General Plan. Petitioners R-I zoned property was now designated as open space.

On November 29, 1972, respondents adopted Ordinance Number 1190 relating to environmental review of permits issued by the City of Roseville, and declaring the same to be an "emergency measure" to take effect immediately.

On March 1, 1973 petitioners requested the parcel map and lot split to create a parcel to build their new home on the subject property in compliance with the original conditional use permit application granted on February 23, 1967. On March 14, 1973, respondents now determined that the construction of petitioners new single family residence on their R-1 zoned parcel would now have a "non-trivial" effect on the environment and an environmental impact report was now required before any further processing of petitioners permit application would be allowed even though no such E.I.R. was required back on February 23, 1967. Petitioners appealed such determination to the Roseville City Council, pursuant to Ordinance No. 1190, which was subsequently denied on April 25, 1973.

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On April 25, 1973 respondent public works director, Frederick L. Barnett, revoked his previous granted January 24, 1972 grading permit and directed that all work within seventy-five feet of Dry Creek on petitioners' property shall cease.

Petitioners immediately retained the services of a local engineering firm, Atteberry and Associates, at substantial cost to petitioners, to fulfill the requirements of respondents, as set forth in Resolution 72-94. Petitioners submitted the environmental study entitled - ENVIRONMENTAL IMPACT STATEMENT FOR BILL ZISK RESIDENCE, THOMAS STREET, ROSEVILLE, CALIFORNIA 95678, dated June 1973.

The purpose of the E.I.S. was to identify, assess and quantify the impact of the development of a single-family residential structure adjacent to Dry Creek on the physical, biological and socio-economic aspects of the Roseville community. The purpose of the project is to provide a home for the Zisk family adjacent to and overlooking Dry Creek in an area of outstanding beauty. The proposed home site is located above and outside the Intermediate Floodplain (146.00 feet above mean sea level) as determined by a study of the United States Army Corps of Engineers, dated May 1973.

The work performed by Mr. Zisk on cleaning and straightening the channel of Dry Creek has changed the channel's coefficient of roughness and has consequently increased the channel's flood carrying capacity approximately 200%. The E.I.S. concluded with:

> "The proposed project is the culmination of a seven year program undertaken by the Zisk family in 1967 to clean up and improve a piece of creek side property that has been exploited for many years and allowed to deteriorate into an eyesore and community health problem. It is in compliance with existing zoning and has no long-range unavoidable adverse impact. The work accomplished to date by the Zisk family indicates the quality of their goals and the ultimate benefit to the community in improved health conditions and scenic qualities".

By Ordinance Number 1190, adopted by respondents on November 29, 1972, the E.I.S. would be approved if respondent registered no objection within fifty (50) days of submittal. Over one hundred (100) days later, without prior objection to the E I.S., the Planning Commission refused to issue the lot split and use permit on September 13, 1973.

On June 20, 1973, by resolution Number 73-56, respondent adopted an Open-Space and Conservation Element of the City of Roseville General Plan. Petitioners property was thereby designated open space for park purposes.

On July 13, 1973, in responding to the draft environmental impact report for the Bill Zisk residence in Roseville, California, the United States Army Corps of Engineers stated that since in the case in point the house itself would be outside of the intermediate regional flood zone, the project itself would not have a significant effect on water surface elevations on Dry Creek during the occurrence of the intermediate regional flood.

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On July 24, 1973, respondent planning director wrote to the Sacramento District Corps of Engineers requesting a "re-study" of the proposed parcel map of the Zisk property and would therefore withhold further processing of the proposed parcel map.

On August 29, 1973 respondent City Council adopted a "tentative" plan for a "future" proposed bicycle trail through the middle of petitioners proposed residential home site location.

On August 31, 1973, respondent public works director, Frederick L. Barnett, wrote to the Sacramento District Corps of Engineers requesting transposition of floodplain mapping, based upon outdated "1956" topographic maps, which did not reflect any of the Zisk family seven year reclamation project on Dry Creek on petitioners property.

On September 5, 1973, respondent public works director, Frederick L. Barnett wrote to respondent Planning Director Leo Cespedes, recommending denial of a parcel map for petitioners' property, based upon the adverse impacts of a "tentative" plan for a "future" proposed bicycle trail through the middle of petitioners proposed home site.

On or about September 13, 1973, the respondent Planning Commission in furtherance of a total and conjunctive plan, purpose, scheme and design of the Park, Streambed and Recreation Element, and the various Floodplain Ordinances heretofore mentioned, the Open Space and Conservation Element of the General Plan and the Open Space Zoning Ordinance and in ignoring the Environmental Impact Report of June 1, 1973 which states that plaintiffs' development would have no adverse impact on the environment, and for no valid or lawful cause and without any evidence to the contrary, did summarily deny petitioners' February 23, 1967 application for a land use permit and lot split. Said denial was in furtherance of the aforementioned plan, purpose, scheme and design of respondents.

Petitioners appealed said decision to respondent City Council and on or about October 3, 1973, said City Council, pursuant to and in furtherance of the plan, purpose, scheme and design of the Park, Streambed and Recreation Element and the Open Space and Conservation Element, and in spite of the June 1, 1973 Environmental Impact Report, and for no valid or lawful cause, and with no evidence to the contrary, and in violation of law did summarily deny petitioners' said appeal for the following reasons as specified by the October 3, 1973, Council Meeting Minutes:

> "Motion by Reed, seconded by Waltrip, that the Planning Commission's decision to deny the use permit for property at 205 Thomas Street be affirmed on the basis of evaluation of City of the Environmental Impact Report, the conflict with the bike and pedestrian trail as "tentatively" approved by the City Council and conflict with its development, and further that the plan is in conflict with the Park and Streambed Plan, an Element of the General Plan, and that council give notice that City intends to purchase a bike and pedestrian trail system along the streambed".

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Said denial without a hearing or other procedure as required by the Fifth and Fourteenth Amendments to the United States Constitution did constitute a denial of substantive and/or procedural due process of law as guaranteed by said amendments to the United States Constitution.

All of respondents hereinbefore stated acts, conduct and statements were initiated and consummated with the sole motive and intent being to deny petitioners there due Constitutional rights, by deliberately and fraudulently preventing William J. Zisk and Lois E. Zisk from developing either the portion of the subject property subsequently condemned or its remainder for any lawful use, other than parks and recreation use, and hence in furtherance of the respondent express and/or implied purpose, plan, scheme and design to depress the fair market value of the subject property and/or prevent an increase in the fair market value of the subject property so as to economically benefit the respondents to acquire the subject property.

The adoption of the aforesaid Park, Streambed and Recreation Element, the various Floodplain Ordinances, the Open Space and Conservation Element to the General Plan and the aforementioned Open Space Ordinance by respondents, was designed to and did in fact depreciate the full market value of all of petitioners' subject property; did constitute a de facto taking of all of the subject property; did prevent any development for its highest and best use; did deprive petitioners of any practical, beneficial or economical use of the subject property; and was confiscatory in nature as applied to the subject property and therefore in violation of the Fifth and Fourteenth Amendment to the United States Constitution and Article 1, Section 19 of the California State Constitution.

As a direct and proximate result of all of respondents' acts, conduct and statements, petitioners' subject property has been rendered without any practical, beneficial or economical use and petitioners have further been required to hold said property solely for the use and benefit of respondents' public use, without just compensation in violation of the Fifth and Fourteenth Amendments to the United States Constitution and Article 1, Section 19 of the California State Constitution.

Respondents' acts, conduct and statements in denying petitioners' application for use permit and lot split as herein alleged, are unreasonable, oppressive discriminatory confiscatory as applied and a prelude to a direct condemnation action in violation of the Fifth and Fourteenth Amendments to the United States Constitution and Article 1, Section 19 of the California State Constitution, that as a direct and proximate consequence and result of respondents' acts, conduct and statements, petitioners have been prevented from using or developing said property for any lawful private purpose and have been unable to derive value, rents, revenues or profits from the subject property, all the while being required to spend money for taxes and other holding costs in maintaining the subject property.

All of respondents' acts and conduct herein alleged and otherwise were and are illegal, oppressive and unreasonable, and constitute a de facto taking and damaging of the subject property, for and in connection with a public use and purposes, to-wit: park, recreational and open space uses, without just compensation and in violation of the Constitution and laws of the

State of California including, but not limited to Article I, Section 13, and Article 1, Section 19, of the Constitution of the State of California, and all in derogation of the Constitution and laws of the United States, including, but not limited to, the Fourth, Fifth and Fourteenth Amendments of the Constitution of the United States.

Petitioners believe and therefore allege that their administrative remedies, pursuant to respondents' ordinances and state law, were effectively exhausted on October 3, 1973, the date of taking, that to apply to respondent, city, or any of its agents or departments would constitute an idle act.

Thereafter, in furtherance of the plan, purpose, scheme and design as alleged herein, and to further accomplish a depreciation in the fair market value of the subject property taken by respondents for a public use, so as to avoid payment of just compensation, respondents' Floodplain Committee and Planning Commission, both agents of said respondents and while acting within their respective scope of employment, determined to further restrict use of the subject property by including all of said property within a permanent floodplain area. Petitioners attended public hearings precedent and relative to respondents' final adoption of permanent Floodplain Ordinance. On such occasions, objected to said Floodplain Ordinance and the proposed floodplain zone area as being vague, arbitrary, and in furtherance of respondents' plan, purpose, scheme and design to acquire the subject property for a public use, after depreciating its fair market value. Petitioners related to respondents that a Petition for Writ of Mandate relative to Respondents' October 3, 1973, denial of petitioners' request for use permit and lot split, had been filed against respondent on November 1, 1973, and that a claim, pursuant to the provisions of Title 1, Division 3.6 of the Government Code of the State of California, had been filed against respondent on November 12, 1973, for damages in inverse condemnation.

Respondent City Council thereafter, in spite of petitioners' Petition for Writ of Mandate and claim for damages, on or about November 28, 1973, and in furtherance of respondents' plan, purpose, scheme and design to acquire the subject property for public use after depreciating its fair market value, did adopt Ordinance No 1224 relative to permanent regulations of land uses within possible flood areas and Ordinances No. 1227, adding Subsections 161 and 162 to Section 30.01A of Article 3 of respondents' Ordinance No 802, designating certain property in and along Dry, Linda, Cirby, and Antelope Creeks as within the permanent FW (Floodway) and FF (Floodway Fringe) combining zones, all in furtherance of the plan, purpose, scheme and design as herein alleged.

Petitioners are informed and believe and thereon allege that in adopting Ordinance No. 1224 and Ordinance No. 1227 the respondents relied in part on a study specially prepared for respondents by the Sacramento District Corps of Engineers, Department of Army, when the Roseville City Council adopted the aforementioned Floodplain Ordinances. Petitioners are informed and believe and thereon allege that, in fact, this report by the Corps of Engineers was conducted in May, 1973 for the benefit of respondents and does not reflect the actual boundaries of previous floods or determinative flood histories or studies, and were fraudulently applied to antedated "1956" topographic maps, which were allegedly furnished to the Corps by

the Roseville Public Works Department and did not reflect the current topography of the subject property in 1973 and therefore cannot properly be relied upon by the respondents.

All of the subject property is now included within the boundaries of said Floodplain Ordinances and said boundaries coincide, in furtherance of respondents plan, purpose, scheme and design as mentioned above, with the Open Space and Conservation Element, the aforementioned Open Space Ordinance, and the aforementioned Park, Streambed and Recreation Element of the General Plan.

All of the subject property referred to immediately above has been discriminated against by respondents, its agents and various departments. Only the subject property is covered by the Floodplain Ordinances and the Park, Streambed and Recreation Element of the General Plan hereby imposing a double restraint upon petitioners' property. No other property in the area is covered with such a "double restraint."

The placing of a "double restraint" on petitioners' property was done in furtherance of respondents aforementioned plan, purpose, scheme and design.

The adoption of said permanent Floodplain Ordinances, are vague and arbitrary in terms of boundaries was in fact a gross misexercise of police power and a further de facto taking and further devaluation by direct legal restraint of petitioners property, all in furtherance of the plan, purpose scheme and design as alleged herein.

Pursuant to the provisions of Title I, Division 3.6 of the Government Code of the State of California relative to claims for damages against local public entities petitioners could not file the complaint in inverse condemnation until their pending claim against respondents was approved or denied, or upon the expiration of forty-five days from the date of filing said claim.

On or about November 12, 1973, petitioners did file a claim for damages, and that on December 19, 1973, respondent did approve petitioners' claim in part and did deny the claim in part.

Thereafter, and in furtherance of and pursuant to the total plan, purpose, scheme and design herein alleged, and in an attempt to deny to petitioners their legal remedies secured by an action in inverse condemnation, respondents' City Council, did also on December 19, 1973, adopt Condemnation Resolution No. 73-122 relative to a portion of the subject property for public park and "future" bicycle path purposes, and on December 20, 1973, respondent filed a complaint in eminent domain in Placer County Superior Court Action No. 41104 to acquire a portion of the subject property for said proposed public use, without complying with all of the legal conditions precedent to filing an action in eminent domain and contrary to the express intent of the Legislature.

Respondents herein alleged conduct and cursory acts were in furtherance of the aforementioned plan, purpose, scheme and design of respondent city, and was consummated in defiance of such conditions precedent relative to the institution of an eminent domain action by a

public entity as are specified in Government Code Section 7267 requiring an appraisal of the property to be taken and good faith negotiations with the property owner, and respondent also failed to demonstrate whether sufficient public funds are available to acquire said portion of the subject property and whether the "proposed" public park and bicycle path are so compatible with the subject property environment as to comply with State and Federal environmental regulations.

Respondents herein alleged conduct was in derogation of State and Federal statutes mentioned above, but not limited thereto; the Constitution of the State of California; and the Constitution of the United States of America in that, among other things respondents had, as evidenced by their unprecedented immediate filing of an eminent domain suit in violation of the aforementioned statutes and constitutional provisions, decided before hearing all the evidence in the case that respondents plan was to be taken in part rather than in the whole and thus depriving petitioners of their right to a hearing under the due process clause of the United States Constitution and in denial of the aforementioned statutes and constitutional provisions.

Petitioners, on or about November I, 1973, did file an action in Administrative Mandate against respondent city and its councilmen to comply with all requirements for exhaustion of administrative remedies. All of the actions of respondents herein referred to were null and void because not enacted in the manner provided by law, that said acts were unreasonable, arbitrary, discriminatory, fraudulent, and an abuse of legislative discretion vested in the City Council and all agencies and commissions of the City and that said acts would and did constitute a taking and/or damaging of petitioners' property without payment of just compensation contrary to the provisions of the Constitutions as hereinabove alleged, and such acts were done in furtherance of respondents aforementioned plan, purpose, scheme and design.

Respondents commenced the eminent domain proceeding on December 20, 1973, Placer County Superior Court No. 41104, to take over one-half of petitioners' subject property as described herein above. In furtherance of and pursuant to the total plan, purpose, scheme and design as herein alleged, and in further attempt to deprive petitioners of due process, just compensation and equal protection of the law, respondents failed or refused to timely deposit the "total sum" of the judgment into court. As a direct and proximate result and consequence of the wrongful, illegal, and oppressive activities and conduct of respondents, petitioners have not received one cent in any form of compensation to the present date, in violation of the Constitution and laws of the State of California including, but not limited to Article I, Section 13, and Article 1, Section 19, of the Constitution of the State of California, and all in derogation of the Constitution and laws of the United States, including, but not limited to, the Fourth, Fifth and Fourteenth Amendments of the Constitutions of the United States.

On November 6, 1973 a petition for writ of mandate was filed to compel issuance of the use permit prior to the adoption of the floodplain zoning ordinance. A claim was also presented to the City for damages on November 12, 1973. On November 28, 1973, the City Council adopted permanent floodplain zoning ordinances numbers 1224 and 1227, to take effect in thirty days.

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On December 19, 1973 respondent City Council adopted a Resolution of Intent to Condemn (No. 73-122), pertaining only to Petitioners new home site and only with respect to the portion adjacent and parallel to the stream, which had been the subject of the seven year reclamation effort. The condemnation resolution was passed even though the City did not, and had not adopted any specific bicycle trail project or plan, and prior thereto, did not conduct a feasibility study, did not demonstrate that sufficient funds were available for acquisition, did not have any part of the Zisk property appraised to establish the fair market value or severance damages, did not make an offer to purchase, did not enter into any negotiations for acquisition, did not certify an E.I.R. for a proposed project, and to this very day have not done so for any other adjoining property in the City.

A race to the courthouse occurred the very next day, December 20, 1973. The City filed an instant action in eminent domain, Placer Superior No. 41104, and petitioners filed their inverse condemnation and civil rights complaint just minutes apart on the "same date" (Placer County Superior Court No. 41105). The trial court entered a judgment dismissing the civil rights action, and abating by interlocutory judgment the inverse condemnation cause of action due to the pendency of the city's condemnation action and to retain jurisdiction over the subsequent action. Petitioners were now being required to proceed within the confines of the city's eminent domain action.

Petitioners property was thus condemned for a "speculative, future purpose" contrary to the express requirements for the exercise of eminent domain powers which thirty years after its exercise, remains as unfulfilled as it did in 1973. In that period of time, petitioners' property is the only parcel ever interfered from private ownership in the entire city. The abuse of the eminent domain power was clear then and is even more compelling now.

On November 6, 1974, without "any" knowledge, whatsoever, or participation of petitioners, petitioners attorney, Richard F. Desmond and respondent city attorney, G. Richard Brown mutually agreed to enter into a "secret" stipulation, purporting to waive petitioners' right to recover their litigation expenses and attorney fees in the condemnation proceedings. Attorney Desmond did not divulge the existence of the secret stipulation to petitioners until November 23, 1977, at the conclusion of the six (6) week eminent domain trial, while William J. Zisk was on the witness stand.

The trial court, per Judge Harold P. Wolters, then dismissed petitioners' civil rights cause of action in Placer County Superior Court No. 41105, Zisk v. City of Roseville, 56 C.A. 3d 41; 127 Cal. Rptr. 896, thereby generating appeal Civil No. 15121 in the Third District Court of Appeals on February 20, 1976, "prior" to commencement of the eminent domain proceeding (No. 41104) on November 1, 1977.

Six appeals have been generated throughout the condemnation proceeding. The only opinion that has been published is contained in Zisk v. City of Roseville 56 Cal. App. 3d at 41-51. The opinion itself contains an important error in the introductory portion, which purports to review the factual and procedural history of the case. The error remains significant because

every subsequent appeal considered this opinion to be an impeccable source of information regarding the earliest history of the case. The erroneous portion relates to the timing of petitioners' original application for the building permit, and the adoption by respondent of a Park and Streambed Element to the General Plan. The opinion correctly recites that respondents adoption of the Park and Streambed Plan occurred in March 1968, while incorrectly reciting that the application for petitioners building permit did not occur until March, 1973. The appellate court relied upon this chronology to conclude, "the plan was adopted five years 'before' petitioners applied for the land use permit" (56 Cal. App 3d at p 51). In fact, petitioners applied for the first and only land use permit on "February 23, 1967", which is recorded in the hearing minutes and was granted upon petitioners satisfaction of the seven (7) year reclamation project on the subject property and obtaining a lot split. The condemnation trial was delayed and set to commence on November 1, 1977. On June 15, 1977, by Resolution No. 77-54, approximately four (4) months "before" the condemnation trial was set to begin, respondents adopted Resolution of the Council of the City of Roseville adopting the General Plan and repealing "former" General Plans and Plan Elements. In so doing, respondents "repealed" the Park and Streambed Plan Element of the General Plan (Resolution No. 68-21); the Interim Open Space Plan (Resolution No. 72-75); and the Open Space and Conservation Element of the General Plan (Resolution No. 73-56). The repealed elements were the basis of commencing the eminent domain proceeding in the first instance.

At this point, petitioners again encountered Keith F. Sparks who had been elevated to the Placer County Superior Court since his participation as respondent city attorney in the original permit application process. This time his role was to preside over the pre-trial conference for the eminent domain action, Placer Superior Court No. 41104. The circumstances mandated recusal upon his own initiative. Judge Sparks presided over the conference and issued a ruling, which aggrieved petitioners to this day. He ruled that evidence of bad faith and prejudicial pre-condemnation activities by the respondents would be excluded from jury consideration in the eminent domain trial.

The effect of this ruling cannot be overstated. The appellate decision on the demurrer stated that the abatement of the inverse condemnation action would be permanant "if the eminent domain proceeding is carried through to a dispositive conclusion", 56 Cal App 3d p. 48. "If for any reason the eminent domain action aborts, the first cause of action will become viable", 56 Cal App 3d p. 48.

Therefore, the City only had to survive the condemnation action to escape liability for its pre-condemnation activities. It was the obvious intention and understanding of the appellate court that all issues related to the taking of petitioners' property to be resolved in one action. Now the trial court, through Judge Sparks (former city attorney for City of Roseville), was effectively granting immunity for pre-condemnation activities by precluding their discussion altogether. Further, the land was down-zoned to floodplain "after" the time of the taking, which meant that valuation would be determined on that basis as opposed to R-I, which it had been prior to the zoning changes improperly implemented and only against petitioners property.

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Armed with this devastating ruling, the city proceeded to offer $13,110.00 for the six acres of now improved, lush, level streamside property into which petitioners had poured over $200,000.00 of personal funds and seven years of continuous daily efforts to meet the city's conditions for the issuance of the building permit for their new home.

Faced with Judge Sparks evidentiary ruling excluding valuations based upon anything other than floodplain zoning, the jury verdict awarded $96,381.00, or approximately one-quarter of its R-1 zoning value.

At this point petitioners first became aware that they not only needed to be concerned about actions taken by respondents but those taken by petitioners' own attorneys. Law in effect at that time, C.C.P. 1249.3 specified, if the final offer of the public agency for the condemned property was unreasonable, the property owner could recover litigation expenses including attorneys fees, for defending the condemnation action. The disparity between the final offer of the City and petitioners final demand, when considered in light of the jury verdict clearly indicated litigation expenses would be appropriately awarded. On the motion to award litigation expenses, however, the court ruled that litigation expenses would not be awarded because petitioners' attorney, Richard F. Desmond and respondent attorney G. Richard Brown had executed a written stipulation on November 6, 1974, which purported to waive petitioners' rights to receive such litigation expenses. The existence of the "secret" stipulation came as a complete surprise and shock to petitioners especially since Desmonds' attorney's fees approximated the entire award and various trial strategies had been reluctantly agreed to, solely to improve petitioners' ability to recover all litigation expenses.

Desmond admitted to petitioners on November 23, 1977, that he had committed malpractice by entering into stipulation with respondent city attorney and that, as a consequence, he had a conflict of interest. The fact that the stipulation had been in existence for three years previously without disclosure to petitioners indicates that a conflict existed during most of the course of his representation. Nonetheless, Desmond agreed to pursue reversal of the denied expenses and exclusion of evidence regarding the pre-condemnation actions taken by the respondent to down zone the subject property. Desmond later filed a notice of appeal specifying only a "portion" of the judgment to be appealed and then withdrew from representation. Petitioners then hired attorney William Sherwood, to pursue the litigation expenses when Desmond reversed by surprise and withdrew from representation during appeal before the Third District Court of Appeals.

Sherwood was successful in obtaining a reversal of denial of litigation expenses on appeal and the matter was remanded to the trial court for further proceedings consistent with its ruling. The condemnation judgment specified deposit of the "total sum", including accruing interest at 7%, as a condition of entry of a final order of condemnation. However, the respondent was granted the final order of condemnation without paying the total sum of the judgment into court. Respondent waited the full 30 days after the remittitur issued from the appellate court before making any deposit whatsoever. Said deposit occurred on May 15, 1981, and consisted of the principal amount of the judgment only, with no interest whatsoever. The respondent argued that it was entitled to offset interest because of petitioners' possession of the property

after judgment and filed a motion to have the right to offset interest. Sherwood filed a concurrent motion for award of litigation expenses, and both motions were heard on June 12, 1981. Justice William Newsom, who had presided over the eminent domain trial, considered the issue of offset against the accrued interest and ruled that the value of the possession under the circumstances was nominal and that $750.00 per year could be offset against interest.

With respect to the question of litigation expenses, the purpose and scope of the hearing was to determine "entitlement" to expenses in accordance with the statutory prerequisites for such an award, not the amount to be awarded if such entitlement were found. The court set a later date for a determination based upon evidence to be submitted at that time, when it ruled that petitioners were to be awarded litigation expenses. The subsequent hearing on the appropriate amount of litigation expenses was never held. It was obscured by the issue that had arisen between petitioners and respondent regarding the deposit of the correct amount of interest and whether its earlier deposit of the principal amount of the judgment stopped the running of interest. This matter was argued to the court and submitted for ruling on the correct calculation of interest at the same time as the litigation entitlement issue and interest offset issue. The minute order granting litigation expenses however failed to address the interest calculation issue.

Thereafter, on September 28, 1981, petitioners' attorney Sherwood filed a motion for implied abandonment and dismissal of the condemnation proceedings, based upon former Code of Civil Procedure Section 1255a. The respondent responded by filing a motion to reconsider the award of litigation expenses. On October 9, 1981 or four days prior to the hearing on the pending motion to dismiss, the respondent deposited interest accrued to the date of deposit (May 15, 1981) of the principal amount, less the annual interest offset, in the amount of $20,748.77. This amount had been withheld by the respondent based upon the claim of offset for petitioners' post-judgment possession of the subject property. The deposit occurred five months "after" deposit of the principal amount of the judgment. It was the respondents' position that interest on the latter funds was not required.

The motion to dismiss based upon C.C.P. Section 1255a and the respondents' motion to reconsider the litigation expense award were submitted on October 13, 1981. No ruling was forthcoming from Justice Newsom until March 16, 1982. The ruling did not address either motion, but ruled instead on a matter never argued or requested, namely, the amount of litigation expenses that petitioners would recover.

Justice Newsom awarded $20,000.00 for trial counsel Desmond, $20,000.00 for Sherwood, and $2,500.00 in miscellaneous costs. The order was subsequently amended to include $18,500.00 for appraisal and engineering fees incurred in the condemnation.

The arbitrary nature of the award is evident from the fact that counsels' fees were equal when in fact petitioners were billed $69,556.72 by petitioners' trial counsel Desmond and $21,200.52 by counsel Sherwood up to the time of the court's award. To equal the value of counsels is patently arbitrary and capricious given the evidence of actual cost incurred. This is especially true when such an award does not relieve a party of the responsibility of paying more

than the court believes is reasonable. Petitioners moved to set aside this ruling on the grounds that petitioners had not been afforded a hearing, had not requested the order in the first instance and that it was patently insufficient. The motion was denied.

It was at this point that attorney Sherwood declined to represent petitioners further with respect to appeal of the litigation expenses and denial of the motion to dismiss and also with respect to an independent malpractice action against attorney Desmond. After exhaustive search, petitioners retained the third attorney J. Collinsworth Henderson. The difficulty in locating substitute counsel arose from several factors, the complexity of condemnation actions generally, the relatively small number of attorneys who practice condemnation law, and most importantly, the reluctance of many area attorneys to pursue a malpractice action against a prominent and powerful local attorney such as Desmond. Attorney Henderson affirmatively misrepresented petitioners. Contrary to what petitioners were told, attorney Henderson had no experience whatsoever either in condemnation practice or in malpractice litigation and had no jury trial experience.

Appeal was filed asserting the impropriety of entry of a final order in condemnation, when the conditions of payment specified in the judgment had not been satisfied. Such failures resulted in an implied abandonment of the judgment and further that the litigation expenses were insufficient and fixed without an opportunity to be heard on the amount to be awarded.

Henderson prepared and filed briefs, indicating petitioners were proceeding "in propria persona". The Court of Appeal disagreed with each contention purporting that an implied abandonment required some subjective intent on the part of the public entity to abandon the proceedings before the judgment would be nullified.

The statute in question, former CCP Section 1255a, stated: "Failure to comply with Section 1251 of this code shall constitute an implied abandonment of the proceeding." Former Section 1251 stated in relevant part: "The plaintiff must within thirty days after final judgment pay the sum of money assessed . . ."

The court reasoned that the legislature intended to "protect the public entity" by enacting this section, relying upon secondary commentary of a C.E.B. author and disregarding the observations of its brethren on the bench who agreed with County of Los Angles v. Bartlett (1963) 223 Cal App. 2d 353, 358 that . . ."every requirement of the statute giving the least semblance of benefit to the owner must be complied with . . ." it was the legislative intention to require dismissal when the award has not been paid as provided by Section 1251 . . ."30 days".

The litigation expense issue was dispensed with summarily as well. The court held the trial judge was sufficiently aware of the value of trial and appellate counsel's services to make a determination, even in the absence of any presentation of evidence or argument directly upon the matter at issue.

Petitioners did not obtain an abandonment of the condemnation judgment or a reversal of the order awarding litigation expenses. Attorney Desmond then filed a lien against the

condemnation judgment for attorneys fees in the full amount charged, which meant that approximately $69,000.00 of the $96,000.00 judgment was claimed as attorneys fees in a case where petitioners had been awarded attorneys fees. In addition, Sherwood placed a lien on the judgment for an additional $13,231.65 in fees, disallowed by Justice Newsom because they related to the abandonment and dismissal motion which he refused to grant.

The evidence was uncontroverted that respondent failed to deposit "any" interest until four days before the hearing on the motion to dismiss, by which time all of Sherwood's fees had been incurred, although petitioners had never been billed. The exclusion of the fees from the litigation expense award eroded the compensatory portion of the judgment and in fact deprived petitioners of just compensation as required by both State and Federal Constitutions.

At this point the condemnation action was splintered into a malpractice action against Desmond and a conflict with Sherwood over the claimed balance of his fees. Sherwood had agreed to handle oral argument on the implied abandonment and litigation expense issue if petitioners agreed to give him a specific lien on any "additional" litigation expenses to be awarded by the Court of Appeal. Petitioners agreed and attorney Henderson prepared a document, which appeared to express this agreement in plain terms. When the Appellate Court refused to increase the litigation award to cover the additional fees claimed by Sherwood, he filed a motion in the original condemnation action to be paid out of the original judgment, contrary to the clear language of the agreement that such a lien would arise upon, and be solely payable out of any supplementary award by the Court of Appeal or by the trial Court on remand.

Prior to hearing on Sherwoods' motion for payment out of the condemnation fund, Henderson had been concurrently handling the malpractice against Desmond. Henderson was given summons and complaint for amendment and service on Desmond, and appeared to have the matter under control. The history of that action reveals the inadequacy of his representation.

Desmond filed his own action for payment of attorneys fees, and, in what was then described as "an abundance of caution" by Henderson, a cross-complaint in malpractice was filed in Desmonds' fee action.

Shortly thereafter and at a point in which Henderson had been handling the Desmond malpractice action, Desmond successfully obtained a dismissal for Hendersons' failure to timely return the original summons and proof of service. Petitioners were then forced to rely solely upon the cross-complaint. This put petitioners in the procedural posture of having filed malpractice of Desmond only after he had filed against petitioners for his attorney fees, a terrible disadvantage.

Petitioners continued to receive regular and extensive billings from Henderson for work allegedly performed in preparing for trial with Desmond. Henderson had the case for 3 years without even taking Desmonds' deposition or engaging in any substantial discovery whatsoever. Sherwood filed the motion for payment of his fees out of the condemnation judgment, which remained intact pending appeal of petitioners' motion to dismiss the condemnation for implied abandonment. Henderson declared a conflict based upon his preparation of the Sherwood

agreement and filed a motion to withdraw as petitioners' attorney of record. Both Hendersons' motion and Sherwoods' motion were scheduled for hearing the same day. Prior to the hearing of both motions, but while both were pending, Henderson appeared at a trial setting conference and committed petitioners to a trial date on the Desmond attorneys fee and malpractice case. Henderson then appeared at the motion to withdraw hearing and over petitioners' objections, was allowed to withdraw. The moment the order was out of Judge Wayne Wylies' mouth, Henderson was taking the witness stand to testify that he understood the Sherwood agreement he prepared to specify the conditions of payment to Sherwood to require payment immediately in full, out of the condemnation fund, and contrary to petitioners understanding, payment was not conditional upon recovery of additional amounts and even though he was petitioners attorney and used the term "lien", what he really meant was an assignment of a portion of the funds such that no separate action or trial was necessary for Sherwood to establish his right to the fees and payment out of the condemnation fund. Judge Wylie, incredibly granted the motion and Sherwood, was allowed to withdraw the sum of $13,231.65 immediately from the condemnation fund.

Now petitioners had to face a trial against Desmond, in pro per, to a complex malpractice case and were not prepared. Petitioners began a virtually statewide search to obtain counsel. Again, several factors consistently militated against any attorney becoming involved. The best petitioners could do was to obtain a conditional agreement to petition the trial court for a continuance of the trial date to allow discovery to be conducted by substitute counsel. Judge Wylie was not receptive to such a continuance and repeatedly berated petitioners for not having obtained counsel sooner, despite testimony that petitioners had contacted dozens of attorneys in the several months since Hendersons' withdrawal. At the continuance motion hearing, before Judge Richard Couzens, the attorneys for Desmond countered that they had discussed the case at length with the prospective attorney and his response was non-committal. Judge Couzens phoned the attorney and was not personally satisfied that he would accept the case if a continuance were granted. Judge Couzens denied the continuance request and petitioners were required to appear in propria persona at Desmonds' trial.

In petitioners' cross-examination of Desmond at trial, Desmond admitted the stipulation was a mistake, but he qualified his testimony by saying that he informed petitioners that "maybe" he had committed malpractice. Petitioners testified that his words were direct and unqualified, that he admitted he had committed malpractice by execution of the secret stipulation.

The trial Judge, Charles T. Fogerty, non-suited Petitioners on the cross-complaint, stating on the record that petitioners needed to have an expert witness testify that it was malpractice and that Desmonds' testimony and prior admission was not sufficient. Case law indicates an admission of negligence by a professional is sufficient to take the case to jury.

The jury verdict reduced Desmonds' fees from $69,556.72 to $48,000.00. Judge Couzens increased the amount by granting prejudgment interest to Desmond of $19,918.36. The prejudgment interest was absolutely unjustified because Desmonds' demand was always more than he was entitled to. Petitioners could not have avoided the accrual of interest except

by paying more than was owed. Petitioners were entitled to an offset which was unliquidated and had not been determined by a court or jury and was not therefore subject to calculation.

The failure to grant a continuance, the non-suit and the prejudgment interest award were all appealed. During the pendency of the appeal Desmonds' attorneys applied ex parte, for a writ of execution against the condemnation funds on deposit and obtained possession of the entire amount claimed, including the prejudgment interest, before petitioners were aware of the action.

Again, petitioners encountered Justice Keith F. Sparks, sitting on the panel at the state Court of Appeal, stating the denial of the continuance was not an abuse of discretion because of warning by the trial judge on several occasions to obtain new counsel and petitioners allegedly neglected or refused to do so. That the non-suit was also proper because petitioners needed an expert witness to establish damage as a result of the secret stipulation.

The trial court focused on the necessity of an expert to establish negligence, not damage, resulting there from. Damage was subject to proof, because Sherwood had to be employed to prosecute the appeal, to have the effect of the stipulation voided. The trial Court would have awarded fees in the first instance. The stipulation was secret, collusive and a fraud. Petitioners testified to the mental and emotional anguish it caused. Such is cognizable legal damage, which must come from the victim, not from the lawyer.

At this point petitioners turned to the actions and abuses of Henderson to provide some form of relief for the morass of actions taken and purportedly committed for petitioners' benefit over the prior three years.

Petitioners finally procured the services of yet another attorney, George Mandich, to pursue the malpractice action against Henderson. Mandich gave petitioners every indication of capability and desire to handle the malpractice action to conclusion. He was aware of petitioners' prior history of misfortune and he was particularly aware of petitioners' susceptibility to severe emotional distress and breakdown if we were once again abandoned or deceived by counsel. He assured us that he was a man of integrity.

As should be apparent by the course of things past, such was not to occur. Henderson complained for $15,000.00 "additional" fees, but quickly dismissed the action at the commencement of trial upon advice of counsel. However, Henderson did persuade the trial judge, George Yonehiro, to rule that any actions taken by Henderson after the order granting withdrawal was issued, was irrelevant and would not be discussed before the jury. This ruling was issued in response to a motion in limine to exclude evidence of any post-withdrawal conduct. The order could not have been more erroneous or contrary to statute, rules of ethics and existing case law.

Attorney Mandich asked Judge Yonehiro if he could conduct voir dire of petitioner William Zisk as an offer of proof to test the evidentiary limits of the court's ruling. This was allowed, but when Mandich inquired as to Henderson's conduct, the court stated that he was violating the

terms of the in limine order by inquiring into such matters. At this time, Henderson's counsel moved for a non-suit on the basis of insufficiency of the offer of proof.

While petitioner William J. Zisk was still on the stand with wife Lois E. Zisk in the audience, Mandich, our attorney, "left the courtroom". Everyone present assumed that the departure was temporary, but after a few minutes of silence, the court ordered the bailiff to summon Mr. Mandich back to the courtroom. Mandich was located at his car in the parking lot and stated that he would not be returning because of the court ruling.

The bailiff returned to court and reported Mandichs' response, which was a tremendous blow to petitioners. The fact that the nightmare could continue and even intensify in such a manner was and is beyond comprehension, beyond mere coincidence, misfortune, and literal belief. Judge Yonehiros' response was to question whether Henderson's counsel wanted to renew his non-suit motion. The motion was renewed. The court asked petitioners for any response, acknowledging that petitioners were operating under a "vast handicap". When no coherent response was forthcoming, the motion was granted and judgment entered for Henderson.

Petitioners filed Notice of Appeal in propria persona on August 4, 1986, discharging Mandich from representation in the process. When the members of the panel in the Third District Court of Appeal was announced to include Justice Keith F. Sparks, "again", petitioners requested recusal based upon prior involvement in the case to the point where he could not be impartial. This recusal motion was denied by written order dated March 22, 1988. A decision written by Justice Keith F. Sparks was issued April 13, 1988 which purports to grant a new trial against Henderson.

Respondents continued to purposefully and fraudulently increase the floodplain elevations on petitioners subject property from 146.0 feet to 151.0 feet above mean sea level.

On October 16, 1991, petitioners filed a complaint in Placer County Superior Court (No. S-1495) seeking (1) declaratory relief to determine validity of ordinance, Code of Civil Procedure § 1060 (2) damages for negligence and intentional tortuous conduct causing personal injury and property damage (3) intentional infliction of emotional distress.

The complaint was amended and served on respondents on October 14, 1994. On November 19, 1994 respondent moved to dismiss for lack of prosecution and in the alternative, demurrer to the verified complaint.

On December 27, 1994 pursuant to California Code of Civil Procedure § 170.3 (C), (1), petitioners filed objection to selection of Judge[s] James L. Roeder, J. Richard Couzens and James D. Garbolino. On the same date, pursuant to Code of Civil procedure § 170.1, petitioners filed statements of disqualification's for named judges to hear or participate in this matter. Respondents failed to respond within ten (10) days and were disqualified "as a matter of law". Respondents proceeded to "whiteout and back-date" court documents to avoid

disqualification and then Judge Roeder summarily dismissed petitioners complaint on January 30, 1995.

On February 14, 1995, petitioners filed in the Supreme Court of the State of California, a verified petition for review of the denial of writ of mandate by the Third District Court of Appeal. The California Supreme Court denied petitioners' petition for review on April 12, 1995.

On November 24, 1995 petitioners filed No. Civ.-S-95 2134 EJG/GGH in Federal District Court for violations of the Fifth and Fourteenth Amendments to the Constitution of the United States and conspiracy to violate and violation of petitioners civil rights.

The complaint was amended and served on respondents on February 6, 7, and 8, 1996. Absolutely "no written response", whatsoever, was received by petitioners from respondents, or the district court during the twenty (20) days that followed.

Judge Garcia voluntarily recused himself on February 29, 1996, due to his prior affiliation as a partner in respondent counsels' law firm of Porter, Scott, Weiberg & Delehant. Judge Garcia was replaced with Judge William A. Shubb, whom petitioners learned had his daughter, Carrisa A. Shubb, employed as an attorney with the very same respondent counsels' law firm, Porter Scott, Weiberg & Delehant.

Before Judge Shubb made "any" rulings in the case, petitioners requested his "immediate" recusal pursuant to title 28 U.S.C.A. § 455(a). Judge Shubb refused to recuse, refused to enter default and proceeded to summarily dismiss all but one (1) cause of action in petitioners' verified civil complaint, then recused.

Judge Shubb was replaced with Judge Garland E. Burrell Jr., who refused to vacate Judge Shubbs' orders, refused to enter default and then summarily dismissed petitioners last remaining cause of action.

The record in this proceeding is uncontroverted. Respondents are in default, have never been relieved of default and are still in default.

The history of this litigation has been spawned by respondents' deceptive and fraudulent actions so long ago. Petitioners have been the victims of a continuous stream of tortuous conduct engaged from 1967 forward and implemented and perpetuated by every attorney, trial judge and appellate justice who has participated thereafter. Laws designed to protect citizens and property owners from the tyrannous abuse of authority and power have been disregarded at every stage of litigation resulting from condemnation. The courts have refused to correct the abuse and lawlessness upon the fallacious and destructive justification that the end justifies the means. The abuses and injustices have continued with the participants undoubtedly encouraged by court inaction.

It is clear that something more than misfortune or coincidence is at work in these cases. Could such a tale be the product of our legal system operating within ordinary tolerances for error and occasional injustice? The legal system to this point has utterly failed because all participants' without petitioners' knowledge have combined to make it so. As a consequence, petitioners have improved their property by their own hands at tremendous expense of time and effort, forcibly removed from petitioners by fraudulent means, upon purported compensation that was itself preyed upon by voracious and unethical attorneys. Is this the true character of our constitutional rights and justice under our legal system?

Is it nothing more than a dangerous and foul back alley, populated by thugs who are free to gang up on all who enter seeking only what is promised at the entrance, impartial justice and the right to redress for wrongs committed? If it is not so characterized, how has it become so, for petitioners?

Petitioners pray for investigation that is not only necessary but appropriate to redress the wrongs obviously and demonstrable committed, to correct and punish the abuses chronicled herein. Petitioners have never had an opportunity to present to an impartial tribunal, the fraud and deceit and deprivation of constitutional rights practiced upon petitioners, which has taken petitioners' private property, years of petitioners lives, petitioners entire life savings, retirement securities, emotional tranquility, and petitioners right in pursuit of happiness to build the home of our dreams on our private property.

Issue orders to annul the eminent domain action Nunc Pro Tunc, based upon the extrinsic frauds perpetrated, including violations of due process, equal treatment and deprivation of just compensation allowed to pass uncorrected by the interested state and federal courts. Order the City of Roseville, California, and the attorneys and judges involved to show cause why the matters transpired have been allowed to mock our system of justice. Order each to show cause that any matter stated herein is not the absolute demonstrable truth, that there are definite unclean hands.

The present status of matters is a travesty of justice, and every moment it continues is a continuing infliction of pain upon petitioners and a decay of democracy. Windows have been broken out of our vehicles and home, the cabin trashed, outbuildings set on fire, strange people and vehicles on our property, crank calls and we fear daily for our lives. The recent deaths of my spouse Lois E. Zisk on November 22, 2000, and my son William Zisk Jr. on February 17, 2002 are very suspect. Petitioners pray this madness and abuse stops and that those perpetrating the terrorism be brought to justice, as the result to petitioners simply seeking to keep property that is rightfully ours, and not that of the City of Roseville.

The only resolution and relief that remains is complete investigation and prosecution by Federal and State Jurisdictional Authority.

Petitioners hereby respectfully request a full scale investigation to correct and vacate the massive continuous stream of controlling errors of law and abuses chronicled above.

"Thirty-five years ago", petitioners embarked on a project to build a home of our dreams on "our private property". The application as submitted to respondents was in full compliance with all land use zoning regulations and general plans at that time. Today, not only does petitioners not have the home of our dreams on our private property, but our property itself has been forcibly and fraudulently removed from our possession, for no lawful reason, whatsoever, after tremendous expenditures in preparation of our home site as required by respondents. Petitioners have been forced to expend vast amounts of litigation expenses and attorney fees defending respondents abusive and unwarranted actions, while respondents systematically and fraudulently down-zoned petitioners' entire 12.2 acre parcel to a public use as noted above.

During the course of this entire thirty-five (35) year ordeal, petitioners have never received one cent in any form of compensation, while being required to expend hundreds of thousands of dollars of our personal funds to defend the massive continuous stream of controlling errors of law and abuses chronicled above. Is this the true character of our constitutional civil rights?

I, William J. Zisk, declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct and that this verified statement was executed on April 2, 2004 at Roseville, California.

_____

William J. Zisk

VERIFICATION

I, William J. Zisk, am the spouse of the deceased Lois E. Zisk in the above captioned matter. I have read the foregoing VERIFIED STATEMENT OF THE HISTORY OF THE PROPERTY OF WILLIAM J. ZISK AND LOIS E. ZISK, 205 THOMAS STREET, ROSEVILLE, CALIFORNIA 95678, and am familiar with its content. The matters stated herein based on personal knowledge and information are true and correct. If called to testify as a witness in this matter I can competently testify as to matters of fact.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Executed this April 2, 2004 at Roseville, California, 95678.

William J. Zisk
205 Thomas Street
Roseville, California 95678-1858
Telephone: (916) 782-2233

As to the alleged claim of ownership of Zisk property, Assessors Parcels No.(s) 013-040-003 and 013-040-005 by the City of Roseville, on March 23, 2004 William J. Zisk hand carried a written request under the public information act to Roseville city attorney, Mark Doane to provide me with an immediate written response to twelve (12) direct questions relating to the City of Rosevilles' alleged claim to legal title ownership of parcel(s) 013-040-003 and 013-040-005. The March 23, 2004 letter to Mr. Doane was as follows:

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William J. Zisk
205 Thomas Street
Roseville, California 95678

Telephone: 916-782-2233
FAX: 916-783-3408

RECEIVED
MAR 2 3 2004
CITY ATTORNEY

March 20, 2004

Mark J. Doane
City Attorney
City of Roseville
311 Vernon Street
Roseville, CA 95678

RE: Parcels: 013-040-003-000
013-040-004-000
013-040-005-000

Subject: LEGAL TITLE OWNERSHIP

Mr. Mark J. Doane:

As the city attorney for the City of Roseville, you have publicly stated City fee simple title ownership of all or portions of parcels 013-040-003, 013-040-004, and/or 013-040-005. Pursuant to the Public Information Act, provide me with an immediate written response to the following:

1. THE EXACT DATE(S) OF PURPORTED ACQUISITION.

2. THE EXACT APPRAISED VALUE(S) OF EACH OF THE PURPORTED ACQUISITION(S).

3. THE ZONING AND LAND USE DESIGNATION OF EACH OF THE PURPORTED ACQUISITION(S) ON THE DATE(S) OF PURPORTED ACQUISITION(S).

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4. THE EXACT DATES OF NEGOTIATIONS FOR THE PURPORTED ACQUISITION(S).

5. THE EXACT REASON(S) OR PURPOSE(S) THAT REQUIRED THE PURPORTED ACQUISITION(S).

6. THE SPECIFIC PROJECT(S) THAT REQUIRED THE PURPORTED ACQUISITION.

7. THE SPECIFIC PUBLIC NECESSITY THAT REQUIRED THE PURPORTED ACQUISITION(S).

8. THE EXACT DATE(S) IN WHICH THE PAYMENT OF THE TOTAL SUM OF THE ACQUISITION(S) WAS PURPORTEDLY PAID TO WILLIAM J. ZISK AND LOIS E. ZISK.

9. THE EXACT DATE(S) IN WHICH THE CITY PURPORTEDLY TOOK POSSESSION OF THE PURPORTED ACQUISITION(S).

10. THE EXACT DATE(S) IN WHICH THE CITY FULFILLED THE CEQA REQUIREMENT FOR THE PURPORTED ACQUISITION(S).

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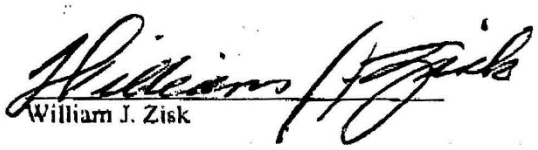
11. THE EXACT DATE(S) IN WHICH THE CITY PROVIDED A PUBLIC HEARING FOR THE BENEFIT OF WILLIAM J. ZISK AND LOIS E. ZISK REGARDING THE PURPORTED PUBLIC NECESSITY FOR THE PURPORTED ACQUISITION(S).

12. THE EXACT DATE(S) IN WHICH THE CITY ACQUIRED ANY AND ALL ADJOINING PARCEL(S), INCLUDING EXACT TOTAL ACREAGE, TOTAL APPRAISAL VALUE, AND TOTAL ACQUISITION PRICE, THE PURPOSE OR PUBLIC NECESSITY OF THE ACQUISITION(S), THE DESIGNATED ZONING AND LAND USE FOR EACH PARCEL, AND THE DATE(S) IN WHICH THE CITY TOOK POSSESSION.

If you have any question(s) on the foregoing, please do not hesitate to contact me immediately at the above.

Thank you for your courtesy.

Sincerely,



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On March 24, 2004, at approximately 5:15 p.m., city attorney Mark Doane hand carried a large brown envelope to me at my residence at 205 Thomas Street. The envelope contained nine (9) pages, purportedly in response to the twelve questions that William J. Zisk had hand carried to him at his office at 311 Vernon Street the day before, regarding his claim of ownership by the City of Roseville of Parcel(s) No.(s) 013-040-003 and 013-040-005 of the Zisk property. The brown envelope contained a two page letter dated March 24, 2004 addressed to William J. Zisk from city attorney Mark Doane, summarizing a small isolated "portion" of thirty-one (31) years of litigation between the City of Roseville and William J. Zisk and Lois E. Zisk; a three page document entitled final order of condemnation, dated April 19, 1982 and August 30, 1983; a copy of a one page document entitled order re trust funds on deposit, dated April 9, 1982; a copy of a document entitled accounts payable document in the amount of $99,329.57 to William J. Zisk and Lois E. Zisk, dated April 9, 1992; a copy of a one page document entitled County of Placer office of auditor-controller admittance advice with a copy of a check in the amount of $99,329.57 to William J. Zisk and Lois E. Zisk, dated April 17, 1992; a one page copy of an envelope postmarked April 20, 1992, purportedly addressed to William J. Zisk and Lois E. Zisk. The nine page contents of the brown envelope clearly does not support any claim of ownership by the City of Roseville of Parcel(s) No.(s) 013-040-003 and 013-040-005 of the Zisk property, nor does it respond to the twelve questions regarding claim of ownership posed to city attorney Mark Doane by William J. Zisk on March 23, 2004.

Review of the above twenty (20) page VERIFIED STATEMENT OF THE HISTORY OF THE PROPERTY OF WILLIAM J. ZISK AND LOIS E. ZISK, 205 THOMAS STREET, ROSEVILLE, CALIFORNIA 95678, will controvert any and all claims of ownership by the City of Roseville.

Mr. Doane did not respond to any and all of the twelve questions regarding ownership.

There is no valid response to any of the questions which are simple requirements to obtaining ownership. The City of Roseville does not hold ownership of any part of the Zisk property. A thorough investigation is needed to resolve this matter.

For clarification purposes the nine page contents of the brown envelope hand delivered by Mr. Doane on March 24, 2004 to William J. Zisk at his residence on the subject property at 205 Thomas Street, Roseville, California 95678 is as follows:

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CITY OF ROSEVILLE
TRADITION · PRIDE · PROGRESS

City Attorney
311 Vernon Street
Roseville, California 95678-2649

March 24, 2004

Mr. William J. Zisk
205 Thomas Street
Roseville, CA 95678

Dear Mr. Zisk:

This responds to the letter you hand delivered to me yesterday, March 23rd, regarding the City of Roseville's acquisition of a portion of your property for public purposes. Preliminarily, I need to note that on a number of past occasions you and I have reviewed the same information and questions contained in your latest letter. The matters referenced in your letter stretch back over a thirty-one year period and involve no less than six state or federal lawsuits [1] including appeals, not to mention numerous related lawsuits between you and the lawyers who represented you in those actions. Since you were the primary litigant in all of those cases, and since I only arrived on the scene in 1994, your memory and files are undoubtedly more extensive than mine. Accordingly, this letter will not attempt to exhaustively list every milepost in your lengthy dispute with the City. Rather, I intend to concentrate on the core issues: the City's ownership of the property in question; the amount and location of the funding for the acquisition; and the public necessity for the acquisition.

The City's acquisition of the property referenced in your letter dates back to a Final Order of Condemnation issued by the Placer County Superior Court on April 19, 1982 (copy attached). That Final Order condemned a fee simple ownership interest in the property to the City of Roseville for "public park, recreational, bicycle, hiking and maintenance purposes". The Order further notes that the City had deposited with the Court the correct amount of money to pay for the property, including interest and costs.

Following the entry and recording of that Final Order of Condemnation, you filed several appeals, and lawsuits were exchanged between you and your lawyers [2] that resulted in adjustments being made to the amount that the City had deposited with the Court. For example, attorney Sherwood succeeded in obtaining a court order permitting him to withdraw $13,231 from the condemnation deposit to satisfy unpaid legal billings. At any rate, once the dust from all that litigation settled the Placer County Superior Court

[1] City vs. Zisks (1973) Placer Superior Court No. 41104 (Condemnation); Zisk vs. Roseville (1984) Placer Superior Court No. 69081 (Flood Ordinance); Zisk vs. Roseville (1986) Placer Superior Court No. 77050 (Flood Damage); City vs. Zisk (1989) Placer Superior Court No. 84527 (Nuisance); Zisk vs. City (1994) Placer Superior Court No. S-1495 (Zoning Ordinance); Zisk vs. City (1995) Federal District Court No. CIV-S-95-2134 EJG (Civil Rights)

[2] For example: Desmond vs. Zisk, Superior Court No. 54839; Sherwood vs. Zisk, Municipal Court No. CV 2-93; Zisk vs. Henderson – case citation unknown

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issued an Order on April 9, 1992 which noted that the remaining monies on deposit in the (now 19 year old) condemnation action had not been claimed by the Zisks, even though the case had been "fully litigated and final judgment...entered" in the case. The Order therefore, ordered the court clerk to pay over the remaining funds in the account over to you and your wife (a copy of the Order is attached).

The court clerk and the County Auditor complied almost immediately. A check in the amount of $99,329.57 and payable to you and your wife was issued on April 17, 1992. The check was mailed on April 20, 1992 (copies of the accounts payable warrant, the check and the postmarked envelope are attached). For reasons unknown to me, you never cashed that check. Later, due to a change in the law the account holding the deposited condemnation proceeds was transferred from Placer County to the State Treasurer's Office, where it remains to this day. The account contained $71,210.55 in June, 1994. The City has had no power or control over the account since at least the April 9, 1992 court order. I am informed that you may withdraw the remaining funds on account at any time you choose.

Finally, I draw your attention to the last two lawsuits listed in footnote 1. Recall that in those lawsuits you challenged a variety of City zoning, floodway and bike trail project activities under a variety of legal theories, including inverse condemnation, conspiracy to violate civil rights, intentional infliction of emotional distress and declaratory relief. Those lawsuits (and appeals) were decided against you and the cases were ultimately dismissed with prejudice. That means that you are legally barred from relitigating those issues or facts.

Sincerely,

MARK J. DOANE
City Attorney

Enclosures

cc: Transportation Commission Members
Mike Wixon
Mark Morse
Rob Jensen

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OFFICIAL RECORDS
REQUESTED BY
City of Roseville

Apr 19 11 27 AM '82
GAY TROMBLEY
PLACER CO RECORDER
13702 NO FEE REQUIRED

FILED
APR 19 1982
GAY-TROMBLEY
COUNTY CLERK OF PLACER COUNTY
BY _____ DEPUTY

IN THE SUPERIOR COURT OF THE STATE OF CALIFORNIA

IN AND FOR THE COUNTY OF PLACER

CITY OF ROSEVILLE, a municipal corporation,

Plaintiff

v.

WILLIAM J. ZISK and LOIS E. ZISK, et al.,

Defendants

NO. 41104

FINAL ORDER OF CONDEMNATION

VOL 2403 PAGE 174

It appearing to the Court that Plaintiff City of Roseville has deposited into Court for the Defendants entitled thereto the sum of money assessed by the Judgment in Condemnation entered in this proceeding in Book 35 at Page 177, plus interest and costs in compliance with such judgment;

NOW, THEREFORE IT IS HEREBY ORDERED, ADJUDGED AND DECREED that the real property situated in the County of Placer, State of California, known as Parcel and Parcel 8, and more particularly described in Exhibit "A", attached hereto and made a part hereof, be condemned to Plaintiff City of Roseville for

Date Entered APR 19 1982
Book 49 Page 446

public park, recreational, bicycle, hiking and maintenance purposes, in fee simple absolute.

IT IS FURTHER ORDERED, ADJUDGED AND DECREED that a certified copy of this order be recorded in the Office of the County Recorder of the County of Placer, State of California, and thereupon title to said property described in Exhibit "A" shall vest in Plaintiff and all interests of Defendants William J. Zisk, Lois E. Zisk, the County of Placer, Mary A. Zisk, trustor, Title Insurance and Trust Company, a corporation, trustee, and Marjorie Arnett, as Trustee under the Last Will and Testament of Mabel M. Phillips, deceased, beneficiary, in and to said real property shall be terminated.

DATED: [illegible]

[illegible]

JUDGE OF THE SUPERIOR COURT

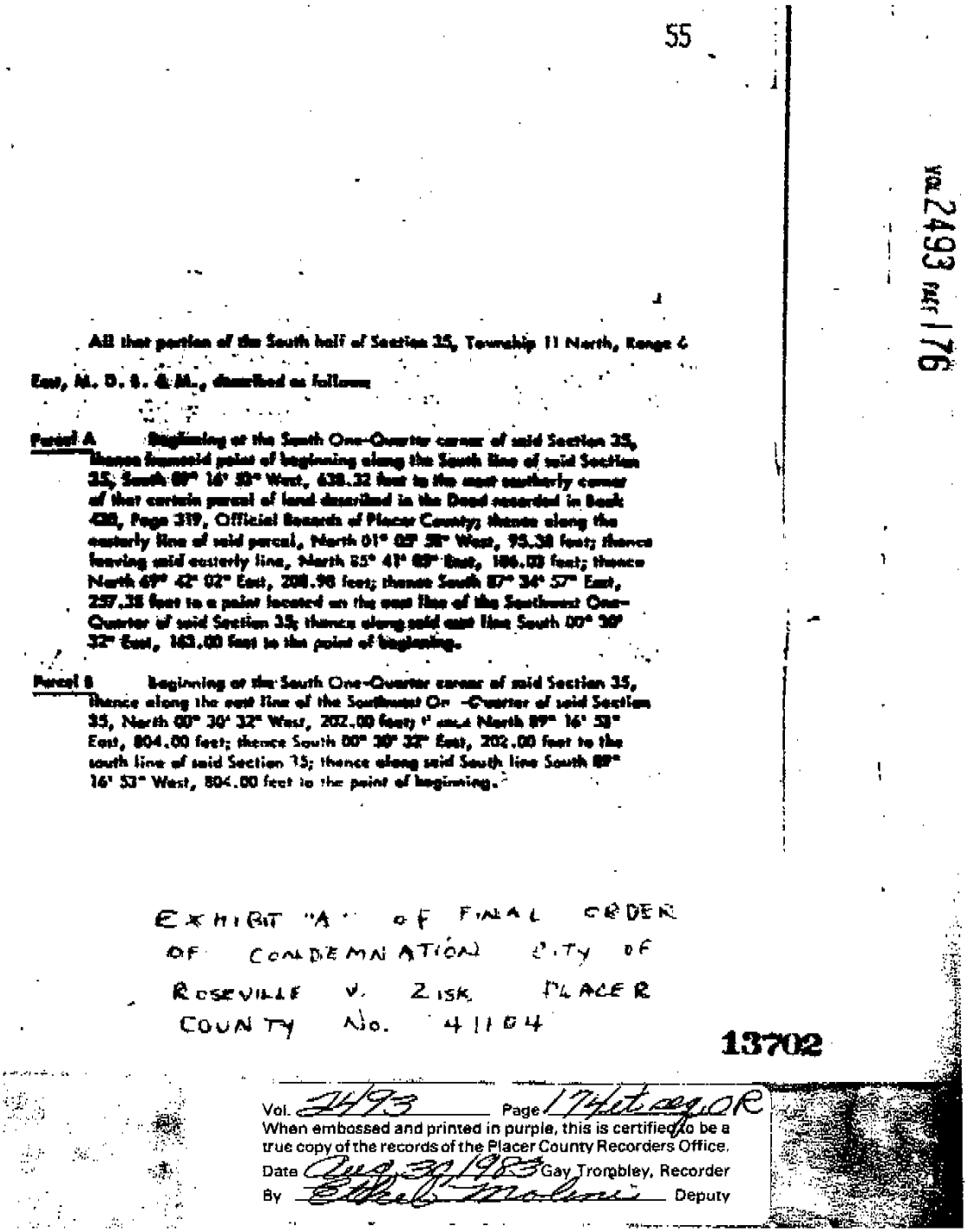
VOL 2493 PAGE 175

THE FOREGOING [illegible] IS A CORRECT COPY OF THE ORIGINAL [illegible] OFFICE.

ATTEST: [illegible] 19 1982

[illegible] Trembley

[illegible] CLERK



55

Vol. 2493 Pg. 176

All that portion of the South half of Section 35, Township 11 North, Range 6 East, M. D. B. & M., described as follows:

Parcel A Beginning at the South One-Quarter corner of said Section 35, thence from said point of beginning along the South line of said Section 35, South 89° 16' 53" West, 638.32 feet to the most southerly corner of that certain parcel of land described in the Deed recorded in Book 438, Page 319, Official Records of Placer County; thence along the easterly line of said parcel, North 01° 02' 38" West, 95.38 feet; thence leaving said easterly line, North 85° 41' 09" East, 186.03 feet; thence North 69° 42' 02" East, 208.98 feet; thence South 87° 34' 57" East, 257.38 feet to a point located on the east line of the Southwest One-Quarter of said Section 35; thence along said east line South 00° 30' 32" East, 163.00 feet to the point of beginning.

Parcel B Beginning at the South One-Quarter corner of said Section 35, thence along the east line of the Southwest One-Quarter of said Section 35, North 00° 30' 32" West, 202.00 feet; thence North 89° 16' 53" East, 804.00 feet; thence South 00° 30' 32" East, 202.00 feet to the south line of said Section 35; thence along said South line South 89° 16' 53" West, 804.00 feet to the point of beginning.

EXHIBIT "A" OF FINAL ORDER OF CONDEMNATION CITY OF ROSEVILLE V. ZISK PLACER COUNTY No. 41104

13702

Vol. 2493 Page 176 Pltsag.OR
When embossed and printed in purple, this is certified to be a true copy of the records of the Placer County Recorders Office.
Date Aug 31 1983 Gay Trombley, Recorder
By Ethel Malone Deputy

FILED

IN THE SUPERIOR COURT OF THE STATE OF CALIFORNIA
IN AND FOR THE COUNTY OF PLACER

APR 9 1992
CARL DePIETRO
CLERK OF THE SUPERIOR COURT

CITY OF ROSEVILLE, a municipal corporation, Plaintiff, vs WILLIAM J. ZISK, LOIS E. ZISK, et al., Defendants.	)	No. 41104 ORDER RE TRUST FUNDS ON DEPOSIT

It appearing to the court that monies placed on deposit with the clerk of this court remain unclaimed by defendants and further finds that this case has been fully litigated and final judgment has been entered.

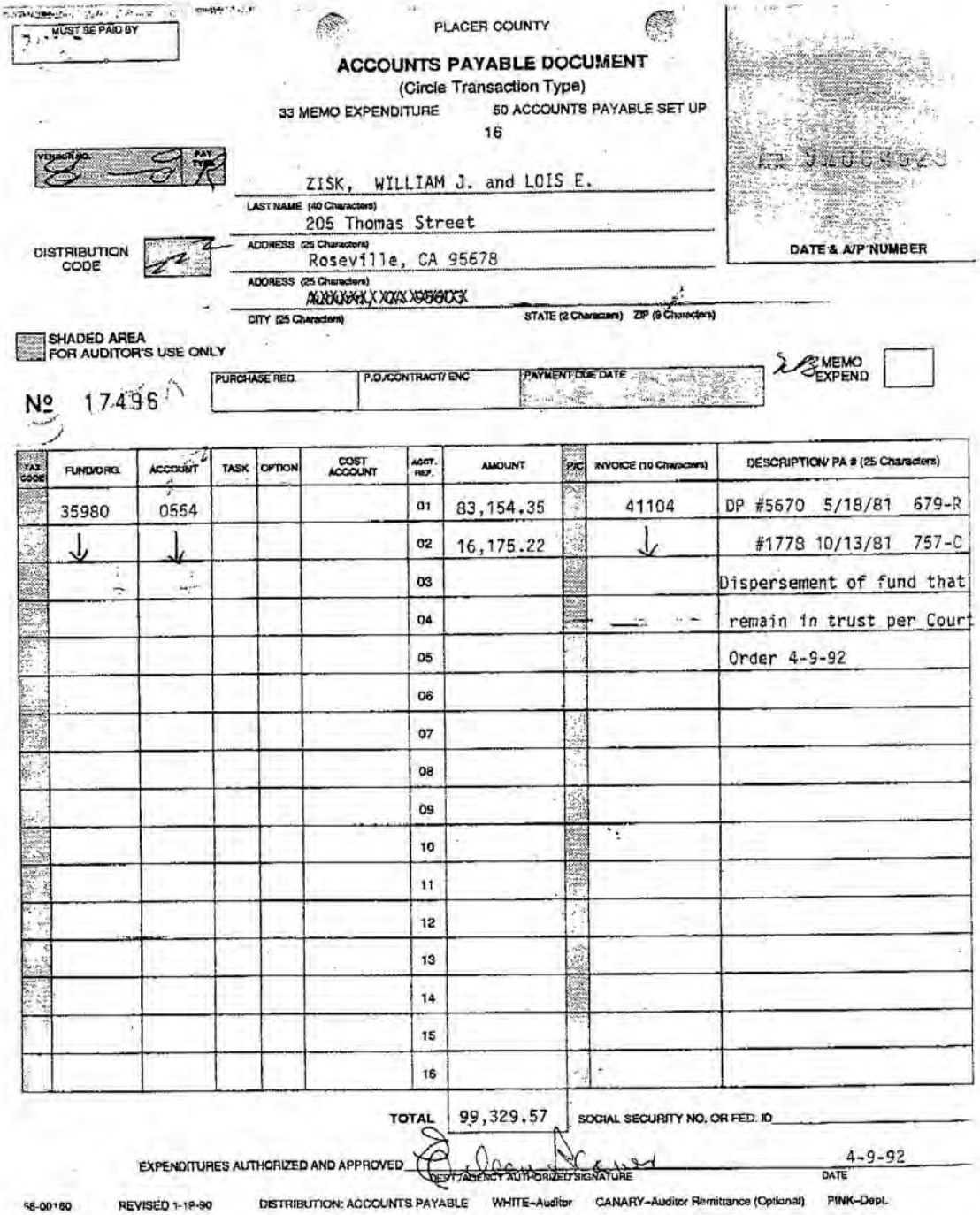
Good cause appearing therefore, it is ordered that the clerk pay over such funds remaining on deposit to the defendants and close out such trust account.

Dated: April 9, 1992

James E. Roeder
Assistant Presiding Judge

PLEASE FORWARD WITH WARRANT

33



PLACER COUNTY

MUST BE PAID BY

ACCOUNTS PAYABLE DOCUMENT

(Circle Transaction Type)

33 MEMO EXPENDITURE 50 ACCOUNTS PAYABLE SET UP

16

VENDOR NO. PAY TYPE

ZISK, WILLIAM J. and LOIS E.

LAST NAME (40 Characters)

205 Thomas Street

DISTRIBUTION CODE

ADDRESS (25 Characters)

Roseville, CA 95678

ADDRESS (25 Characters)

CITY (25 Characters) STATE (2 Characters) ZIP (9 Characters)

DATE & A/P NUMBER

SHADED AREA FOR AUDITOR'S USE ONLY

MEMO EXPEND

PURCHASE REQ. | P.O./CONTRACT/ ENC | PAYMENT DUE DATE

№ 17496

TAX CODE	FUND/ORG.	ACCOUNT	TASK	OPTION	COST ACCOUNT	ACCT. REF.	AMOUNT	PAC	INVOICE (10 Characters)	DESCRIPTION/ PA # (25 Characters)
	35980	0554				01	83,154.35		41104	DP #5670 5/18/81 679-R
	↓	↓				02	16,175.22		↓	#1778 10/13/81 757-C
						03				Dispersement of fund that
						04				remain in trust per Court
						05				Order 4-9-92
						06				
						07				
						08				
						09				
						10				
						11				
						12				
						13				
						14				
						15				
						16				
						TOTAL	99,329.57			

SOCIAL SECURITY NO. OR FED. ID

EXPENDITURES AUTHORIZED AND APPROVED

DEPT./AGENCY AUTHORIZED SIGNATURE

4-9-92

DATE

58-00180 REVISED 1-19-90 DISTRIBUTION: ACCOUNTS PAYABLE WHITE–Auditor CANARY–Auditor Remittance (Optional) PINK–Dept.

34

VENDOR 888888888

COUNTY OF PLACER

OFFICE OF THE AUDITOR-CONTROLLER

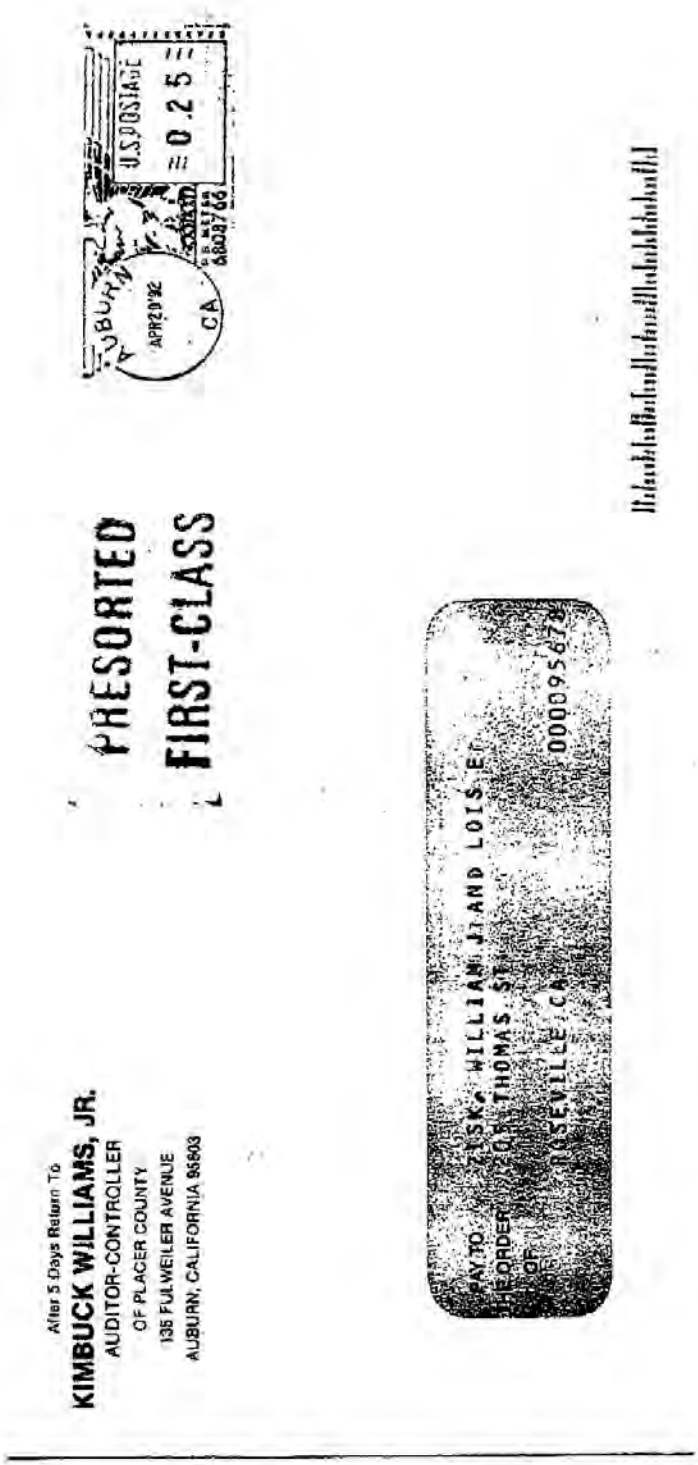
REMITTANCE ADVICE

A959534

ZISK, WILLIAM J AND LOIS E

APR 17, 1992

FUND/ORG.	ACCOUNT	TASK	OPTION	COST ACCOUNT	PO /CONTRACT	A/P NUMBER	INVOICE	AMOUNT
035980	0554					R6452901	41104	83,154.35
035980	0554					R6452902	41104	16,175.22


After 5 Days Return To
KIMBUCK WILLIAMS, JR.
AUDITOR-CONTROLLER
OF PLACER COUNTY
135 FULWEILER AVENUE
AUBURN, CALIFORNIA 95603
PRESORTED
FIRST-CLASS
AUBURN
APR 20 '92
CA
U.S. POSTAGE
0.25
PAY TO ZISK, WILLIAM J. AND LOIS E.
THE ORDER OF THOMAS ST.
ROSEVILLE CA
000095678

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The purpose of the DEIR is to identify, assess and quantify the impacts associated with the proposed development of a proposed bicycle trail within the Dry Creek corridor between Harding Boulevard and Royer Park on the physical, biological and socio-economic aspects of the Roseville community.

William J. Zisk and my deceased spouse, Lois E. Zisk have been resident property owners within the City of Roseville during the course of the past fifty (50) years and currently the owners, since 1966, of the 12.2 acre parcels located at 205 Thomas Street, commonly identified as assessor parcel(s) number(s) 013-040-003, 013-040-004 and 013-040-005, which includes approximately 1500 feet of Dry Creek. I/We have been consistently responding to a multitude of "proposed" bicycle trail environmental impact reports, which would directly impact our property located at 205 Thomas Street. We have consistently expressed our extreme opposition to any such proposal which has and would continue to significantly impact our property. CEQA requires the EIR to address the cumulative impacts in a unified and effective way and provide an individual project-level analysis.

For the record in this DEIR, I wish to continue to express my objection and extreme opposition to any consideration of a proposed bicycle trail on the north side of Dry Creek for the following reasons:

In order to understand the magnitude of impacts of such a proposal, it is necessary to summarize the thirty-five (35) year history of significant impacts endured by the Zisk family at 205 Thomas Street, which predate the suspect premature wrongful deaths of my spouse, Lois E. Zisk, on November 22, 2000 and my son William Zisk Jr. on February 17, 2002.

In 1966, William J. Zisk and Lois E. Zisk (Zisks') purchased the property at 205 Thomas Street (subject property), which consists of 12.2 acres geographically located in the center of Roseville and contiguous to a section of Dry Creek. The zoning and land use at that time was R1 and R1-FP, single family dwellings, medium density, and was in full compliance with the General Plan of the City of Roseville.

The Zisks have conducted a Sand and Gravel and Trucking business in Roseville since 1952, and have operated that business at 205 Thomas Street, Roseville, CA since 1966, in the same non-conforming use as did the prior owner of the subject property, and the one prior, dating back to the turn of the century.

In 1966 the Zisks embarked on a massive project to clean and restore the subject property, which had been allowed to deteriorate into an eyesore and community health problem. The primary intent of the Zisks was to construct a new home on a portion of the subject property situated adjacent to the secluded peaceful and beautiful natural setting of Dry Creek.

In the beginning of 1967, the Zisks applied to the Roseville Planning Commission for a use permit to construct a new home on the subject property. At the use permit application public hearing of **February** 23, 1967, the city attorney, who was in attendance in an advisory capacity was Keith F. Sparks. The commission conditionally approved the application of the

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Zisks and continued the hearing to allow the Zisks to fulfill the requirements of the permit application. No time constraints were placed on the Zisks at the hearing, in which to complete the conditional requirements for the permit. The Zisks did in fact immediately commence the required massive streambed improvement project on Dry Creek through the subject property, which was completed on October 1, 1973.

On **March 30, 1967** the Zisks, received Streambed Alterations Notification No. 976 from the California Department of Fish and Game, purchased a dragline (dredger), and did in fact commence the major improvements to the portion of Dry Creek that traverses the subject property, as required by the Roseville Planning Commission as a condition of issuance of the use permit to construct a new home on the subject property.

Beginning in early 1968, the City of Roseville, through the City Council members, city attorneys, city commission members, agents, and City employees purposefully embarked on a vexatious, conspiratorial and collusive scheme to intentionally seize, damage and deprive the Zisks of any and all economic use and enjoyment of the subject property, in violation of the Fourth, Fifth, and Fourteenth Amendment of the Constitution of the United States, and Article I, Section 1, Section 3, Section 6, Section 7(a) & (b), Section 9, Section 13, Section 15, Section 16, Section 17, Section 19, Section 24 and Section 26 of the Constitution of the State of California.

The scheme was initiated by the City Council on **March 20, 1968** by adoption of a Park, Streambed and Recreation Element of the General Plan of the City of Roseville. The only property which has been effected by the adoption of this plan is the subject Zisk property. The plan envisioned the use of open space and floodplain zoning as a means of preserving future park sites. All of the subject Zisk property was shown on the plan for future use as a public park for the City.

Thereafter, the members of the Roseville City Councils, commissions, and city employees proceeded to adopt a series of Open Space and Floodplain Zoning Regulations which were calculated to fraudulently prevent the Zisks from any use, return or enjoyment of the subject property at 205 Thomas Street, Roseville, California 95678.

While other similarly situated properties within the City were permitted to use and enjoy their property, the Zisks were held in a falsified restraint, and the council members, commissions, and city employees proceeded with a policy of "selective enforcement" of the adopted Ordinances and Regulations

On **March 20, 1968,** by Resolution No. 68-21, the Roseville City Council adopted a Park, Streambed and Recreation Element of the General Plan of the City of Roseville, showing the entire subject Zisk property, to be planned for future use as a public park.

On **December 8, 1971,** the Roseville City Council adopted Emergency Ordinance No. 1158, AN INTERIM ORDINANCE PROHIBITING CONSTRUCTION UPON OR GRADING OF PROPERTY WITHIN CERTAIN AREAS SUBJECT TO FLOODING ADJACENT TO DRY, LINDA, CIRBY AND ANTELOPE CREEKS AND STRAP RAVINE, UNLESS A PERMIT HAS BEEN ISSUED. The Zisks applied for the required permit and on March 3, 1972 the Public Works Director,

Frederick L. Barnett, issued a grading permit to Bill Zisk to excavate the vicinity of Dry Creek, and to place excavated material adjacent to Dry Creek on the subject property, as shown on the submitted plan dated 1-24-72. The permit was issued pursuant to Chapter 70 of the Uniform Building Code and the requirements of the Department of Fish and Game of State of California. This permit was granted pursuant to Ordinance No. 1158, adopted by the City Council on 12-8-71, and was for the purpose of completing the channel improvements to Dry Creek as required by the use permit application submitted by the Zisks on February 23, 1967.

On **March 23, 1972,** the Zisks received a letter of approval from Public Works Director, Fredrick L. Barnett to place a barbwire type fence on the property boundaries in order to discourage trespassers and control livestock.

On **August 30, 1972** the City Council, by Resolution No. 72-75 approved AN INTERIM OPEN SPACE PLAN - GENERAL GOALS AND POLICIES AND ACTION PROGRAM. The plan envisioned the Zisk property be designated as open space.

On **November** 29,1972 the City Council adopted Ordinance No. 1190 - ENACTING ARTICLE 8A OF THE CODE OF THE CITY OF ROSEVILLE RELATING TO ENVIRONMENTAL REVIEW OF PERMITS ISSUED BY THE CITY OF ROSEVILLE AND DECLARING THE SAME TO BE AN EMERGENCY MEASURE TO TAKE EFFECT IMMEDIATELY.

On **March 1. 1973** the Zisks submitted a request to the City Planning Department for a parcel map and lot split to create a parcel for the purpose of obtaining a loan to build a new home for the owners.

On **March 14, 1973,** the City Planning Department made a determination that an environmental Impact Report was now required in connection with the Zisk permit application, despite the fact that the use permit application was submitted on February 23, 1967 and the project was commenced long before the California Environmental Quality Act (CEQA) of 1970 was enacted, and the request was in full compliance with all existing city ordinances and land use regulations, and the property was properly zoned for the intended use. The Roseville planning department made the following findings:

It is expected that the proposed parcel map and ultimate single family development of Parcel "A" will have a non-trivial effect on the environment because:

1. *Parcel ' A " is located within the floodplain of Dry Creek*
2. *Parcel "A " is included in the Park and Streambed Plan for public use and development.*

On **March 22, 1973** the Zisks appealed the denial of the request for a parcel map and lot split.

On **April 25, 1973** the City Council upheld the Planning Departments denial of the request for a parcel map and lot split, and further directed that an Environmental Impact Report be required before any further processing of the Zisk's February 23, 1967 permit application.

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On **April 25, 1973** the Public Works Director, Fredrick L. Barnett sent a letter to the Zisks, advising them to cease all work within 75 feet of the waters' edge of Dry Creek on their property and re-apply for a new permit to complete the 2-23-67 use permit application requirements.

In **May, 1973** the City received the results of their requested study conducted by the U.S. Army Corps of Engineers in Sacramento entitled, FLOODPLAIN INFORMATION, DRY CREEK AND TRIBUTARIES, ROSEVILLE, CALIFORNIA, MAY 1973. It showed that a small portion of the Zisk property adjacent to Dry Creek was within the limits of a projected 100year flood. However, the maps submitted to the Corps by the City in making this determination were flown on **February 4, 1956 and April 18, 1956** and in no way reflected the physical topography of the streambed on the Zisk property in **May *1973*** especially taking into consideration the improvements to the channel of Dry Creek the Zisks had made, which improved the flow capacity by 200%. This fact was brought to the attention of the City who then requested the Corps of Engineers conduct a special study of the Zisk property. This new study revealed that the Zisk property was above and outside the projected 100-year floodplain elevations and that the Corps did not object to the building of a new home at the designated location. The City has never accepted this revised position.

Between **May 11 and June 8, 1973** the Zisks did in fact re-apply to various agencies within the City and the State of California Fish and Game for renewal of the permits, which were subsequently granted on **June 8, 1973.**

On **June 1, 1973,** the Zisks, through their engineer, Atteberry & Associates of Roseville CA., filed an Environmental Impact Report with the City, examining the effect on the environment of the construction of a single family home on a half acre portion at the westerly boundary of the Zisk property. The EIR summarized the following at page 14:

> *"The proposed project is the culmination of a seven year program undertaken by the Zisk family in 1967 to clean up and improve a portion of creek side property that had been exploited for many years and allowed to deteriorate into an eyesore and community health problem. It is in compliance with existing zoning and has no longrange unavoidable adverse impacts. The work accomplished to date by the Zisk family indicates the quality of their goals and the ultimate benefit to the community in improved health conditions and scenic qualities "*

On **June 20, 1973** the City Council adopted an Open Space and Conservation Element to the General Plan by Resolution No. 73-56, which changed the land use designation of the Zisk property from R-1 and R-I-FP, single family dwellings, to open space for park purposes.

On **July 13, 1973** the Corps of Engineers reported to the City Planning Department that the proposed lot split and construction by the Zisks would not have a significant effect on water surface elevations in the floodplain and the Corps did not object to the construction of the Zisk family new home.

On **July 24, 1973** the City Planning Director, Leo Cespedes, wrote to the Corps of Engineers asking them to restudy their determinations and further stating that the planning Department would withhold further processing the Zisk application for a Lot Split and Use Permit until a reply was received from the Corps of Engineers.

On **August 29, 1973** the City Council adopted a "tentative" plan for a "proposed trail system" on Dry Creek, but only through the Zisk property, and directed staff to send notification to Mr. Zisk. No other upstream or downstream property owners were notified or effected.

On **August 31, 1973,** the Director of Public works for the City of Roseville Frederick L. Barnett wrote to the Corps of Engineers, summarizing a determination of the Roseville Floodplain Committee that no development be allowed within the designated primary floodway, and the secondary zone of floodway fringe be utilized for greenbelt, agricultural, parks and recreation uses.

On **September 5, 1973** the Public Works Director Frederick L. Barnett in commenting on the **June 1. 1973** Environmental Impact Report submitted by the Zisks, wrote to the Planning Director and advised that although his determination of the work of excavating and grading done by the Zisks on the subject property showed a rise in the floodplain on the property, the decisive fact in evaluating the Environmental Impact Report was that construction of the home by the Zisks on the proposed lot would interfere with the "tentative" proposed bicycle path and streambed acquisition, and that, therefore the Zisk project would have an adverse impact on the environment.

On **September 7 1973** the Roseville City Manager, Robert Hutchison, wrote to the Zisks and officially notified them that the City intended to acquire portions of the subject property for a "tentative" plan for a bicycle trail and that the City's project was in conflict with the **Zisk's February 23, 1967** plan to build a home on a half acre portion of the subject property.

On **September 10, 1973** the City Planning Director wrote a memorandum to the Planning Commission recommending denial of the Zisks permit because no final Corps of Engineers report had been received as of yet and because the Zisks' development of their property interfered with and was in conflict with the "tentative" proposed bicycle path.

On **September 13, 1973** the Roseville Planning Commission denied the Zisks' application. Evidence submitted at the hearing in opposition to the Zisk application, was the proposal to build a home on the subject property conflicted with the Park and Streambed Plan, the Open Space Element of the General Plan, and the plan for proposed acquisition of a bicycle trail across the *subject* property. No adjacent property upstream or downstream was affected.

Pursuant to Notice of Appeal by the Zisks of the Planning Commission denial of the Zisk application for a permit, the Roseville City Council did on **October 3, 1973**, deny the appeal by the Zisks, ***"on the basis of evaluation by the City of the Environmental Impact Report, the conflict with the bike and pedestrian trail as tentatively approved by the City Council and conflict with its development, and further, that the plan is in conflict with the Park and Streambed Element of the General Plan, and the Council give notice that City intends to purchase a bike and pedestrian trail system along the streambed ".*** During the public

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hearing the Public Works Director, Frederick L. Barnett, stated that the Zisks home site was above and outside of the 100-year floodplain. Since October 3, 1973 the Zisks did no further physical development on their property.

On **October 5, 1973**, there was a joint meeting between the Roseville Planning Commission and the City Floodplain Commission for a public hearing on Ordinance No. 1224 which was the Floodplain Ordinance to preserve everything within the boundaries as natural area for park and recreation and that the application to buy the Zisk property was consistent with the Park and Recreation element of the General Plan. No other property was affected.

On **October 25, 1973** the Roseville Planning Commission passed Floodplain Ordinance No. 1224, finding the ordinance consistent with the Open Space and Conservation element and the Park and Streambed Plan.

On **November 1, 1973,** the attorney for the Zisks, Richard F. Desmond, filed a Writ Of Mandamus in Placer County Superior Court (No. 40862) to require issuance of the qualified permit application. Within 30 days, Roseville City Attorney, William Owens, answered the Writ Of Mandamus filed by defense attorney Desmond. In furtherance of this collusive conspiratorial scheme, all further proceedings on the Writ Of Mandamus, Placer Superior Court No. 40862, were abandoned by both attorneys.

On **November 12, 1973,** the Zisks attorney, Richard Desmond filed with the City of Roseville, a claim for damages for Inverse Condemnation of their property.

On **November 26, 1973**, the City Attorney, William Owen, wrote a letter to the Mayor and City Council stating that one of the purposes of the Floodplain Ordinance is to protect Open Space and Parks and Recreation.

On **November 27, 1973** a special meeting of the Roseville Planning Commission was held to discuss acquisition of the Zisk property.

On **November 28, 1973** the City Council adopted Floodplain Ordinance No. 1224, and Floodplain Zoning Ordinance No 1227. The Zisk Property was rezoned from R-1 and R1-FP to permanent Floodway and Floodway Fringe (FW & FF).

In furtherance of the plan and scheme, on November 28, 1973 the City Council down zoned virtually the entire Zisk property to permanent floodplain (FF & FW). Prior to the down zoning, both the U. S. Army Corps of engineers and the Director of Public Works for the City of Roseville, Frederick L. Barnett, publicly acknowledged during the hearings, that the majority of the Zisk property was above and outside the limits of the 100-year floodplain. Numerous other properties throughout the city, including City property, that had been designated by the U. S. Army Corps of Engineers as being within the 100-year floodplain, were completely excluded from the boundaries of the 100-year floodplain on the Official Floodplain Zoning Map of the City of Roseville, and were allowed to be completely developed. The Zisk property is the only property that is above the 100-year floodplain that has been placed within the boundaries of the 100-year floodplain.

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An actual controversy has arisen and now exists in that the floodplain zoning ordinances are tortuously false, discriminatory, invalid, illegal and unenforceable, both on their face and as construed, because they placed the subject Zisk property under floodplain zone restrictions, when the property is above the 100 year floodplain elevation, thus decreases value and prohibits the full use and enjoyment of the subject Zisk property, all of which is in violation of the Fourth, Fifth, Thirteenth and Fourteenth Amendments of the Constitution of the United States, the deprivation of Civil Rights under Title 42 of the U.S. Code, Sections 1983 and 1985, and Article I, Sections 1, 3, 6, 7, (a) (b), 9, 13, 15, 16, 17, 19, 24, and 26 of the Constitution of the State of California.

On **December 6, 1973** the Roseville Planning Commission met again to consider acquisition of the Zisk property and ended up in a tie vote.

On **December 19, 1973** the Roseville City Council acted on the Zisk claim for damages. The claim was partially approved by the Council, but the amount of damages was denied.

On the same date and time, **December 19, 1973** the City Council duly adopted Condemnation Resolution No 73-122, authorizing acquisition of over half of the Zisk Property. The Zisks were not given an opportunity to be heard before or during adoption of the Resolution to condemn.

Prior to filing of the eminent domain action in Placer County Superior Court (No. 41104), the Zisks were never made an offer of settlement for their property, nor had their property been appraised by the City, nor had the City complied with the California Environmental Quality Act of 1970, nor did the City have an officially adopted "project", nor did the City make any attempt to acquire any adjoining property upstream or downstream of the Zisk property.

On **December 20, 1973**, the City Council voted to institute an action in eminent domain (Placer County Superior Court No. 41104), to take over one half (1/2) of the Zisk property for the "tentative" plan for a bicycle trail across the Zisk property. Prior to the filing of the eminent domain proceeding:

1. The Zisks were not given an opportunity to be heard at a public hearing before the adoption of a Resolution of Intent to Condemn (NO. 73-122).
2. There was no adopted "project" to necessitate condemnation.
3. There was no compliance with the California Environmental Quality Act (CEQA) of 1970.
4. There was no compliance with the requirements of Government Code Sections 7267.1 to 7267.7 inclusive.
   (a) No negotiations to acquire the Zisk property.
   (b) No appraisal of the Zisk property.
   (c) No offer of just compensation for the taking and damaging of the Zisk property.

The eminent domain proceeding (No. 41104) was filed on **December 20, 1973,** but the actual trial was delayed until **November 1, 1977.** During the four-year delay in furtherance of this collusive conspiratorial scheme, Plaintiff City Attorney, G. Richard Brown, and defense attorney, Richard F.

Desmond, "secretly" waived the statutory rights of William and Lois Zisk to recover their litigation costs in the eminent domain proceeding. And, in furtherance of this scheme, during the pleading stage and before the eminent domain action went to trial, the Third District Court of Appeal rendered a published opinion (ZISK v. CITY OF ROSEVILLE: 56C.A.3d41:127 Cal.Rptr.896), which was based on a complete reversal of the timing of the factual chronology of the merits of this action (Placer Superior Court No. 41104). The record in these proceedings verifies that fact.

Since the filing of the eminent domain proceeding (No. 41104) on the Zisk property on **December 20, 1973,** no other property within the entire City of Roseville has ever been condemned for a "tentative" plan for a bicycle trail.

On **December 20. 1973** the City of Roseville filed eminent domain action No. 41104 in Placer County Superior Court. Five (5) minutes later on the same date, Inverse Condemnation Action No. 41105 was filed by the Zisks attorney, Richard F. Desmond. The proceedings in the Inverse Condemnation Action No. 41105 were abated and were subsequently raised in the Eminent Domain Action No. 41104 by answer and cross-complaint. The inverse condemnation issues raised by the cross-complaint were abated by order of the trial court, and have not been heard by any court to the present date.

In furtherance of this collusive conspiracy, the former City Attorney, Keith F. Sparks, had extensive prior involvement with circumstances of this proceeding. First, as an attorney representing the City of Roseville, second, as a superior court judge presiding over aspects of the original eminent domain proceeding (No. 41104), and third as an associate Justice of the Third District Court Of Appeals. As attorney for the City of Roseville, Keith F. Sparks advocated then on behalf of the passage of a Floodplain Ordinance, which ultimately provided a vehicle for the City of Roseville to seize the Zisk property. As a superior court judge, he presided over the pretrial conferences in the Eminent Domain Action No. 41104, and made rulings excluding from the jury's consideration, important issues regarding the City's fraudulent use of open space and floodplain zoning to freeze development of the Zisk property.

Moreover, given the prior, personal participation of Keith F. Sparks (former City of Roseville attorney) in the decision-making process that underlies every piece of litigation generated at a time prior to his appointment as a Superior Court Judge, and Justice of the Third District Court of Appeal, it would appear that all contact with the case in a judicial role was and remains objectionable.

Keith F. Sparks (former City of Roseville attorney) presided as an appellate justice of the panel considering an appeal in a related case, attorney Richard F. Desmond v. William and Lois Zisk, 3 Civil 24543, which involved a cross-complaint for legal malpractice against the attorney representing the Zisk interests in the Eminent Domain Action No. 41104. In fact, Justice Sparks personally authored the opinion, which upheld the granting of a non-suit in favor of attorney Desmond, despite sufficient legal evidentiary support for a contrary ruling.

Keith F. Sparks (former City of Roseville attorney) presided as an Appellate Justice of the panel considering an appeal in another related case, Henderson v. Zisk and related cross-actions, 3 Civil 0000651 (26512), (Placer Superior Court No. 70229), which involved a cross-complaint for legal

malpractice against the Zisks attorney Henderson for his representation in the legal malpractice against Attorney Richard Desmond, in the Citys' Eminent Domain Action No. 41104. Keith F. Sparks (former City of Roseville attorney) also authored the Appellate opinion in that Appeal.

The City of Roseville filed the Eminent Domain proceedings, Placer Superior Court No. 41104, against the Zisks on **December 20. 1973.** The action was delayed, and did not proceed to trial until **November 1, 1977,** and was concluded on **December 15, 1977.** At the concluding portion of the Jury trial, on **November 23. 1977** the Zisks were informed by their defense counsel Desmond, of the "secret" waiver of the Zisks statutory rights to recover their litigation cost. The "secret" waiver had been signed by Attorney Desmond and City of Roseville Attorney, G. Richard Brown, on **November 6, 1974.** The Zisks were completely unaware of the "secret" waiver during the entire 3 years of representation by Attorney Richard F. Desmond.

In furtherance of this collusive conspiratorial scheme, on **March 21, 1978** the Interlocutory Judgment was entered in the City of Rosevilles' eminent domain proceedings, Placer County Superior Court No. 41104. The relevant pertinent portion of the judgment reads as follows:

> "It is hereby ordered, adjudged and decreed that the just compensation to be paid for the taking of Parcels A and B - - - is the amount of $96,381, which is the amount assessed by the verdict herein, together with interest thereon at the rate of seven percent (7%) per annum from the date of entry of Judgment herein to the date of payment of said total sum into court."

The final date that the City of Roseville was to pay the "total sum" of the judgment into court was **May 15,1981.** The City made late partial token payments into the court on **May 18,1981; October 13, 1981; June 14,1983; August 22.1983;** and **December 19,1983.** However, the City of Roseville has never paid the "total sum" of the judgment into Court, and consequently, the Zisks have never received one cent in any form of compensation to the present date.

In furtherance of the collusive plan and scheme, commencing in 1970, the City Councils, Planning Commissions, and city employees have purposefully embarked on a program to allow the streambeds and floodways within the City to be overgrown and congested, so as to obstruct and impede the free flow of floodwaters. In addition, chain link fences, footbridges, pipelines, and structures were placed across and within the floodway to further impede the passage of floodwaters. In addition, floatable materials and debris was allowed to be stored in the floodway during the winter rain season. In addition, City landfill dumpsites were maintained within the floodway, raising the land elevations within the floodway to further impede the flow of floodwaters and create uncontrolled detention facilities. In addition, fill materials, roadbeds and bridge structures were placed across the floodway, to further impede the passage of floodwaters.

In 1983 the City entered the Federal Emergency Management Agency (FEMA) flood insurance program. FEMA had conducted a study of the Dry Creek Drainage Basin within the City of Roseville, based on information and data obtained from the U.S. Army Corps of Engineers. The results of the FEMA/Corps of Engineers study placed the majority of the Zisks property above and

outside of the limits of the 100-year floodplain. The 1983 FEMA 100-year Flood Boundary Map places the Zisk property in Zone ***"B", above*** the 100-year floodplain.

On **November 30, 1983** the Roseville City Council adopted floodplain ORDINANCE NO. 1751, ORDINANCE OF THE COUNCIL OF THE CITY OF ROSEVILLE REPEALING AND REENACTING ARTICLE 23 OF ORDINANCE 802, THE ZONING ORDINANCE OF THE CITY OF ROSEVILLE, RELATING TO REGULATION OF LAND USE IN FLOOD PRONE AREAS. In adopting Ordinance No. 1751, the City Council merely changed the text of the Ordinance to qualify for participation in the FEMA flood Insurance program. However, the boundaries of the l00-year floodplain were not changed to coincide with the 100-year floodplain boundaries as depicted on the 1983 FEMA Flood Boundary Map, which places the *subject* Zisk property in Zone "B", above the 100-year floodplain. In furtherance of the collusive plan and scheme, the subject Zisk property is the only property above the established 100-year floodplain boundary elevations on the 1983 FEMA Flood Boundary Map, that remained in the fraudulent 100-year floodplain zoning designation on the Official Floodplain Zoning Map of the City of Roseville, dated **October, *1973.*** Numerous other parcels of land, including City parcels, that were designated within the 100-year floodplain boundaries on the 1983 FEMA Flood Boundary Map, were excluded from the 100-year floodplain map as depicted on the Official Floodplain Zoning Map of the City of Roseville, dated **October 1973,** and were allowed to be filled and fully developed.

During 1983, the city attorney for the City of Roseville, Michael Dean, filed a criminal misdemeanor action in Municipal Court of Placer County at Roseville, Case No. 8062, falsely charging William J. Zisk with an alleged violation of the Zoning Ordinance of the City of Roseville. No evidentiary support was ever submitted to support the alleged zoning violation and the cause of action, Placer Municipal Court No. 8062, was dismissed in October, 1984.

In furtherance of the conspiratorial collusive plan and scheme, commencing in 1984, the members of the City Councils, City Planning Commissions, and city employees expanded the land use zoning to 4 new Specific Plan areas throughout the City, the Southeast, Northeast, North-Central and Northwest. Each specific plan was given approval on an independent "piecemeal" basis without addressing the overall "cumulative impacts" on drainage capabilities throughout the City, as required by the California Environmental Quality Act (CEQA) of 1970.

Thereafter, in **January, 1984,** in furtherance of the overall collusive, conspiratorial plan and scheme, the City of Roseville embarked on a new flood study by employing the services of Nolte and Associates of Stockton/Sacramento.

The information and data used to compile the Nolte study was as follows:

1. The resistant "n" factor of the streams within the City of Roseville were calculated and estimated from aerial photography flown on December 13, 1984, when the streams were in the most congested and overgrown condition since 1970.

2. The stream gage flow data from the gages within the Dry Creek Basin were discarded, and stream flow gage data from a drainage basin outside of the Dry Creek Drainage Basin was used to convolute estimated discharge flows.

3. The *peak* discharge flow estimates were grossly exaggerated to incorporate a "worst case scenario" for a "future" full build-out of all of South Placer County. FEMA does not recognize or except "future conditions," in a Flood Insurance Study.

4. The City of Roseville forwarded the fraudulent convoluted "future condition" study to FEMA with a request for revision of the 100-year flood boundaries within the City. The Corps of Engineers peak discharge flow on Dry Creek through the Zisk property was determined to be 7300 CFS for a 100-year flood event. The Nolte Study was commenced 60 *days after* the FEMA floodplain Maps were adopted on **December 15, 1983**, and increased the fraudulent peak discharge flow on Dry Creek through the Zisk property to 16,140 CFS for a 100-year flood event. This would constitute a falsified rise of the flood elevation on the Zisk property by 4 to 5 feet.

A duplicate verified copy of the computer runs and work product maps used in the 1984 Nolte Study have confirmed the fact that the study represents "future conditions" and not the "present conditions" as required by FEMA Flood Insurance Studies.

In **February 1986,** the City of Roseville was subjected to the most severe and prolonged concentration of rainfall on record, which resulted in the most severe flooding in Roseville of record. As a result of the foregoing negligent acts and omissions of the members of the City Councils Planning Commissions, and city employees, in furtherance of the conspiratorial collusive plan and scheme, the Zisks have been subjected to continued intentional infliction of pain and suffering, and physical and emotional damage to their health, welfare and safety, and the use and enjoyment of their property and livelihood.

On **February 17, 1988** the Roseville City Council adopted ORDINANCE NO. 2091, ORDINANCE OF THE COUNCIL OF THE CITY OF ROSEVILLE REPEALING AND REENACTING ARTICLE 23 OF ORDINANCE OF THE CITY OF ROSEVILLE, RELATING TO FLOOD PRONE AREAS.

In adopting Ordinance No. 2091, the following Finding of Fact is stated in relevant part under Article 23, Section 23.01 (a): --- these flood losses are caused by the cumulative effect of obstructions in areas of special flood hazard which increase flood heights and velocities ---

Under Section 23.01 (b): Regulation of areas of special flood hazard is necessary because of the compelling need to insure safety and the availability of flood insurance to the residents of the City of Roseville, in that the Government of the United States, through the Federal Emergency Management Agency and the Federal Insurance Agency, requires that these regulations be adopted before flood insurance can be obtained by residents.

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Article 23, Section 23.14 reads:

23.14 Maintenance of Pre-existing uses. Nothing in this Article shall be construed to prohibit the normal, ordinary, or necessary maintenance or repair of a pre-existing, nonconforming use or structure in accordance with Article 29 of this Zoning Ordinance. It is the intent of this section that current lawful uses of flood prone lands shall be grandfathered and permitted.

As stated earlier, the Zisks have maintained the same residence and business operation on the subject property since 1966, the same as the prior owners, dating back to the turn of the century.

On **March 2, 1989** Roseville City Attorney, Michael F. Dean, and Deputy City Attorney, Steven Bruckman filed another lawsuit against William J. Zisk and Lois E. Zisk, Placer County Superior Court No. 84527. The false allegations in Placer County Superior Court No. 84527 are virtually the same as the false allegations City Attorney Michael F. Dean filed during 1983, in the criminal misdemeanor action against William J. Zisk in Placer County Municipal Court No. 8062, which was dismissed by that court in October, 1984. As was the case in Placer Municipal Court No. 8062, no factual evidence was presented to support the allegations in Placer Superior Court No. 84527. The City of Roseville has forced the Zisks to "defend" constant litigation in the Courts for over 30 years.

On **June 29, 1988,** *City* Attorney, Michael F. Dean and former City Attorney G. Richard Brown filed another complaint in Eminent domain on the subject Zisk property, Placer County Superior Court No. 82206, for the purpose of removing a " live " 15 inch sewer line on the subject Zisk property, and installing a 63 inch sewer line in its place. The contractor employed by the City of Roseville to accomplish this task, purposefully and maliciously destroyed every single living fruit and nut tree and domestic landscaping on the Zisk property in a swath 100 feet wide and 750 feet long. In the course of construction, the Zisks were severed from access to their home and business, their domestic water supply was severed 4 times, and raw untreated sewerage was spilled on the ground and stored in cesspools on the Zisk property, creating a health problem. William Zisk sustained sores over his body and required medical attention.

On **April 17, 1989** William J. Zisk was publicly slandered in the local newspaper with false allegations of illegal activity on the subject property. A substantial character impact on the Zisk sole business and livelihood has occurred.

On **May 12, 1989** deputy City Attorney, Steve Brockman, Public Works director, Fredrick L. Barnett, City employees, agents and City excavating equipment entered onto the subject Zisk property without a writ or warrant and trenched 7 excavations to depths of 15 feet, and surveyed and photographed the entire Zisk property. Shortly thereafter, Deputy City Attorney, Steve Bruckman later seized and searched the Zisk private business records without a writ or warrant.

On **November 7, 1990,** in furtherance of the conspiratorial collusive plan and scheme, the Roseville City Council adopted ORDINANCE NO. 2374, ORDINANCE OF THE COUNCIL OF THE CITY OF ROSEVILLE ADDING CHAPTER 9.80 TO TITLE 9 OF THE ROSEVILLE MUNICIPAL CODE RELATING TO FLOOD DAMAGE PREVENTION. This Ordinance was adopted under

TITLE 9 of the HEALTH AND SAFETY CODE of the City of Roseville, and incorporated the Federal Emergency Management Agency (FEMA) Flood Insurance Study of September 28, 1990. The **September 28. 1990** Flood Insurance Study contains and applies the falsified fraudulent "future conditions," study of the City of Rosevilles' 1984 NOLTE STUDY, which raised the flood elevations on the Zisk property by 4 to 5 feet over the previous 1983 FEMA Flood Insurance Study.

On **March 20,1991** the Roseville City Council adopted Ordinance No. 2408, ORDINANCE OF THE COUNCIL OF THE CITY OF ROSEVILLE ADDING SECTION 23.23 TO ARTICLE 23 OF ORDINANCE 802, THE ZONING ORDINANCE, RELATING TO FLOOD PRONE AREAS. The fraudulent "future conditions" of the 1984 Nolte Study were fraudulently applied to the Official Floodplain Zoning Map of the City of Roseville. The flood elevations on the subject Zisk property have been fraudulently raised by 4 to 5 feet. The entire subject Zisk property has been systematically, purposefully and fraudulently down-zoned to "permanent floodplain." Irreparable harm, damage, and injury has been done and will further follow, unless the acts and conduct of the members of the City Councils, City Commissions, City agents, and City employees, as heretofore complained of are enjoined, because the acts and conduct have the effect of altering the course of waters traveling through the City of Roseville and purposefully redirecting and increasing the flow of waters onto property owned by William J. Zisk and Lois E. Zisk.

William J. Zisk and Lois E. Zisk seek a determination as to the validity of the Ordinances, both on their face and as applied to their property, and a judicial declaration is necessary and appropriate so that the Zisks may ascertain their rights and duties.

The members of the City Councils, City Commissions, City agents and City employees and each of them, exhibited conduct which was intentional and malicious and done for the purpose of causing the Zisks to suffer and continue to suffer humiliation, mental anguish, and emotional and physical distress, and confirmed and ratified the conduct of each of the other members of the City Councils, City commissions, City agents, City employees and each of them, and such confirmation and ratification was done with knowledge that emotional distress would be and was hereby increased.

The Zisk's have been deprived of due process and equal treatment during the ongoing proceedings in which by law, a hearing is required to be given, evidence is required to be taken, and discretion in the determination of facts is vested in the decision making body. William J. Zisk has been deprived of his inalienable right to speak freely on all subjects during the public hearings and he was restrained and abridged of his constitutional right to submit testimony on all subjects during the public hearings which related to the applications by the City of Roseville for flood encroachment permits, repugnant to the Declaration of Rights, Article 1, Section 1 of the State of California and Title 42 U.S.C.A. Sections 1983 and 1985 and the Fifth and Fourteenth Amendments to the Constitution of the United States.

The Zisks have been deprived of the fact that the Roseville City Councils and the Roseville Planning Commissions did not consider the fact that the hydraulic analysis for the applications of flood encroachment permits of past, present and future proposed projects on Dry Creek, Miners Ravine Creek, Antelope Creek, Cirby Creek and Linda Creek in Roseville, has been compared to the 1984

Nolte Flood Plain Study ***(future conditions).*** The Nolte Study measured channel widths, depths and "n" factors of the creeks in Roseville as they existed on **December 13, 1984.** The 1984 channel widths and depths were of the most congestive, restrictive and impeding conditions that existed during the course of the prior twenty-five (25) years. These 1984 congestive channel widths and depths have been considered the baseline by the City for assessing encroachments into the floodplain of the creeks within the City of Roseville. Any requests for encroachment into the floodplain are measured against the channel widths and depths as they existed in **December 1984,** *without any considerations for the significant adverse increased Peak discharge flows that have been and continue to be injected into the streams in Roseville since December 1984, and the overall cumulative effects of obstructions in areas of special flood hazards which increases flood heights and velocities.* For hydraulic modeling purposes, a significant impact has occurred, effecting significant changes in geometry, hydraulic conditions, significant increases in Manning Roughness factors ("n" values), higher floodwater surface elevations and backwater effects. The foregoing amounts to the seizure and taking and damaging of property without due process and the payment of just compensation as required by the Fourth, Fifth, and Fourteenth Amendments to the Constitution of the United States.

The Zisks have been deprived of the fact that the Roseville City Council and the Roseville Planning Commission have not considered the incremental cumulative impacts of past, present and future proposed projects, obstructing the free flow of floodwaters within the floodplain of Dry Creek, Antelope Creek, Cirby Creek, Linda Creek, and Miners Ravine Creek, which include but are not limited to:

The encroachment of approximately twenty thousand (20,000) cubic yards of fill into the designated floodplain on the west bank of Dry Creek adjacent to *Royer* Park where the public safety building currently sets; the encroachment of the basement of the main Taylor Street library into the floodway on the west bank of Dry Creek adjacent to Royer Park; the encroachment within the floodway of the concrete floodwall and gabion structures on the west bank of Dry Creek adjacent to Royer Park; the placement of a sixty-six (66) inch diameter sewer line across and adjacent to Dry Creek within Royer Park; the encroachment of gabion structures and limestone rip-rap within the east bank of the *'floodway channel'* of Dry Creek in Royer Park; the encroachment of three (3) footbridges within the *'floodway channel'* of Dry Creek in Royer Park (two have been swept away during past floods and lodged within the *'floodway channel'* during peak flows); the huge trees which have eroded away within the *floodway channel"* and lodged within the channel and against all of the bridges; chain link fences have been anchored across the *"floodway channel"* with cables, collecting floating debris (torn loose during peak flows of past floods); the Veterans Memorial Building within the floodplain, immediately adjacent to the east bank of Dry Creek in Royer Park; the twenty-four (24) inch diameter sewer line placed immediately adjacent to the foundation of the Veterans Memorial Building on the cast bank of Dry Creek in Royer Park, coupled with the gabion structures and rip-rap later placed in the *"floodway channel"* of Dry Creek, in an attempt to protect the sewer line; the placement of Rosevilles' first landfill *"dump site"* within the seventeen (17) acre portion of the floodplain of Dry Creek in what is now Saugstad Park; the fifty (50) thousand cubic yards of fill dirt imported to the Saugstad Park site to cap the raised filled *"dump site";* the sewer lines running parallel and perpendicular to the flow of Dry Creek in Saugstad Park; the Darling way bridge; the gabion structures on the east bank of Dry Creek in Saugstad Park; at the confluence of

Cirby Creek, with the raised surface exposed sewer line running perpendicular to the flow of Dry Creek; the Riverside Avenue Bridge; the BMX bicycle facility; the Vernon Street bridge; the Southern Pacific Subway Railroad Bridge; the Atkinson Road and parallel Southern Pacific Railroad Bridges and Regional Wastewater Treatment Plant settling ponds off of Booth Road.

The Lincoln Street Bridge; the sixty-six (66) inch sewer line upstream on the west bank of Dry Creek; the encroachment of an additional two hundred (200) cubic yards of rip-rap extending *into the floodway channel'* of Dry Creek at 140 Folsom Road (McCurry dental facility); the six (6) inch sewer line placed perpendicular to the flow, two (2) feet above the ground level of Dry Creek (since destroyed by prior floods); the Folsom Road Bridge; the sixty-six (66) inch and twenty-four (24) inch sewer lines, again just upstream of the Folsom Road Bridge, encroaching into the *floodway channel" of Dry* Creek with fill material, gabion structures, rip-rap structures and steel wall structures on the west bank of Dry Creek, and solid wooden and chain link fences on the east bank perpendicular to the flow of floodwaters on the east designated *"floodway" of* Dry Creek; the encroachment of five hundred (500) cubic yards of limestone rip-rap into the *' floodway channel'* on the west bank of Dry Creek at the terminus of Columbia Avenue; the gabion structure placed on the east bank *of* Dry Creek at the terminus of Marilyn Avenue (since failed and eroded, sliding directly into and obstructing the *floodway channel" of* Dry Creek; the placement of an eighteen (18) inch sewer line on the northwest bank of Dry Creek (at rear of Adelante School facility), which eroded during high waters and collapsed into Dry Creek, discharging raw untreated sewerage into Dry Creek; the placement of two hundred (200) cubic yards of broken concrete, cement dust and debris encroaching into the east bank of Dry Creek at the rear of 339 Evelyn Avenue (Marion Residence); the six hundred (600) cubic yards of concrete rubble and dust and debris currently dumped on the southeast bank of Dry Creek forming *a "wine-dam"* at the rear of 318 Maciel Avenue (Roberta Bechtel residence) and encroaching, without permission, onto property owned by William J. Zisk and Lois E. Zisk; the filling of a historical natural *"drainage swale"* and *"wetlands"* at the *rear* of 706 Atlantic Street and the placing of a three (3) story sanctuary on top of the filled drainage swale (Abundant Life Church); the encroachment into the entire width of the Dry Creek *"floodway"* and *`wetlands"* at the confluence of Antelope Creek, Secret Ravine and Miners Ravine in 1984, with the continuous solid raised filling of a four (4) lane roadbed structure at what is currently Harding Boulevard, and the placement of floatable massive bundles of wooden trusses which were stored on the upstream side (Latham lumber) of the filled Harding Boulevard structure, which floated over the top of the filled structure during the 1986 flood and lodged within the ` *floodway channel'* and against the downstream bridges. A human fatality occurred at this location during the 1986 flood.

Traveling further upstream on the Antelope Creek tributary of Dry Creek; the encroachment into the floodplain and *"wetlands"* of Antelope Creek, of the placement of over twenty thousand (20,000) cubic yards of fill dirt to raise the approach to the Harding Blvd. overcrossing structure over Atlantic Street at the Southern Pacific railroad track; the filling of the Harding Blvd. on-ramp bridge over Antelope Creek at Wills Road; the encroachment into the *`floodplain and wetlands"* during the widening of Atlantic Street over Antelope Creek; the narrow Southern Pacific railroad bridge over Antelope Creek; the narrow culvert bridge crossing over Antelope Creek to the City of Roseville raised Berry Street land fill *"dump site",* and the encroachment into the *"floodplain and wetlands"* of Antelope Creek, of the City of Roseville Berry Street raised land fill *"dump site,"* itself.

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Neither, the Berry Street land fill *"dump site"* (within the floodplain of Antelope Creek), nor the Saugstad Park land fill *"dump site"* (within the floodplain of Dry Creek) incorporated any barrier protection to the underground water table and neither *"dump site"* incorporated any restrictions as to the quality and contents of the disposal buried on site, nor was there conducted any environmental assessments of the proposed projects prior to commencement of the *"landfill dump sites"*. Currently, erosion at the Saugstad Park dump site on Dry Creek has exposed buried *"blacktop"* and landfill debris within the " *floodway channel of* Dry Creek.

Traveling further upstream on the Miner's Ravine tributary of Dry Creek: the encroachment into the *"wetland and floodplain"* of the pristine Miners Ravine Creek with the placement of sewer lines and five *(5) restrictive and obstructive "low lever'* concrete bicycle trail bridges crossing the streambed (1994), all five (5) of the *obstructive "low level"* bicycle trail bridges failed and were heavily damaged and eroded during the peak discharge flows of the 1995 flood. All five (5) of the *obstructive "low level"* bicycle trail bridges were repaired and replaced in 1998 (using federal FEMA funding) in the identical same locations and elevations as was the original *obstructive "low level"* bridge structures.

The forgoing statements and facts relating to the incremental cumulative impacts are verified and supported by a study prepared especially for the City of Roseville by the United States Army Corps of Engineers, entitled: FLOOD PLAIN INFORMATION, DRY CREEK AND TRIBUTARIES, ROSEVILLE, CALIFORNIA, DATED, MAY 1973.

The hydrology analysis of these projects has been assessed on the basis of a "multiple choice" of hydrology studies, some of which have been fraudulently applied to achieve the purpose intended, especially on the Zisk twelve (12) acre parcel located at 205 Thomas Street.

The first and most accurate hydrology study was performed for the City of Roseville by the Sacramento Branch of Corps of Engineers in 1973. The peak discharge flows for a one hundred (100) year event on Zisk property were calculated to be 7,300 cfs.

A second hydrology study was performed by Gill & Pulver in 1983 for FEMA for flood insurance purposes. The peak discharge flows for a 100 year event on Zisk property were calculated to remain approximately the same at 7,300 cfs.

A third hydrology study was performed for the City of Roseville by Nolte and Associates in 1984. The peak discharge flows for a 100 year event on Zisk property were calculated by Nolte to be 16,140 cfs, fraudulently raising the 100 year flood elevations by approximately 5 feet on the Zisk property.

A fourth hydrology study was performed by Montgomery for Placer County in 1992. The peak discharge flows for a 100 year event on the Zisk property was calculated to be 10,360.

Currently, the City of Roseville is utilizing a Swanson Hydrology Study which does not appear to calculate peak discharge flows for a 100 year event but rather simply states that the current proposed project will not change the water surface elevations on Dry Creek. The same

Swanson Study also states that the planting of thousands of trees in the "floodway" of Dry Creek will not effect the "n" factor, backwater or water surface elevations!!

It does not take a rocket scientist to determine that the placement of thousands of trees in the "floodway", coupled with the placement of gabion structures, boulder revetments, weirs, concrete walls and sewer lines, narrowing the "floodway" width and raising the bottom of the streambeds, as well as the increases in peak discharge flows from 7,300 cfs to 16,140 cfs will obviously result in environmental consequences and significant "cumulative impacts", as well as significant impacts on human beings, either directly or indirectly.

The foregoing verified statement of the history of the property of William J. Zisk and Lois E. Zisk, 205 Thomas Street, Roseville, CA 95678 is by no means adequate and complete. It is only the tip of the iceberg.

The City of Roseville, as lead agency, in preparing this environmental document has an absolute conflict of interest in completing the preparation of CEQA/NEPA requirements.

The City of Roseville, as lead agency, is utilizing federal and state financial assistance and grants to cover-up and conceal the prior thirty (30) years of extended ongoing willful and reckless disregard for health and safety; the conspiracy to violate and violations of civil rights; deprivation of the constitutional requirements of equal treatment and application of the law; damages in inverse condemnation; negligence; intentional tortuous conduct; personal injury and property damage; intentional infliction of emotional distress; constructive fraud; search and seizure; invasion of privacy; malicious prosecution; discrimination; duress and obstruction of justice that has been incurred on the 12.2 acre Zisk parcel as a result of the Zisk familys' simple request to pursue the "American Dream" to build the home of our dreams on "OUR" privately owned property, located within the quiet, peaceful, passive surroundings adjacent to Dry Creek. The quiet peaceful passive surroundings were the result of the Zisk familys' seven (7) year reclamation project "so long ago" as well as the blood and sweat and financial burdens the Zisk family endured to achieve their goals. The DEIR remains silent on all of these issues and significant impacts.

The City of Roseville, as lead agency in the preparation of the DEIR remains silent on the issue of the history of the Citys' attempts to reposition the physical boundaries between the Zisk Property and the former Taylor property and the Citys' ownership uncertainties that exist at that location. (Parcel No. 013-040-003 and 013-040-004)

The photographic mapping used in the DEIR to illustrate a proposed alignment of a proposed bike trail on the north side of Dry Creek does not depict an accurate current topography of the centerline of Dry Creek and the adjacent land conditions as they currently exist in relation to a proposed bike trail alignment (Parcel(s) No.(s) 013-040-003 and 013-040-005).

The City of Roseville, as lead agency in the preparation of the DEIR remains silent as to the presence and existence of the historical natural drainage swale that originates at Atlantic Street and the Enwood District, travels through the Zisk property and exits into Dry Creek (Parcel(s) No.(s) 013-040-003, 013-040-004 and 013-040-005).

The City of Roseville, as lead agency in the preparation of the DEIR remains silent as to the presence and existence of the Zisk family historical, established water rights, both domestic and riparian on Assessors Parcels Numbers 013-040-003, 013-040-004 and 013-040-005.

The City of Roseville, as lead agency in the preparation of the DEIR remains silent as to a proposed bicycle trail alignment on the north side of Dry Creek at the west end of Parcel No. 013-040-005 and 013-040-004 that would require cutting, grading and filling of the steep embankment adjacent to the narrow section of Dry Creek at that location that has protected the Zisk property from hazards of flooding since 1966. The opposite bank of this narrow section of Dry Creek has already had the placement of over six hundred (600) yards of rip-rap placed into the channel of Dry Creek by Roberta Bechtel of 318 Maciel Drive, forming a wing dam and diverting floodwaters and currently eroding the north bank. At this same location, at the top of the north bank of Dry Creek, a proposed bike trail alignment would meet directly with a large oak tree and a large growth of elderberry bushes which provides habitat and nourishment for the protected and endangered elderberry beetle.

The City of Roseville, as lead agency in the preparation of the DEIR remains silent in desperation to attempt to overcome and conceal the thirty (30) years of conspiracy and tortuous conduct as described above, by falsely claiming ownership of assessors parcels 013-040-003 and 013-040-005 of the Zisk property. By taking this position in the DEIR the city is purposefully concealing the CEQA/NEPA requirements to respond to the past, present and future "significant cumulative impacts" of a proposed alignment of a proposed bike trail on the north side of Dry Creek through the Zisk property. By taking this position the city is attempting to avoid the liabilities and responsibilities of invasion of privacy, vandalism, break-ins, thefts, trespass, property damage, noise, pollution, wildfires, and the complete destruction of the passive natural surroundings adjacent to Dry Creek that the Zisk family worked so hard to achieve so long ago. The abillty of the city to maintain control of any potential trail users to stay within the confines of a proposed alignment on the north side of Dry Creek would be a near impossibility.

The only logical and feasible and safe alternative alignment is to continue from the recently completed alignment of phase one on the south side of Miners Ravine Creek and continue beneath the Harding Boulevard bridge to the south side of Dry Creek and continue on the south side of "city owned" property on through to Lincoln Estates Park, and if so desired continue on through on "city owned" property to Evelyn Avenue. I have personally walked the portion of "city owned" property form Evelyn Avenue to Harding Boulevard on the south side of Dry Creek on several occasions and found that a narrow pathway currently exists in that area that is currently being used by both bicycles and pedestrians and is perfectly adaptable to expansion and use.

As to the history of the Zisk property and assessors parcels number 013-040-003, 013-040-004, and 013-040-005, I believe that a full scale and thorough state and federal investigation is necessary to resolve this matter.

Respectfully submitted,

_____
William J. Zisk

I, William J. Zisk, declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct and that this verified statement was executed on April 19, 2004 at Roseville, California

_____
William J. Zisk

VERIFICATION

I, William J. Zisk, am the spouse of the deceased Lois E. Zisk in the above captioned matter. I have read the foregoing RESPONSE TO DRAFT ENVIRONMENTAL IMPACT REPORT FOR HARDING BOULEVARD TO ROYER PARK BIKEWAY PROJECT DATED FEBRUARY 2004, and am familiar with its content. The matters stated herein based on personal knowledge and information are true and correct. If called to testify as a witness in this matter I can competently testify as to matters of fact.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Executed this April 19, 2004 at Roseville, California 95678

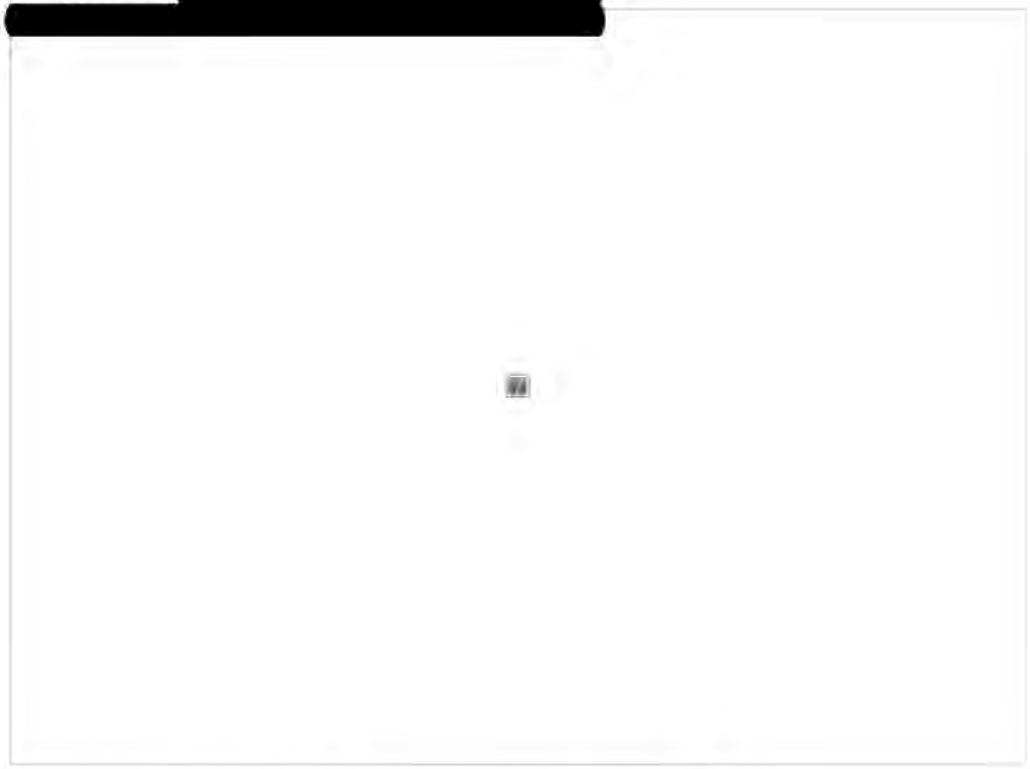
_____

William J. Zisk
205 Thomas Street
Roseville, California 95678
Telephone: (916) 782-2233

From: John Zisk
To: Morse, Mark
Cc: john@ziskproperty.com
Subject: Comments/Responses to East - Draft EIR
Date: Sunday, May 27, 2018 5:17:00 PM

Click on Photo for basic initial understanding

Under Construction [redacted]



Please Email: [redacted]
Also.. [redacted]

Questions Presented for Review

Refer to:

1. Whether the City of Roseville, et al, has conspired to deny the Zisk family a valid qualified building permit to construct a new home on their passive residential zoned private property **"after"** the Zisk family had completed **"ALL"** of the prerequisite requirements as set forth in the use permit application submitted to the City of Roseville Planning Commission on February 23, 1967.
see Reference : February 23, 1967 planning commission meeting minutes and Brief - 1, Brief - 2, Brief - 3.

Brief - 1
Brief - 2
Brief - 3

2. Whether the City of Roseville has any valid claim of ownership to any portion of Placer County assessors parcels Number 013-040-003, 013-040-004, and 013-040-005, of the Zisk family private property commonly known as 205 Thomas Street, Roseville, California 95678, with the unlawful institution of an action in eminent domain, Placer County Superior Court Number 41104, City of Roseville versus William J. Zisk and Lois E. Zisk, dated December 20, 1973, without a public necessity, without a public project, without an appraisal of the Zisk property, without any negotiations, without any offer of just compensation, without prior notice of a public hearing, without the availability of budgeted public funds for acquisition, without any environmental assessment to the impacts to the Zisk family private property, without acquisition of any adjoining property upstream or downstream of the Zisk family private property, without compliance to California Environmental Quality Act (CEQA) and without compliance to California Government Code 7267.1 et seq., and **"over thirty-two (32) years prior to any proposed public use of Zisk family private property."**
see COMPLAINT IN EMINENT DOMAIN (DATED DECEMBER 20, 1973), JUDGMENT IN CONDEMNATION (DATED MARCH 21, 1978) , and FINAL ORDER OF CONDEMNATION (DATED APRIL 19, 1982)

Brief - 1
Brief - 2
Brief - 3
Objections
Protest
Nov. 28, 2005

3. Whether the Zisk family has been deprived of a constitutionally protectible private property interest by the City of Roseville, et al. for an improper motive and by means that were pretexual, arbitrary and capricious and without any rational basis and without substantive procedural due process, equal treatment, and just compensation. see Placer County Superior Court Number 41104, City of Roseville vs William J. Zisk and Lois E. Zisk dated December 20, 1973

Brief - 1
Brief - 2
Brief - 3

4. Whether the City of Roseville et al conspired to take Zisk family private property for public use by fraudulent land use zoning and abusive eminent domain powers without procedural due process, equal treatment and just compensation.

Brief - 1
Brief - 2
Brief - 3

5. Whether the Zisk family private property has been seized and searched without writ or warrant nor supported by probable cause.

Brief - 1
Brief - 2
Brief - 3

6. Whether City of Roseville former city attorney Keith Sparks has deprived the Zisk family impartial procedural due process, equal treatment and just compensation while acting in triple capacity - first as Roseville city attorney in denial of Zisk family qualified application for a residential building permit on February 23, 1967 - secondly, as Placer County state superior court judge presiding over City of Roseville abusive eminent domain proceedings applied to Zisk family private property on December 20, 1973 - thirdly, as justice of California State Court of Appeals personally deciding related actions.

Brief - 1
Brief - 2
Brief - 3

7. Whether lower Placer County state court judges Roder, Garbolino and Cousins, deemed disqualified as matter of law has jurisdiction to deprive the Zisk family of procedural due process, just compensation and equal treatment with **summary dismissal** of the Zisk family verified civil complaint, Placer County Superior Court Number S 1495 filed on October 16, 1991. (involves court documents being whited out with altered date replacements)

Brief - 1
Brief - 2
Brief - 3

8. Whether Federal District Court Chief Judge William B. Shubb, with daughter employed as attorney in City of Roseville counsels' law firm, violated the mandates of Title 28 U.S.C.A. § 455(a) (b)(1)(5)(ii)(iii) and exceeded jurisdiction with **summary dismissal** of Zisk Family verified amended civil complaint (DC # CV-95-02134-GEB/GGH) **"prior to his recusal"**. see Brief - 1, Brief - 2, Brief - 3

Brief - 1
Brief - 2
Brief - 3

9. Whether Federal District Court Chief Judge William B. Shubb refusal to enter default in DC # CV-95-02134-GEB/GGH for City of Roseville failure to plead or otherwise respond to Zisk family verified complaint **"within required time period"** denied Zisk family equal treatment and due process opportunity to be heard. see declaration of

Brief - 1
Brief - 2
Brief - 3

William J. Zisk and Lois E. Zisk dated April 18, 1997 in Brief - 1 pages 37 to 40

10. Whether William J. Zisk and Lois E. Zisk have been deprived of a due process hearing before the Supreme Court of the United States by the suspect ***removal and/or deletion*** of the Supreme Court ordered docket entry of "June 30, 1999 DISTRIBUTED September 27, 1999" in Supreme Court Case Number 98101310 CFX, Petition for Writ of Certiorari, entitled William J. Zisk and Lois E. Zisk versus City of Roseville, et al, filed February 16, 1999.	Supreme Court Docket Orders Feb. 16, 1999
11. Whether the Zisk family has been deprived of the constitutional requirement of due process, equal treatment and just compensation in reference to the suspect death of Lois E. Zisk on November 22, 2000 and the additional suspect death of William J. Zisk Jr. that followed on February 17, 2002. see Claim for Damages DATED March 1, 2001	Brief - 1 Brief - 2 Brief - 3
12. Whether the Zisk family objections and protest to City of Rosevilles' proposed certification of an environmental impact report for a "proposed" Harding Boulevard to Royer Park Bike Trail through the middle of the Zisk family 12.2 acre parcel were given due process consideration and response based upon factual merits. DATED July 7, 2004	Objections Protest July 7, 2004
13. Whether the Zisk family objections / protest to: City of Roseville 2005/06 congestion mitigation & air quality (CMAC) project "federal grant funding application" for the proposed Harding Boulevard to Royer Park bike trail were given due process consideration based upon factual merits. DATED November 28, 2005	Objections Protest Nov. 28, 2005

References

February 23, 1967 743KB
planning commission meeting minutes
Zisk Family application for a residential building permit and lot split February 23, 1967.

March 1967 9.20MB
City of Roseville Park and Streambed Plan DATED MARCH 1967

March 20, 1968
CITY OF ROSEVILLE RESOLUTION NO. 68-21 RESOLUTION ADOPTING A PARK, STREAMBED AND RECREATION ELEMENT OF THE GENERAL PLAN OF THE CITY OF ROSEVILLE DATED MARCH 20, 1968

December 8, 1971
City of Roseville ORDINANCE NO. 1158 AN INTERIM ORDINANCE PROHIBITING CONSTRUCTION UPON OR GRADING OF PROPERTY WITHIN CERTAIN AREAS SUBJECT TO FLOODING ADJACENT TO DRY, LINDA, CIRBY AND ANTELOPE CREEKS AND STRAP RAVINE, UNLESS A PERMIT HAS BEEN ISSUED, DECLARING THE URGENCY THEREOF AND THAT THIS ORDINANCES SHALL TAKE IMMEDIATE EFFECT, AND REPEALING ORDINANCE NO. 1157 - DATED DECEMBER 8, 1971

March 3, 1972
City of Roseville Grading Permit WITHIN AND ADJACENT TO DRY CREEK ISSUED TO BILL ZISK, PURSUANT TO ORDINANCE NO. 1158 - DATED MARCH 3, 1972

March 23, 1972
Fence Permit

June 1, 1973

City of Roseville required Environmental Impact Statement for Bill Zisk Residence 205 Thomas Street PREPARED BY ATTEBERRY AND ASSOCIATES - DATED JUNE 1, 1973.

June 8, 1973

City of Roseville grading permit renewal re-issued by public works director, Frederick L. Barnett in order to complete the February 23, 1967 planning commission use permit requirements to construct the Zisk single family residence at 205 Thomas Street DATED JUNE 8, 1973

June 19, 1973

Architectural & Environmental impact review advisory committee review of Zisk residence request and parcel map at 205 Thomas Street - DATED JUNE 19, 1973.

June 20, 1973

RESOLUTION NO. 73-56 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROSEVILLE ADOPTING AN OPEN-SPACE AND CONSERVATION ELEMENT OF THE CITY OF ROSEVILLE GENERAL PLAN - DATED JUNE 20, 1973.

July 13, 1973

Letter from George C. Weddell, chief engineer of the Sacramento district of the corps of engineers commenting on the draft environmental impact report for the Bill Zisk residence in Roseville - DATED JULY 13, 1973.

July 24, 1973

Letter from Leo S. Cespedes, planning director of the City of Roseville to Mr. Rex Bronson, Sacramento District Corps of Engineers notifying a withholding of the Bill Zisk parcel map and requesting a special study by the corps of engineers regarding the Bill Zisk single family residence at 205 Thomas Street - DATED JULY 24, 1973.

August 17, 1973

Notice of hearing set for September 13, 1973 before the Planning Commission of the City of Roseville for the purpose of considering the application of Bill and Lois Zisk to construct a single family residence at 205 Thomas Street - DATED AUGUST 17, 1973.

August 23, 1973

Letter approved by City Manager Robert Hutchison to Roseville City Council regarding review of Dry Creek streambed policies - DATED AUGUST 23, 1973.

August 29, 1973

Director of parks & recreation Ed O. Mahaney memo to Roseville City Council regarding adoption of "TENATIVE" plan for "TENATIVE" trail system on Dry Creek streambed northerly from Royer Park - DATED AUGUST 29, 1973.

August 31, 1973

Letter from City of Roseville public works director Frederick L. Barnett to Mr. Rex Bronson, chief, flood plain management, Sacramento District Corps of Engineers - RE: Flood Plain Information - Roseville area - with city public works department transposed information onto OUTDATED "1956" aerial topographic photo mapping indicating the

areas of flooding for a 50 and 100 year flood event - DATED AUGUST 31, 1973.

September 5, 1973

Memorandum from the City of Roseville public works director Frederick L. Barnett to the city planning director regarding the public works department falsified cross-section of the incomplete Zisk stream channel improvement project results which were by no means final, showing a steep rise in water surface, rather than a decrease as indicated by the Bill Zisk environmental impact report prepared by Atteberry and Associates. - DATED SEPTEMBER 5, 1973.

September 7, 1973

Letter from Roseville city manager Robert G. Hutchison to Mr. Bill Zisk concerning Zisk property along Dry Creek off Thomas Street notifying officially of the city council's intention to acquire a strip of land along Dry Creek for a "FUTURE" bicycle and pedestrian trail along the creek and the possibility that the city's plans may be in conflict with Zisk development plans in the same area - DATED SEPTEMBER 7, 1973.

September 10, 1973

Memo from City of Roseville planning director, Leo Cespedes to the Roseville planning commission regarding the February 23, 1967 Bill Zisk use permit - parcel map application at 205 Thomas Street and recommending denial of the use permit and parcel map as proposed because of conflict with bicycle and pedestrian trail - DATED SEPTEMBER 10, 1973.

September 13, 1973

Roseville planning commission meeting agenda for Thursday September 13, 1973 at 8:00 P.M. in the council chambers of the city hall with agenda item 5(c) use permit - Wm. Zisk, single family dwelling in R-1 FP zone 205 Thomas Street - DATED SEPTEMBER 13, 1973.

September 13, 1973

City of Roseville planning commission meeting minutes of September 13, 1973 "DENYING" the Zisk family February 23, 1967 application for a parcel map and use permit to construct a single family residence at 205 Thomas Street, since plan is in conflict with bicycle and pedestrian trail and Corps of Engineers report is needed to determine if property is in flood plain as to whether this is proper building site - DATED SEPTEMBER 13, 1973.

September 14, 1973

Letter of "Notice of Appeal" from Atteberry and Associates, civil engineers-land surveyors, 1804 Tanglewood Lane, Roseville, California 95678 to Roseville city council appealing the action and findings of the Roseville planning commission denial of the application of Bill and Lois Zisk for a use permit to construct a home adjacent to Dry Creek at the end of Thomas Street - DATED SEPTEMBER 14, 1973.

September 26, 1973

Letter from Myron McAntyre, an adjacent land owner along Dry Creek to George Buljan, Mayor of the City of Roseville in support of the notice of appeal of the denial of the Bill Zisk application to build a home on his land beside the creek - DATED SEPTEMBER 26, 1973.

September 27, 1973 & September 22, 1972

1972 - 1973 Article in Sacramento Bee "PUBLIC INTEREST V. PRIVATE PROPERTY" RE COURT CASES Klopping v. City of Whittier - Dated September 22, 1972 Selby v. City of Buenaventura - DATED SEPTEMBER 27, 1973.

September 28, 1973

Letter from attorney Lloyd Hinkelman, Kronick, Moskovitz, Tiedemann & Girard, 555 Capitol Mall, Suite 855, Sacramento, California 95814 to Mr. and Mrs. William Zisk, 205 Thomas Street Roseville, California, in reference to a letter dated September 12, 1973 from George C. Weddell, Chief, Engineering Division of the Corps of Engineers to Fred Barnett, Director of Public Works for the City of Roseville noting a correction of the water surface elevation for the intermediate flood at station 82.00, based upon the city's erroneous cross-section profiles sent to the Corps of Engineers - DATED SEPTEMBER 28, 1973.

October 2, 1981

Article in Roseville Press Tribune entitled: "CREEKBED BIKE PATHS HINGE ON RIDER SAFETY" - DATED OCTOBER 2, 1981.

October 3, 1973

Roseville City Council upholding the planning commission September 13, 1973 "DENIAL" of the Zisk family February 23, 1967 application for a parcel map and use permit to construct a single family residence at 205 Thomas Street since plan is in conflict with citys' "**FUTURE PROPOSED**" bicycle and pedestrian trail. Public works director, Fred Barnett pointed out that latest calculations from the Corps of Engineers determined the Zisk house site would be above the 100 year flood plain - DATED OCTOBER 3, 1973.

October 8, 1973

Special meeting of the Roseville Parks and Recreation Commission meeting minutes for October 8, 1973 with recommendation to city council that the city acquire property area along Dry Creek from Royer Park to East Street for a future bike trail. - DATED OCTOBER 8, 1973.

October 31, 1973

Legal description of the Bill Zisk Parcel Map and lot split as submitted to the city by Zisk engineer, W.G. Atteberry of Atteberry and Associates, 1807 Tanglewood Lane, Roseville, California - DATED OCTOBER 31, 1973.

November 28, 1973 (A)

Re: - Roseville City Council adoption of floodplain ORDINANCE NO. 1224 - AN ORDINANCE AMENDING SECTION 2.02; REPEALING AND REENACTING ARTICLE 23 OF ORDINANCE 802, THE ZONING ORDINANCE OF THE CITY OF ROSEVILLE, RELATIVE TO THE ENACTMENT OF REGULATIONS OF LAND USES WITHIN FLOOD PRONE AREAS - to take effect in 30 days (December 28, 1973) or 8 days "AFTER" the city filed eminent domain proceedings (Placer Sup. CT. No 41104) on Zisk family private property - the ordinance was falsely applied to outdated "1956" city topo graphic maps that did not reflect the current seven (7) year reclamation project on Zisk property, which increased the floodway channel carrying capacity by 200% - DATED November 28, 1973.

November 28, 1973 (B)

Re: - Roseville City Council adoption of zoning ORDINANCE NO. 1227 - AN

ORDINANCE ADDING SUBSECTIONS 161 AND 162 TO SECTIONS 3.01A OF ARTICLE 3 OF ORDINANCE 802, THE ZONING ORDINANCE OF THE CITY OF ROSEVILLE, ZONING CERTAIN PROPERTY IN AND ALONG DRY, LINDA, CIRBY, AND ANTELOPE CREEKS AS WITHIN THE FW (FLOODWAY FRINGE) COMBINING ZONES - the "Official floodplain maps" of city of roseville "FALSELY" included the majority of the Zisk property which had been determined to be above the 100 year floodplain by both the U.S. Army Corps of Engineers and the Public Works Director of the City of Roseville Fredrick L. Barnett - DATED November 28, 1973.

December 19, 1973

Roseville City Council Resolution No. 73-122 - Resolution of public necessity and convenience for condemnation of real property for public park and bicycle path purposes - DATED DECEMBER 19, 1973.

December 20, 1973

COMPLAINT IN EMINENT DOMAIN , Placer County Superior Court Number 41104, City of Roseville vs. William J. Zisk and Lois E. Zisk, dated December 20, 1973.

October 23, 1974

Letter from George C. Weddell, Chief, Engineering Division, Department of Army, Sacramento District, Corps of Engineers to Kenneth M. James, Assistant City engineer, City of Roseville in response to a request for a flood hazard evaluation for a proposed subdivision site located adjacent to Coloma Way and Oakridge Drive - DATED October 23, 1974.

June 15, 1977

Roseville City Council Resolution No. 77-54 - Resolution of the council of the city of roseville adopting the roseville general plan and "REPEALING FORMER GENERAL PLANS AND PLAN ELEMENTS" - Resolution 68-21 park, streambed and recreation element and resolution 73-56, open-space and conservation element were the basis for instituting the action in condemnation of the Zisk private property in the first instance and was "REPEALED" four and a half (4 1/2) months "PRIOR" to commencement of the eminent domain proceeding on November 1, 1977 and concluded on December 15, 1977 - DATED June 15, 1977.

Sept 1977 8.71MB

CLERKS TRANSCRIPTS ON APPEAL
IN THE COURT OF APPEAL OF THE STATE OF CALIFORNIA IN AND FOR THE THIRD APPELLATE DISTRICT - CITY OF ROSEVILLE et al Plaintiffs, Respondents and Cross-Appellants vs WILLIAM ZISK AND LOIS ZISK et al Defendants, Appellants and Cross-Respondents - CLERKS TRANSCRIPTS ON APPEAL - APPEAL FROM THE JUDGEMENT OF THE SUPERIOR COURT OF THE STATE OF CALIFORNIA IN AND FOR THE COUNTY OF PLACER KEITH E. SPARKS, JUDGE - DATED September 1977.

March 21, 1978

Complaint in Eminent Domain, Placer County Superior Court Number 41104, City of Roseville vs. William J. Zisk and Lois E. Zisk, **JUDGMENT IN CONDEMNATION**, dated March 21, 1978.

April 19, 1982

Complaint in Eminent Domain, Placer County Superior Court Number 41104, City of Roseville vs. William J. Zisk and Lois E. Zisk, **FINAL ORDER OF CONDEMNATION**, dated April 19, 1982.

April 25, 1984

PACIFIC LEGAL FOUNDATION Letter to William J. Zisk regarding City of Roseville "Denial" of February 23, 1967 Zisk application for a building permit. DUE TO CITY OF ROSEVILLE **"PROPOSED TENTATIVE PLAN"** FOR A BICYCLE TRAIL THROUGH MIDDLE OF ZISK PROPERTY - DATED April 25, 1984.

September 1986

NOLTE and ASSOCIATES Engineers/Planners/Surveyors ROSEVILLE HYDROLOGY STUDY PREPARED FOR CITY OF ROSEVILLE CALIFORNIA - DATED September 1986.

United States Supreme Court Briefs

February 10, 1999

Brief - 1 __PETITION FOR WRIT OF CERTIORARI - February 10, 1999

March 26 , 1999

Brief - 2 __REPLY TO BRIEF IN OPPOSITION - March 26, 1999

June 11 , 1999

Brief - 3 __PETITION FOR REHEARING - June 11, 1999

February, 1999

UNITED STATES SUPREME COURT DOCKET ORDERS - February 16, 1999

July 1 , 1999 Docket

PROCEEDINGS AND ORDERS DATE: [07/01/99]
~~~~~~~~DATE~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~PROCEEDINGS & ORDERS~~~~~~~~~~~~~~~~~~~~~~~~
May 5 1999 Application (A98-913) granted by Justice O'Connor extending the time to file until June 13, 1999.
Jun 14 1999 Petition for rehearing filed.
Jun 30 1999 DISTRIBUTED. September 27, 1999

August 3, 1999 Docket

PROCEEDINGS AND ORDERS DATE: [08/03/99]
~~~~~~~~DATE~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~PROCEEDINGS & ORDERS~~~~~~~~~~~~~~~~~~~~~~~~

May 5 1999 Application (A98-913) granted by Justice O'Connor
extending the time to file until June 13, 1999.
Jun 14 1999 Petition for rehearing filed.
Jul 9 1999 REDISTRIBUTED. **********

March 1, 2001

CLAIM FOR DAMAGES - March 1, 2001

To the City Council of the City of Roseville, CA.
Claim of WILLIAM J. ZISK, JOHN W. ZISK, WILLIAM J. ZISK JR., KYLE M. ZISK, AND RYAN R. ZISK vs. CITY OF ROSEVILLE; CITY COUNCIL MEMBERS; CITY COMMISSION MEMBERS; CITY EMPLOYEES AND AGENTS

February 2004

Response to City of Roseville draft environmental impact report for the proposed Harding Boulevard to Royer Park Bikeway project DATED - February 2004.

July 7 , 2004

Objection/Protest to City of Roseville
Certification of EIR for Proposed Harding Blvd to Royer Park Bike Trail
through middle of Zisk family passive 12.2 acre parcels DATED - JULY 7, 2004.

November 28 , 2005

Objection/Protest to City of Roseville applications for state and federal grant funding for the proposed Harding Boulevard to Royer Park Bike Trail through middle of Zisk family property DATED - November 28, 2005.

From: John Zisk
To: Morse, Mark
Cc: [redacted]
Subject: Comments/Responses to East - Draft EIR
Date: Sunday, May 27, 2018 4:19:14 PM

On the email below, Carl Walker did not respond nor did any of my questions get answered. I also have 100 more questions. The 12 basic questions answered would be a good start. Just Simple Answers will do.

From: John Zisk[redacted]
Sent: Monday, July 20, 2009 2:25 AM
To: 'cwalker@roseville.ca.us'
Cc: 'Bayless, Brita'; 'Jensen, Rob'; 'slumsden@roseville.ca.us'; 'Dour, Mike'; 'Robinson, Craig'; 'Payne, Kevin'; 'mblair@roseville.ca.us'
Subject: Harding Boulevard to Royer Park Bikeway Project

July 18, 2009

Subject: Harding Boulevard to Royer Park Bikeway Project

Carl Walker:

I received your letter today, 4 days after the postmarked date of July 14, 2009. Please note that the address to which you sent the letter is incorrect and revise your records per my contact information below. Your letter to me contains notification of preconstruction and construction activities related to bike trail improvements along Dry Creek, and I see it has also been sent to several city officials. By the date of your letter, this work apparently began prior to my receipt of the notification, which I do not at all appreciate. Notifying me after construction activities have commenced is not notifying me.

I would like to have been apprised in a timely manner rather than subjected to what appears as procedural gamesmanship. I ask you to please clarify several points. Are these construction activities the same activities that were said to have commenced 36 years ago? The same activities set in motion by an improper and illegal abuse of eminent domain powers? There is no bike trail on my property nor has there ever been one, so I am exceedingly curious as to when this project actually began?

I would like to clarify my own position as owner of the property. It is not appropriate for you to give notification of work and assume you have the right to pass through my property. I have not, nor do I grant you this permission. You also do not have my permission to remove my 100 year old fence, which has been in place since my family purchased this property in 1966. This fence has existed as the de facto property line for all prior owners and neighbors. It is quite clear the Taylors, who own property adjacent to mine, never owned the land on my side of the fence. Prescriptive easement law applies regarding this fenced boundary as well. To state it as plainly as possible: You do not have my permission to remove any other fences bordering my property. To do this, you must provide me with a court order. My property is fenced, posted, and has been through most of my life. You do not have my permission to pass.

You do not have my permission to build any fences, which modify existing property lines. The city has not gone through any legal process with me to redefine boundaries or to overturn the existing prescriptive easements on property use. It is I and my family who have been maintaining this property for the past 43 years. You do not have the right to trespass and build randomly placed borders which prohibit my access to all my property. What sets our American democracy apart in the world is that we are a society of laws, yet I do not believe the City of Roseville has exercised due process with regard to my property. Instead, it appears that whatever is convenient for the city is what happens, regardless of the harm it may do to the individual citizen in the way. This is not just or fair, and I appeal to you to follow the law you are sworn to uphold, even if it is not convenient. Please protect my private property rights and listen to my words as a property owner: You do not have my permission to pass and I grant you no agreement regarding passage or use of my property. My property has always been well posted as private property. A previous city attorney has already acknowledged my family's ownership and even asked us what we are going to do with our property. As I mentioned, my family and I have maintained possession of this property from 1966 to the present date. This was established when you, Rob Jensen, and Craig Robinson met with me on my property. You, Craig, and Rob did not disagree with this fact.

Since 1966, 43 years has passed. The city has not set foot on this property. I have kept all trespassers from entering. But there has also been no due process for 43 years; only a pervading conflict of interest on the part of the city, and endless legal battles over technicalities. Does the city really wish to continue these methods, forcing me into court as they did my father before me? We all know law too well, and it has not yielded any understanding and fairness thus far. Instead, the situation has become criminal and justice is needed.

Judges would tell my father, privately in their chambers that although my father was correct; they would not go by the law book. Instead they would go by their own personal law... because it was their courtroom. The judges would then proceed to award the city what they wanted. I believe this is not the way justice should occur. I believe there is a need for an unbiased and detailed investigation into the how the city conducted the eminent domain process regarding my property. It is time for understanding and fairness. I believe the public should know the truth about what occurred throughout my life including all that follows.

Long ago I asked you for all information in reference to the city's interest in my property including all legal actions, grants, flood levels, and public information. You said okay to this request, but I have never received any documentation or letters or communications from you, other than this after-the-fact notification today. I am confused. I ask you to please do what you promised. My address is well known. Why send a letter to the wrong address? I would have thought it a secretarial error, if this had not been done to my father so many times. The only time my father would receive city council agendas was when there was not an issue related to his property on the agenda. I have had this same experience, as have many others who have dealt with the city. You should know the reputation the city is developing.

My father had integrity and honor. He was an honest man. He tried to keep up with the devious tactics, always trying to correct the twisted spin on the truth. But this game playing is a waste of time. We both know the truth and so does the city. You and the city know there are hundreds of illegal issues beyond the understanding of

most. I can prove the truth of what has happened to the right authorities if necessary, and hope you are not a party to these activities. As you looked into my eyes, I hoped your handshake held sincerity. Mine did.

Mike Dour forwarded me some internal departmental communications, forwarded throughout the city, about 2 weeks ago. These were filled with lies, misstatements, and omissions. Communicating in partial truths to convince is the same as lying. I offered to discuss this, but the city has not been willing to discuss. The city knew certain items should have not been on the agendas. To make sure you are correctly informed, I can forward you these communications along with others. Please let me know if you want to know the truth. I believe you should know the whole truth before you or others attempt to trespass on my property. I know this is a hard choice for you must decide to either stand behind the city with your job, or provide the whole truth without strategic omission of pertinent facts. I have found people who will support me. Although the city resists giving public information, this can be easily exposed. I have a lot of public support on this.

Powerful people had told my father he would own this city someday. I am beginning to believe this is true. I know the city cannot prove ownership of my property, and have the entire paper trail to prove this. The city has not followed laws, procedures, and orders. I have consulted with large law firms, and they have informed me that I own the property on which the city intends to construct a bike trail. They have said it is a ridiculous notion for the city to proceed.

I have come to you in good faith, looking for clarity. I have asked for simple questions to be answered. My questions referring to ownership have not been answered. I have hundreds of maps from the turn of the century, as well as nearly every newspaper, with videos, thousands of photos, and hundreds of letters all pertaining to my property's title. To illustrate a small portion of the paper trail, please visit RosevillePolitics.com and ConnecticutFraud.com. Please answer the 12 simple questions the city has refused to confront:

1. WHAT IS(ARE) THE EXACT DATE(S) OF PURPORTED ACQUISITION?

2. WHAT IS(ARE) THE EXACT APPRAISED VALUE OF EACH OF THE PURPORTED ACQUISITION(S)?

3. WHAT IS THE ZONING AND LAND USE DESIGNATION OF EACH OF THE PURPORTED ACQUISITION(S) ON THE DATE(S) OF PURPORTED ACQUISITION(S)?

4. WHAT IS THE EXACT DATE(S) OF NEGOTIATIONS FOR THE PURPORTED ACQUISITION(S)?

5. WHAT IS(WAS) THE EXACT REASON(S) OR PURPOSE(S) THAT REQUIRED THE PURPORTED ACQUISITION(S),

6. WHAT IS(WAS) THE SPECIFIC PROJECT(S) THAT REQUIRED THE PURPORTED ACQUISITION?

7. WHAT IS(WAS) THE SPECIFIC PUBLIC NECESSITY THAT REQUIRED THE

PURPORTED ACQUISITION(S)?

8. WHAT WAS THE EXACT DATE(S) IN WHICH THE PAYMENT OF THE TOTAL SUM OF THE ACQUISITION(S) WAS PURPORTEDLY PAID TO WILLIAM J. ZISK AND LOIS E. ZISK?

8.1 WHAT PAPER EVIDENCE EXISTS TO PROVE THIS SUM WAS PAID OUT BY THE CITY OF ROSEVILLE AND THAT THIS SUM WAS RECEIVED AND CASHED BY WILLIAM J. ZISK AND LOIS E. ZISK?

9. WHAT WAS THE EXACT DATE(S) IN WHICH THE CITY PURPORTEDLY TOOK POSSESSION OF THE PURPORTED ACQUISITION(S)?

10. THE EXACT DATE(S) IN WHICH THE CITY FULFILLED THE CEQA REQUIREMENT FOR THE PURPORTED ACQUISITION(S)?

11. THE EXACT DATE(S) IN WHICH THE CITY PROVIDED A PUBLIC HEARING FOR THE BENEFIT OF WILLIAM J. ZISK AND LOIS E. ZISK REGARDING THE PURPORTED PUBLIC NECESSITY FOR THE PURPORTED ACQUISITION(S)?

12. THE EXACT DATE(S) IN WHICH THE CITY ACQUIRED ANY AND ALL ADJOINING PARCEL(S), INCLUDING EXACT TOTAL ACREAGE, TOTAL APPRAISAL VALUE, AND TOTAL ACQUISITION PRICE, THE PURPOSE OR PUBLIC NECESSITY OF THE ACQUISITION(S), THE DESIGNATED ZONING AND LAND USE FOR EACH PARCEL, AND THE DATE(S) IN WHICH THE CITY TOOK POSSESSION.

None of these questions have been answered. Don't you want to know that the answers to these questions exist? Any city worth its salt should be able to put its hands on the documentation necessary to answer these questions before abridging a citizen's property rights. I should think this was a matter of pride for you. Shouldn't it be a city official's job to be able to provide these answers and, if they cannot, are these officials competent to hold these positions? Aren't public servants supposed to serve and protect the public? Don't the taxpayers pay their salaries?

There are also other questions. Should the city attorney preside over our case as a superior court judge when he was previously involved as city attorney? The option to recuse oneself is there for a very good reason. Should the same attorney do it again at the appellate level? Should the city hire the judge's daughter's law firm and then have the judge refuse to let another justice decide? Shouldn't the city allow a public meeting before finalizing condemnation? Why didn't they? Should a judgment stand when argued by an attorney who openly admitted to malpractice with the city attorney and officials, and who conspired to secretly stipulate in the plaintiff's judgment to wave all awarded litigation expenses? Three and a half years after the judgment, my father's attorney admitted to being on the city's payroll when he represented my father. Why would our attorney admit to this conspiracy and admit to malpractice? Why would the city secretly stipulate? Were there payoffs? Should the city require us to invest $4 million of prerequisite work for 7 years (at current prices), condemn our R1 zoned property, and then lie in court to downzone our 2.73 acre, claiming it had a

value of $225? Then insult by stating a total value of $15k as to include another 4 acres? Then 36 years later state they own even more by rewriting deed numbers? Why does the current city council state they do not know why there was a condemnation attempt in 1973 when I asked them personally? If they don't know, then who does? Why is this information being hidden? Isn't this embarrassing for a person interested in integrity in city government? Why would we accept less than what was awarded in our judgment? Why would a huge developer attempt to bribe my father with a new vehicle to receive an interest in a valueless property? Why are council members appointed, then reelected with developer money? Why are the same committee members appointed by the same appointed council members? Why doesn't the council take the next highest vote recipient when there is an opening? Why would the city try to take our property for less than 2 cents on the dollar when a real estate agent was willing to give my family one million dollars for our property in 1973? Why did we spend 7 years improving and straightening the creek, per the city's direction and approval, increasing the flow capacity by 200% if they were going to condemn the property as a worthless flood plain? Why were 1954 maps submitted to FEMA for the Zisk property intentionally not showing any of the current topography and improvements up to 1973? Is this an example of fraud? Was it improper use of internal departments? Are these the methods that have been the basis of how each department will manipulate to get the answers they want? Why did the city give us permits to do the work if that was the general plan? Why couldn't we build our home? Why did "N" factors for water flow double overnight when the city wanted our property? Why did our case docket entries change in the United States Federal Supreme Court at about the same time 2 council members flew to Washington, D.C.?

When did the city take ownership of our land? When were there negotiations? When was there an appraisal? When were the funds acquired for a project that did not exist? When was the adjoining property acquired? 35 years later? I have a lot of why questions in reference to the Taylors' property which I will save for later. When was my property moved into the floodplain? Was it ever in the floodplain? Is it in the floodplain now? Is the flood plain designation by FEMA standards or City standards? Why did a council member come to our land in 1973, after we'd completed city prerequisites for construction of a single family residence, to tell us we did such a beautiful job improving the land that they were just going to have to take our property? Why in 1973, after completing the city's requirements and before the condemnation, would the Mayor, while having his favorite drink with my father, be bold enough to tell my father in his own living room that the city was going to take our property, take us into court, take all our litigation expenses, and drag it all out for years? Why would the Mayor want us to give the city our beautiful property where we were going to build our home after 7 years work and all our money? Did this have something to do with my grandfather Julius Brick Paolini, a Placer County Supervisor? Brown? Newsom? Reagan? Why are we harassed; cited for minor code infractions while others, with worse violations, are not cited? Why are neighbors and city workers allowed to block public roadways to my property? Why are neighbors allowed to remove my fencing? Why do neighbors above us develop without drainage plans? Why do crane operators, doing city work without proper permits or within legal easements, intentionally crush trees my family planted and raised along our fence? Are ordinances directed strictly to the Zisk's for a reason? Why is there selective enforcement of rules? Why does the city decide to route a bike trail through my

property when the McIntyre's had already donated property to the city for this purpose on the other side of the creek? Why are burglaries of our property not prosecuted or sentenced, even when the perpetrators are caught on film? These burglars have been allowed to keep $30k-$50k in stolen merchandise. Why are all our vehicles and the windows in our houses destroyed? Why did one of our houses mysteriously catch fire? Why are trespassers allowed to go through my mail, take my antiques, take my sprinklers, look in my windows, climb under my house, destroy my video system, without any consequence; even when I caught them on video doing all of this? Why are they caught and handcuffed by police, then back on my property 1 hour later? Why are trespassers allowed to take my pets and keep them? After catching the same criminals a dozen times, why doesn't the DA's office prosecute? Why are business records taken from our family without subpoenas or warrants? Why are police used to escort people illegally across my property?

Why do contractors show up at my house, park next to "no trespassing" signs, and tell me the city owns my property? Why do other contractors, the homeless, neighbors, police, and teenagers walk freely through my property? Why does the council encourage the public to continue doing this? Why is the current mayor's husband allowed to preside over my father's probate, using a handwritten copy of a small piece of paper as a will, while ignoring his formal will? Why would the current mayor's husband (as judge) not allow my father to speak at his own probate to his own property (3000 miles away, in Connecticut)? Why would the judge say my father owned nothing when his father died intestate placing him as an automatic inheritent? Was he in conflict because he was sued by my father? By not allowing my father's will to be executed properly, the city's connections have affected my father's multi-million dollar estate in Connecticut?

Why does a lieutenant governor tell my father and me that judges make their decisions over card games he participates in? Why are court document dates changed with whiteout so thick it can be peeled off, revealing the correct date seen on reverse side? Was it to protect the judges in default? Why was only one piece of property (previously Hemphill, but currently Zisk) pursued through eminent domain in this town, and why was this property tied to the estimated multi-billion dollar water and electric franchise indicated on the original 1906 manuscript? Perhaps I own the water and/or the electric franchise for Roseville? Why do old books of record disappear 12 hours after we have located them? Why are pages torn out of these books, which refer to my property? Why do I have many of Roseville's original, 100 year old fire hydrants right next to my house? There were said to be only 12 to 24 in the entire city by a historian when Roseville began. Is this property where the old railroad steam engines filled? Why does the Main Street/Vernon Street intersect to my property? Why is the history of my property kept from the public? Why is my property being taken from me and planned out for public use? Why was my property zoned open space after illegal condemnation, when it is located in the center of Roseville? Why were there train tracks and pump houses on my property? Why is my property located in the Sawtell district and named after the first mayor Roseville ever had? Why in heavy 100 year flood rains does Dry Creek not overflow its banks onto my property, but floods bridges, new structures, and much of Roseville in other areas? Why are these areas not designated as flood plains? Why were they allowed to build? Why would FEMA say my property is not in a flood plain, while the city claims it is? Why does the city have stricter standards for the Zisk's than for its other

citizens? Why were thousands of yards of fill removed from my property and not replaced after city projects, even when the director admits it is owed to us? Why does the city ignore for over a decade? Why did the city allow our neighbor to fill 600+ yards of huge rocks directly into and halfway across the creek at the bottom end of my property? Were they trying to create a flood zone? This would not be allowed in a real modern city. Why does the city redirect historic drainage from Atlantic Street onto my property without negotiating a water easement with me? Historically, this drainage always passed through the Taylor property. Several pieces of evidence, which I possess, prove this. Why does the city stone wall when these issues are mentioned? What is the city hiding? It is crazy to create such a liability through such inappropriate actions. Why is everything such a mystery? Can't we negotiate a way out of the mess?

Why does the city react by creating more issues for me to fight in court? Why throw frivolous, unproven cases at my family, with no proof? Is this designed to bankrupt my family? How does the city manage to convince itself that securing easements from my neighbor allows them to place their 66" sewer lines through my property? Did the city even have a permit to do so? Why does the city not pay me for the sewer easement even when I proved they had run pipes through our land without an easement? Why does the city ignore our proof of ownership? Don't deeds mean anything to this city?

Why does the 30" Folsom lake water line go through my property without an easement or agreement, and why does the city refuse to pay for that too? Is dishonesty really the best way to do business in this town? Why did water flow to my house through pipes on my property when the water main was turned off? Why did it stop flowing when my father mentioned this to the utilities director? Why did he then say he did nothing? Why didn't the city pay for the electric power line easement through my property? Why does the city refuse to recognize the written water rights to 10k gallons per resident per day? I believe this also stated 7 cents per hundred cubic feet thereafter. Perhaps when every water bill has been protested a larger amount might emerge? Why will the city not permit my entitled 3 sewer hookups? Am I required to go to court to have my proven property rights?

Why was my water pipe broken 5 times and raw sewage allowed to enter our property, filling a field and posing health dangers to my father? Why did the city fill pipes with concrete after agreeing my father could use them? Why does the water meter retrofit installation place our family in phase 1, then restrict us to a ¾" fitting reducer to supply 4" mains for two residents? Once again, a double standard for the Zisk's. Why were we told we were the highest water users of approximately 85,000 gallons of water per day? Through a ¾" fitting... when our water was mostly turned off? Please? This is not even possible? Why do I pay a water bill for my property if I don't own it? Amazing.

Why does the city have a piping network for all residents in town except my 12+ acre property? Why did the city want to fill our 4" mains throughout my property with concrete once they found out we had them? Why do council members tell me they heard it all before when they have never spoken with me? Who else is talking so profusely about our property and why? Why do mayors slander my father at the podium telling him he has been wrong for 29 years when the mayor has only been a resident for 16? Why will other council members refuse to return my phone call when I have never spoken with them? Why do council members constantly ask me if I can

afford to fight all these issues? Is it that easy to just hand money to law firms? Is this all about power and control? Why did my father not have a single vacation in the last 32 years of his life? Why did my mother not have a single vacation the last 24 years of her life? Are you literally joking when you say in your letter you are trying to build a trail with little inconvenience to me??? My family's life has been destroyed by the city, and you believe this to be convenient?

You asked me to give you questions, so I have. Could you or others please answer them? I know the answers to many of these questions. Most have to do with illegal actions taken by the city, which has cynically concluded that individual citizens cannot fight the power of city hall. The city also knows much of the truth, but has chosen to hide it. I have never hurt anyone in my life. I am honest as my dad was. I wonder what has become of morals and ethics? Why are you and the city doing this to me? Why don't you do your job and produce the records that prove the city acted properly?

There are even bigger issues which have been covered up, but I will save these for another time. The truth will out. I know way too much. I have lived this since I was 9 years old and watched it take my family alive. I loved my family. Do you love yours? Do all the city officials love theirs? If so, they should be able to understand how it would feel to have a powerful force take everything from them. As humans we all must possess some understanding and sympathy. But I have not seen any sympathy. Life's enjoyment has been taken from my family? If all this had not happened, my mother, father, and brother would all still be alive today. You, the city, and I all know this all has had nothing to do with a bike trail. It never did, but it has put my family to death.

My family has built a large part of this city. We have always been devoted to hard work and helping people. I have been kind and patient with the city as I have pursued getting answers. I have openly talked with the city since my father has passed. But I have observed it easier for the city to flex their muscles and to use their internal departments to get whatever they want. This wanting and taking has run for 43 years and claimed four lives. Must the last 3 Zisk's be sacrificed too? I will not argue or play procedural games. I know my parents did not die from the causes stated on their death certificates. Although my health is none of your concern, I have ongoing health problems from cancer. I am only asking for a simple life with my children, a small settlement, and to build a house on my land. The city is aware of my proposal, and I need to know if it is possible to negotiate a conclusion to the hell my family has had to endure.

I ask you to cease with any work you are planning on my property until we have discussed my proposal and settled on a solution. The direction of what we both need to do will be defined soon.

Sincerely,

John Zisk

[redacted]

[redacted]

Letter 13 Response	**John Zisk** Mary 27, 2018

13-1 The comment references the remainder of the commenter's correspondence and asks if all deadlines have been met.

The comments were received by the City of Roseville on May 27 before the close of the Draft EIR public comment period on May 29. The commenter's multiple pieces of correspondence, including attachments, are included in this Final EIR as one combined "Comment Letter 13."

13-2 The comment states that the comments relate to the "East – Draft EIR" and the entire trail system.

See responses to comments 13-3 through 13-6.

13-3 The comment discusses previous interactions with the City of Roseville in relation to the commenter's property.

The commenter's property is not located on the proposed Dry Creek Greenway East Trail alignment, but is approximately 1.2 miles northeast of the project proposed trailhead. The western terminus of the proposed project is located at the existing Saugstad/Royer Park trial near the intersection of Riverside Avenue and Darling Way. The comments address history related to the Miners Ravine Trail and the area around the commenter's property and do not address the proposed project or the adequacy of the Draft EIR, and no additional response is warranted for compliance with CEQA.

13-4 The comment addresses the procedures for the "current" EIR.

It is unclear if the comment is addressing the Dry Creek Greenway East Draft EIR or a previous EIR for a separate project. The CEQA procedures that were followed for the Draft and Final EIR for the proposed project are described in Chapter 1, "Introduction" of the Draft EIR and Chapter 1, "Introduction and List of Commenters," of this Final EIR. The EIR has adequately followed the CEQA requirements for preparation of an EIR, as explained in these chapters.

13-5 The comment discusses conditions on the commenter's property, which is not located on the proposed Dry Creek Greenway East Trail alignment.

The comment does not address the proposed project or the adequacy of the Draft EIR, and no additional response is warranted for compliance with CEQA.

13-6 The remainder of the commenter's materials include documents related to the commenter's property and previous projects proposed by the City of Roseville. The documents include previous comment letters and previous emails, such as the 2009 email sent to the City regarding the commenter's property that precedes the current planning and environmental process for the proposed project.

See response to comment 13-3. The materials do not address the proposed project or the adequacy of the Draft EIR, and no additional response is warranted for compliance with CEQA.

Letter 14

From: [redacted]
To: Morse, Mark
Subject: Dry Creek Greenway East Trail Project ERI Comments
Date: Monday, May 28, 2018 7:58:50 AM

Hello Mark

We are residents on Spahn Ranch Road off Old Auburn. We are concerned about the trail that will be implemented in our community. Although we understand the significant benefits bike trails bring to the communities, we are concerned about the neighborhood safety, impact to wildlife, noise, etc. We purchased a house in this neighborhood to enjoy the beautiful and quiet scenery the creek offers. By putting a bike trail close to our neighborhood you are taking away our peaceful scenery, increasing the noise and population, and potential crime and transient occupancy. We are asking that the trail not end near Old Auburn near residential housing. We are not opposed to the bike trail, we ask for the trial to end closer to Maidu Park, which is a better location for the public with facilities and parking. 14-1

Best Regards,
Carrie Butler and Rafael Cruz

Letter 14 Response

Carrie Butler and Rafael Cruz
May 28, 2018

14-1 The comment expresses concern about neighborhood safety, impacts to wildlife, and noise.

Please see Section 4.10, “Noise” in the Draft EIR for a discussion of the existing noise environment along the proposed trail alignment and the potential impacts related to long-term increases in use-related noise (see Impact 4.10-2). The EIR discussed the potential for an increase in noise from activities related to trail use and maintenance. The EIR concludes that long-term uses associated with the proposed project would be predominantly non-motorized activities and would not expose persons to or generate use-related noise levels in excess of adopted standards, and this would be a less-than-significant impact. Regarding neighborhood safety, please see Impact 4.11-2 (Effects on police protection services) in the Draft EIR and Master Response 1 in this Final EIR. Impacts to wildlife are discussed extensively in Section 4.3, “Biological Resources” of the Draft EIR. The comment also expresses an opinion that the proposed trail should end closer to Maidu Park. This comment, along with others received on the Draft EIR, will be forwarded to the decision-makers for their consideration.

Letter 15

From: Kyoung Mo
To: Morse, Mark
Subject: East Roseville bike path
Date: Monday, May 28, 2018 11:48:18 AM

Dear, Mr.Morse

I am currently living in [redacted] Roseville in Creekside community.
I send this email regarding bike path along with Linda Creek which
my home is wildly open to the open space.
I was pleased we would have a nice trail nearby, but I did not know the exact bath way. 15-1

You know, my neighbors and I have the same concern that the bike path would go through right behind our home back yard which would invade the privacy.

And also, the beautiful oak trees and lots of trees will be taken out that impact bird habitats and other wild life. 15-2

When I had city notice for Dry Creek Greenway about a month ago, I thought it would go along Linda Creek under Old Auburn Rd bridge ,not right behind our back yard. 15-3
We had some times of flood from Linda Creek in the open space which will block the bike path in rainy season, so that would be much better the bike path would go to the Old Auburn Rd level.

We had two homeless people living in their tents under the bridge of Old Auburn rd last autumn, so if the bike path is connected right after my back yard, I would really concern my family' safety. 15-4
Please consider my concern about the bike pathway.
Thank you so much.

Sincerely,
Kyoung Melanie Mo
Email: [redacted]
Phone [redacted]

Sent from my iPad
CONFIDENTIALITY NOTICE: THIS MESSAGE IS CONFIDENTIAL, INTENDED FOR THE NAMED RECIPIENT(S) AND MAY CONTAIN INFORMATION THAT IS (I) PROPRIETARY TO THE SENDER, AND/OR, (II) PRIVILEGED, CONFIDENTIAL, AND/OR OTHERWISE EXEMPT FROM DISCLOSURE UNDER APPLICABLE STATE AND FEDERAL LAW, INCLUDING, BUT NOT LIMITED TO, PRIVACY STANDARDS IMPOSED PURSUANT TO THE FEDERAL HEALTH INSURANCE PORTABILITY AND ACCOUNTABILITY ACT OF 1996 ("HIPAA"). IF YOU ARE NOT THE INTENDED RECIPIENT, OR THE EMPLOYEE OR AGENT RESPONSIBLE FOR DELIVERING THE MESSAGE TO THE INTENDED RECIPIENT, YOU ARE HEREBY NOTIFIED THAT ANY DISSEMINATION, DISTRIBUTION OR COPYING OF THIS COMMUNICATION IS STRICTLY PROHIBITED. IF YOU HAVE RECEIVED THIS TRANSMISSION IN ERROR, PLEASE (I) NOTIFY US IMMEDIATELY BY REPLY E-MAIL OR BY TELEPHONE AT (855.472.9822), (II) REMOVE IT FROM YOUR SYSTEM, AND (III) DESTROY THE ORIGINAL TRANSMISSION AND ITS ATTACHMENTS WITHOUT READING OR SAVING THEM. THANK YOU.

DaVita Inc-

Letter 15 Response

Kyoung Melanie Mo
May 28, 2018

15-1 The comment expresses concern regarding the trail alignment and potential loss of privacy in the Spahn Ranch Neighborhood east of Old Auburn Road.

Please see Master Response 1.

15-2 The comment addresses potential loss of oak trees and the impact to bird habitats.

The loss of oak trees is addressed in Impact 4.3-8 (Disturbance of City protected trees, Valley Oak Woodland, and other Sensitive Vegetation Alliances and Associations) in the Draft EIR. The potential impacts on riparian habitat and bird species are discussed in Impact 4.3-1 (Disturbance and loss of waters of the United States, waters of the state and riparian habitat) and Impact 4.3-4 (Disturbance or loss of Swainson's hawk, white-tailed kite, and other nesting raptors) and Impact 4.3-5 (Disturbances to special-status song birds). With the implementation of mitigation measures identified in the Draft EIR, these impacts would be reduced to less-than-significant levels.

15-3 The comment addresses the trail placement and expresses a preference for the path to be placed along Old Auburn Road. The 2010 Dry Creek Greenway Trail Planning and Feasibility Study (City of Roseville 2010) identified a key issue along this portion of the potential alignment. Steep slopes were noted along the southerly leg of Old Auburn Road described in the Study as "Alignment 12-2," which would have crossed under Old Auburn Road using the west span of the existing Old Auburn Road Bridge over Linda Creek. In addition, the Biological Resources Study Report prepared for the Planning and Feasibility Study identified a mitigation/restoration site on the west side of the creek. The comment does not address the adequacy of the Draft EIR, and no additional response is warranted for compliance with CEQA. The comment, along with others received on the Draft EIR, will be forwarded to the decision-makers for their consideration.

15-4 The comment expresses concern safety related to homeless people living along the bike path.

Please see Master Response 1. The comment does not address the adequacy of the Draft EIR, and no additional response is warranted for compliance with CEQA.

Letter 16

From: Audra Owens
To: Morse, Mark
Cc: doug owens
Subject: Re: OPPOSE Dry Creek Greenway East Trail Project - Creekside Community Roseville
Date: Monday, May 28, 2018 12:20:21 PM

Final picture attached showing our backyard and open green space.

On May 28, 2018 at 12:16 PM Audra Owens <audrao1123@comcast.net> wrote:
Attaching photo 1 of our backyard and the open green space. next photo sending next.

On May 28, 2018 at 12:15 PM Audra Owens
<audrao1123@comcast.net> wrote:
Dear Mark,

I am Audra Owens residing at the new Tim Lewis Creekside Community, [redacted] This email serves as my opposition against the Dry Creek Greenway East Trail Project as it relates to the impact on the Creekside Community on the corner of Old Auburn Road in East Roseville.

This bike trail will negatively impact our beautiful Linda Creek open space behind the homes that we enjoy as our backyards. We have the following concerns regarding this proposal:

1. Privacy
2. Neighborhood Safety
3. Crime
4. Transient Occupancy
5. Security
6. Increased traffic
7. Noise
8. Removal of natural trees and greenery
9. Impact to wildlife and bird habitats

16-1

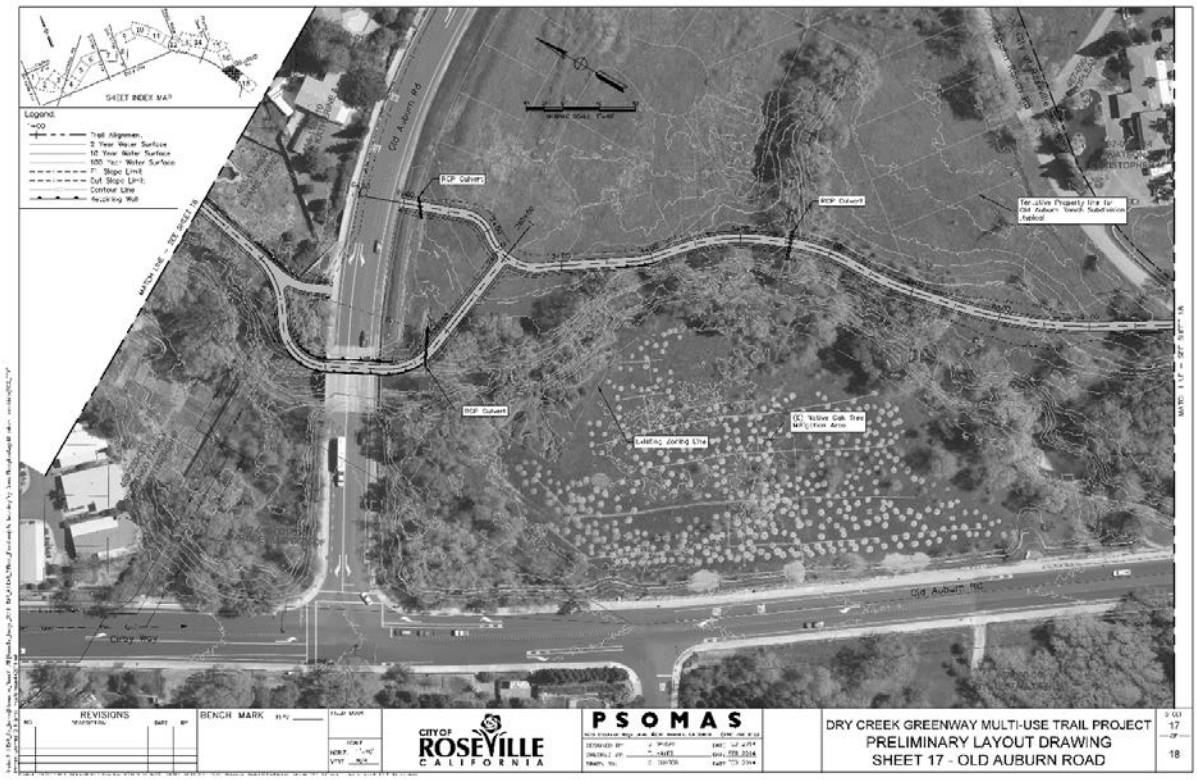
I have attached two photos (sent in the next two emails due to size exceedance), which were taken today (5/28) that show our backyard and the open green space. We chose this property for the privacy and natural beauty that we enjoy and invested in a significant lot premium to have these amenities.

Constructing a 14-foot bike path behind our home where all people going by can see into our private backyard is absolutely not acceptable. Also, removing any trees and greenery for such a bike path is environmentally wrong.

16-2

I 100% oppose this bike path in our beautiful open green space and request the Roseville Transportation Commission seek an alternative route that is not in this open green space.

Audra Owens
[redacted]


SHEET INDEX MAP
Legend
Trail Alignment
2 Year Water Surface
10 Year Water Surface
100 Year Water Surface
Top of Slope Limit
Cut Slope Limit
Contour Line
Retaining Wall
Old Auburn Rd
RCP Culvert
RCP Culvert
RCP Culvert
Tentative Property line for Old Auburn Youth Subdivision (typical)
(E) Native Oak Tree Mitigation Area
Existing zoning line
Old Auburn Rd
Cirby Way
REVISIONS
BENCH MARK
CITY OF ROSEVILLE CALIFORNIA
PSOMAS
DRY CREEK GREENWAY MULTI-USE TRAIL PROJECT
PRELIMINARY LAYOUT DRAWING
SHEET 17 - OLD AUBURN ROAD
17
18

Letter 16 Response

Audra Owens
May 28, 2018

16-1 The comment expresses opposition to the project and expresses concerns regarding several biological issues as well as safety and security issues.

The loss of oak trees is addressed in Impact 4.3-8 (Disturbance of City protected trees, Valley Oak Woodland, and other Sensitive Vegetation Alliances and Associations) in the Draft EIR. The potential impacts on riparian habitat and bird species are discussed in Impact 4.3-1 (Disturbance and loss of waters of the United States, waters of the state and riparian habitat), Impact 4.3-4 (Disturbance or loss of Swainson's hawk, white-tailed kite, and other nesting raptors), and Impact 4.3-5 (Disturbances to special-status song birds). With the implementation of mitigation measures identified in the Draft EIR, these impacts would be reduced to less-than-significant levels. Regarding neighborhood safety and other security issues, see Master Response 1. The comment also lists noise and increased traffic as topics of concern. These topics are addressed in Chapters 4.10, "Noise" and 4.13, "Transportation and Circulation," of the Draft EIR.

16-2 The comment refers to pictures of the commenter's property and expresses opposition to the proposed project.

The comment, along with others received on the Draft EIR, will be forwarded to the decision-makers for their consideration.

Letter 17

From: Ken White
To: Morse, Mark
Subject: Dry Creek Greenway East Trail Project EIR comments
Date: Monday, May 28, 2018 4:13:23 PM

Mark,

I am a homeowner along the proposed Dry Creek Greenway East Trail Project. My address: [redacted]

Although I support extending the paved bikepath, I am concerned about impact to the safety and security of our neighborhood if the path is developed on the east side of Linda Creek near our neighborhood. 17-1

It appears that you will have to construct a bridge to cross Cirby Creek near Eastwood park in order to follow Linda Creek. I suggest that the bridge be placed west of Eastwood park so that the path is West of Cirby Creek and Linda Creek from that point onward. The advantage of this is that the path will be developed in the open space and further away from homes than if the path were on the East side of the creek. 17-2

- Ken White

Letter 17 Response	**Ken White** May 28, 2018

17-1 The comment expresses support for the trail but concern regarding potential safety and security impacts from development of the trail near the Spahn Ranch Neighborhood east of Old Auburn Road.

Please see Master Response 1. The comment does not address the adequacy of the Draft EIR, and no additional response is warranted for compliance with CEQA.

17-2 The comment expresses a preference that a bridge to cross Cirby Creek near Eastwood Park be placed west of Eastwood Park so that the path is west of Cirby Creek and Linda Creek. As discussed in Draft EIR Section 2.2.3 Project Objectives, one objective is to maximize opportunities to connect parks. Relocating the trail to the opposite side of Cirby Creek from Eastwood Park would either eliminate the opportunity for this park connection or require an additional bridge, which would increase project costs and could result in additional environmental impacts. Initial investigations on potential trial alignments determined that topographic and property ownership constraints restricted the potential for placing the trail in the location described by the comment.

The comment, along with others received on the Draft EIR, will be forwarded to the decision-makers for their consideration. The comment does not address the adequacy of the Draft EIR, and no additional response is warranted for compliance with CEQA.

Letter 18

From: Todd Beasley
To: Morse, Mark
Subject: Dry Creek Greenway East Trail Project
Date: Tuesday, May 29, 2018 8:51:33 AM

Mr Morse,

My name is Todd Beasley, and I live at [redacted] The neighborhood that would be directly adjacent to the new purposed Dry Creek Greenway East Trail Project.

Although my family and I are avidly outdoors, I have serious reservations about the location of this path as it pertains to our (and other) neighborhood.
For one, If you look locally, The Miners Ravine trail, which is beautiful, but also a super freeway for homeless who have also taken to setting up their camps at the waters edge.
That waters edge of the Dry Creek Greenway East Trail Project would be the backyard of our neighborhood. To be quite frank, I don't really feel like my brand new home which my wife and I have worked so hard for should now be littered with homeless and the crime, drugs, trash, human waste, etc that goes along with it.
I do believe it is the paths proximity to Linda Creek which brings my concerns to light.
Other cities, such as Folsom, have a fantastic trail system with very limited issue, but for the most part, there are no concealed water ways where the homeless can camp out.

18-1

I value your input in this mater, and appreciate your time

Todd Beasley

Letter 18 Response

Todd Beasley
May 29, 2018

18-1 The comment expresses concern regarding potential safety and security impacts from development of the trail.

Please see Master Response 1. The comment does not address the adequacy of the Draft EIR, and no additional response is warranted for compliance with CEQA.

Letter 19

RECEIVED BY
MAY 29 2018
CITY MANAGER'S OFFICE

Rosalyn Clement
[redacted]

May 29, 2018

Mark Morse
Environmental Coordinator
Roseville City Manager's Office
311 Vernon Street
Roseville, CA. 95678

RE: Dry Creek Greenway East Trail Project – Segments 4/5

Dear Mr. Morse:

For the past 26 years I have lived at [redacted] just a few yards from Linda Creek. Because of this location, I am very familiar with the Meadow Oaks area between Oak Ridge Drive and Rocky Ridge Drive where multiple segments will be built.

Meadow Oaks is Unique

The existing unpaved path has enabled multiple generations to enjoy personal experiences in this natural habitat tucked away in the middle of a city. The combination of the path's short length, multiple access points to medium density neighborhoods, and proximity to two schools has produced a very popular and esteemed area for recreation.

Local realtors report that several Meadow Oaks home owners are second and third generation residents. They chose to remain in the neighborhood, so their children would have the same outdoor experience they enjoyed when young.

Adults speak fondly of walking to school through "the woods," catching tadpoles after school, building secret hiding places and so much more. A 90-year-old Condor Court resident said she remembers watching cattle driven along the maintenance path when she was a little girl. Her grandmother told her that the trail was originally formed by Maidu Indians traveling back and forth along the creek in search of food.

This area is used seven days a week at all hours of the day. Easter egg hunts and birthday parties are held in the meadow. Children walk to and from school. Eich Junior high PE classes even use it for distance running. After school students gather at the "green bridge" (Woodlake Lane footbridge). On weekends and during the summer children give fishing a try or head to their favorite "beach." People jog, walk, and push baby strollers. After years on the path, people recognize one another, and it is common to see small groups laughing together before heading on in opposite directions. Often the chatter is to discuss what had been spotted by a nature lover.

Photographers and bird watchers visit regularly. Dogs often play off leash and chase their favorite toys into the water. Bird lovers advise dog owners when it is nesting season and owners willingly limit their pets' activity. I have watched stunningly successful self-policing these 25 years.

It truly is an Andy Griffith's Mayberry experience along this stretch.

Concerns to be addressed in the final EIR:

•It is important to note the established uses and significance of the existing path. Users do not want to lose this unique habitat. It is critical to preserve what remains.

19-1

•Pedestrians, particularly those older and physically challenged living in the Oak Ridge assisted living facility, require protection from fast moving cyclists traveling around the blind curves present on the existing paved trail running from Oak Ridge Drive to Sierra Gardens.

•This is a generations old, established path with significant foot traffic. People are creatures of habit. They meander now and will continue to do so. They will not remain on a 2' shoulder. Potential exists for collision injuries on this unique stretch.

•Review historic records to determine the maintenance trail origin and uses. Consider informational trail signage to preserve any history (i.e. cattle drives/Maidu Indian movement).

19-1 cont

Project Objective 2.2.3 – Protect Natural Habitat and Special Wildlife Species.

Construction impact states that loss of riparian vegetation may lead to higher water temperatures that would be detrimental to fish. The report also states that the creek in its current condition is an unlikely habitat for salmon spawning (Table 4.3a). The report indicates that this creek is in decline.

What the researchers did not take into consideration is the actual history of the area.

Overlooked entirely is the fact that this was once a vibrant, lively waterway. Once the source of salmon for the Maidu Indians, my family enjoyed spotting them throughout the 90's and 00's.

Also overlooked is the fact that the reductions in fish and wildlife occurred within the last five years. Up until this time, river otters splashed in the deep water near Condor Court and tadpoles filled the shallow waters. A mink was spotted on numerous occasions. Western pond turtles were so abundant that a popular viewing area was dubbed "turtle cove." Blue herons patrolled the area and a great egret returned yearly to nest behind 1814 Blue Jay Drive. Coyotes trotted along the trail many times a week. Pheasant squawks were frequent and loud. Oak titmouse, turkey and mallard populations were sizeable.

Changes took place slowly over the past 25 years of erosion. During those years the creek lost a significant amount of riparian vegetation. Erosion also triggered the loss of over a dozen 200+ year old live oaks which once regulated water temperatures. The remaining oaks (live, valley and blue) have been severely compromised, and it is only a matter of time before they are also lost. Photo 25A, p. 40 the condition of all the remaining oaks growing on the creek banks.

19-2

The most noticeable changes have occurred in the last five years. During the drought, water levels were the lowest they had been in 25 years. Already compromised from losses due to erosion and drought, the area was dealt a serious blow when on multiple occasions a Granite Bay housing development both slowed and shut off entirely the water flow to Linda Creek. A final blow came when this same development released the chemicals used to clean their ponds into the creek. (The state is involved in an investigation.)

Linda Creek became a shadow of its former self. Wildlife vanished. One 23-year Blue Jay Drive homeowner commented on how quiet his back yard had become. At one point it was even difficult to spot a "blue jay" (scrub jay) on Blue Jay Drive.

Due to how recently the losses have been witnessed, there is potential to reverse the damage. People familiar with the creek know this because they are seeing and hearing the recovery. What researchers reported as limited wildlife and a creek in decline, is actually the evidence of a recovery. A great egret has returned. A young otter and a mink were spotted. Several hawks are establishing their territories and song birds are abundant once more. A few mallards are nesting, and a pheasant was spotted.

Because of this delicate recovery in progress, it is critical the area be protected from further destabilization. If the project is going to proceed, it is critical it does not impede upon the remarkable progress currently underway.

Further loss of shade, riparian habitat, and valley oak woodland has the potential to be the tipping point for this area.

Concerns to be addressed in the final EIR:

•The remaining oaks growing on the bank should be assessed and erosion protection for those trees included as a part of the bank stabilization element of the proposed project.

•Include the next generations of oaks growing several yards off existing bank as they are future shade for the creek and tree canopy for the city.

•Trail placement should be around trees as opposed to tree removal.

•If adequate right of way cannot be acquired to avoid removal of the trees within the designated "area of scenic quality" west of Rocky Ridge (p.4.1-11), the design should be modified. Protection of current and future creek canopy and beauty of the area should be the design priority, not the city objective for a class I multi-use trail.

•Determine if river otters still nest on the bank behind Condor Court and assess what can be done to minimize bank disruption. There is concern for the otters and the "area of scenic quality" as this area will be significantly altered with construction of the trail underpass.

•Restore bank impacted by construction to natural condition through bio-engineering.

19-2 cont

Mitigation Off Site Is Not An Answer to Tree Removal along Linda Creek

As is stated in the preliminary EIR, the Roseville Tree Preservation Ordinance lists scenic beauty as one of the reasons for native oak preservation. The ordinance also provides standards for mitigation when trees are removed.

However, it is important to take into considering the 2014 Roseville Urban Forest Master Plan (RCRMRP) which provides direction for "stewardship" of Roseville's creek system and for "preserving the benefits of this system to wildlife, flood management, and recreation." It specifically states, "Native trees are critical to the preservation and enhancement of the primary indicator of a healthy creek system (p.22).

It is imperative to face the fact that planting young trees elsewhere does absolutely nothing to mitigate the loss of a mature native oak. It does not protect the scenic beauty of this area, nor does it contribute to the preservation of the creek.

Over the past 25 years there have been numerous mitigation projects throughout the city. Despite the significant loss of tree canopy over the creek, not a single tree has been planted. When the city was asked why, the reply was that trees had to be placed where there was easy access for watering and other upkeep. Mitigations that that took place at both Maidu Park and Strap Ravine were mishandled. Too many trees were planted in a single area. Shade critical for the oaks' first few years was not provided. Loss was enormous and significant. At the time of RCRMRP's publication, Roseville's overall tree canopy was 15.7%. Meanwhile, Roseville's Greenprint Initiative goal is 35% canopy coverage in the region.

19-3

Concerns to be addressed in the final EIR:

•Off site mitigation is not an acceptable alternative for losses in this area and should not be considered an alternative.

•If tree removal is unavoidable between Oak Ridge and Rocky Ridge Drives, mitigation should occur in the same area. Include both the north and south banks from the Woodlake Lane entrance to Rocky Ridge Drive, as recipients of future mitigation plantings.

•Include both the north and south banks from Woodlake Lane to Rocky Ridge Drive for future mitigation plantings conducted by city.

•Prior to final plans, mark all trees scheduled for removal and hold an on-site public meeting with a neutral arborist to walk the area.

19-3 cont

Bank Stabilization at the City Sewer Line Behind 1810 Blue Jay Drive

Two 150+ year old live oaks once grew in this area. Between dense shrubbery and the oaks, the entire length was shaded. The planned gabion wall would be an eye sore and does nothing to promote the return or retention of wildlife.

Additional redirection of channel flow away from the north bank with a rock or log vane is also a concern. Currently water bounces off the north bank and flows into 1812 and 1814 Blue Jay Drive. A vane will create an even greater redirection of flow to the opposite bank opening it up to similar erosion. Redirection will also impact the rest of the creek as it must reach a new equilibrium. Quick fixes

Concerns to be addressed in the final EIR:

•Consider allowing natural equilibrium to be reached.

•Add root wads or other bioengineering to the proposed gabion wall to soften the force bouncing off the wall and improve aesthetics.

•Conduct geomorphic engineering on the creek before conducting individual, isolated repairs which will cause problems further downstream.

19-4

In closing, please note that most of the Blue Jay Drive residents have lived here for a long time, some as many as 32 years. People chose this street due to the proximity of Linda Creek and have a front row seat to the changes. There are many photos and videos documenting floods and bank changes. Despite our years of knowledge and the Roseville Urban Forest Master Plan instruction that "community participation and support will be needed to reach the Greenprint Initiative goal," no one has ever been contacted. We would be happy to supply any background information that might be useful as further creek assessments are conducted. All you have to do is ask.

19-5

Sincerely,

Rosalyn Clement

Rosalyn Clement

Segment 5: Standing at the point where the existing paved trail meets the existing pedestrian trail. The Woodlake entrance is at left. Linda Creek on right. This is all that remains of the valley oaks after losing the 200+ year old trees. Bank erosion has all the young trees to drop several feet. Roots are exposed and many are struggling to remain upright. The only unaffected trees (located several yards from the bank) are directly in the path of the proposed trail.

19-7

Segment 5 – Looking at north bank near Rocky Ridge Drive. This is the condition of the remaining trees currently shading Linda Creek.

19-8

2016
Shot from the south bank looking towards north bank behind Mallard. All 100+ year old live oaks and mature habitat has been lost to erosion. These trees use to sit several feet from the bank's edge and grew under the shade of 100+ year old live oaks. This is all that remains of the live oaks. They will also be lost as erosion continues to undercut them. All existing and future shade will be gone. This is the condition of all the young growth researchers saw during their assessments.

19-8
cont

2017
River otter at 1812 Blue Jay Drive

19-9
cont

2012
Mink crossing city sewer line behind 1808 Blue Jay Drive.

19-9
cont

Letter 19 Response

Rosalyn Clement
May 29, 2018

19-1 The comment provides introductory information related to the history and use of the Meadow Oaks neighborhood. The comment also lists concerns that the commenter believes should be addressed in the Final EIR, including: 1) note the established use and significance of the existing path; 2) older and physically challenged pedestrians require protection from fast moving cyclists from Oak Ridge Drive to Sierra Gardens; 3) established users of the existing path will not remain on the 2-foot wide shoulder which creates the potential for collisions; and 4) use informational trail signs to display historic use of established path.

Items 1 and 4 are comments specific to the proposed project and do not address the adequacy of the analysis of the EIR; however, they will be forwarded to the decision-makers for their consideration. Related to items 2 and 3, while trail user safety is an important issue for consideration by the City when evaluating the merits of the proposed project, the topic is not within the purview of CEQA analysis. Additionally, please see Chapter 3, “Project Description,” of the Draft EIR for information related to trail design beginning on page 3-7.

19-2 The comment provides background information related to the biological changes that have occurred in the Meadow Oaks neighborhood and lists concerns that the commenter believes should be addressed in the Final EIR. These concerns include the following: “The remaining oaks growing on the bank should be assessed and erosion protection for those trees included as a part of the bank stabilization element of the proposed project” and “Include the next generations of oaks growing several yards off existing bank as they are future shade for the creek and tree canopy for the city.” These comments are specific to the proposed project and do not address the adequacy of the analysis of the EIR; however, they will be forwarded to the decision-makers for their consideration.

The comment states that trail placement should be around trees as opposed to tree removal. Tree removal is discussed in the Draft EIR on page 4.1-11 and under Impact 4.3-8. Design of the proposed trail would, to the extent possible, avoid the larger trees along the creek corridor, especially native oak trees, to minimize impacts to habitat and aesthetic values consistent with requirements of the City’s Tree Preservation Ordinance. Mitigation Measure 4.3-8 on page 4.3-79 states that “to the maximum extent feasible, oak and riparian trees shall be avoided where possible and protection measures shall be implemented to protect oak woodlands, riparian areas and associated native trees from project-related impacts.” The mitigation measure also includes measures that shall be implemented for oak and riparian trees that would be impacted by project activities to avoid and minimize potential impacts to individual oak and riparian trees.

The commenter also states that, if adequate right-of-way cannot be acquired to avoid removal of the trees within the designated "area of scenic quality" west of Rocky Ridge, the design should be modified. This comment is specific to the objectives of the proposed project and does not address the adequacy of the EIR; however, it will be forwarded to the decision-makers for their consideration.

"Restore bank impacted by construction to natural condition through bio-engineering." Construction and post-construction details are included in Chapter 3, "Project Description." Topsoil would be excavated and stored during construction operations and respread over disturbed soil areas after construction activities in that area are complete. Disturbed soil areas would be revegetated through planting of native grasses, shrubs, and trees. Please see page 3-32 of the Draft EIR for additional details.

19-3 The comment provides background information related to tree preservation activities that have occurred in the City and lists concerns that the commenter believes should be addressed in the Final EIR, including 1) offsite mitigation is not an acceptable alternative for losses in this area; 2) if tree removal is unavoidable between Oak Ridge and Rocky Ridge Drives, mitigation should occur in the same area; 3) include both the north and south banks from the Woodlake Lane entrance to Rocky Ridge Drive for future mitigation plantings; and 4) mark all trees scheduled for removal and hold an on-site public meeting with a neutral arborist to walk the area.

Related to items 1, 2, and 4, as stated under Mitigation Measure 4.3-8 of the Draft EIR, if native oak trees are removed, they would be replaced as outlined in the City's Tree Preservation Ordinance 19.66.070. According to the Ordinance, the preferred alternative for replanting is on-site replacement. Therefore, a Tree Planting and Maintenance Plan showing species, size, spacing and location of plantings, and the location and species of established vegetation would be prepared. A monitoring program would also be established to ensure compliance with any prescribed mitigation measures established by the project and to monitor the oak woodland restoration area. Please see page 4.3-79 of the Draft EIR for additional details. Item 4 includes a recommendation for an on-site public meeting with a neutral arborist. This is not required by Ordinance; however, the comment will be forwarded to the decision-makers for their consideration. For item 3, this comment includes a recommended location for future mitigation plantings conducted by the City and does not address the adequacy of EIR analysis. Therefore, the comment, along with others received on the Draft EIR, will be forwarded to the decision-makers for their consideration and no further response is warranted for compliance with CEQA.

19-4 The comment provides background information related to creek flow and lists concerns that the commenter believes should be addressed in the Final EIR, including 1) consider allowing natural equilibrium to be reached; 2) add root wads or other bioengineering to the proposed gabion wall; and 3) conduct geomorphic engineering on the creek before conducting individual repairs.

Regarding item 1, allowing the creek flow to reach natural equilibrium would result in continued erosion of the banks which would reduce the ability for public safety and maintenance crews to access the open space. Also, this would likely result in the loss of trees and other vegetation.

Regarding item 2, a geomorphic study was conducted for the proposed project and provided as Appendix F to the Draft EIR. Ass stated on page 4.1-9 of the Draft EIR and based upon the analysis in Appendix F, where feasible, retaining walls would take the form of gabion baskets with timber facing and root wads or willow stalks to provide additional stabilization and to provide a more natural finish. The geomorphic study also included a recommendation for installation of a log or rock vane as proposed behind Blue Jay Drive (see Draft EIR Exhibit 3-9). These recommendations are based upon preliminary design drawings for the project. Final design of the project would include additional hydrologic/hydraulic analysis for this location to determine the exact location, configuration, and design of erosion control structures in this area.

Item 3 requests that the City conduct geomorphic engineering for isolated or separate creek stabilization efforts. Technical studies prepared for the Dry Creek Greenway East Project and EIR included a geomorphic analysis; therefore, it appears this comment is not specific to the proposed project and does not address the adequacy of the EIR analysis and is instead a request regarding the design of other isolated City creek stabilization projects. This comment will be forwarded to the decision-makers for their information and consideration.

19-5 The comment provides closing remarks. No response is necessary.

19-6 The picture shows a pedestrian using an existing trail. Please see Response to Comment 19-1.

19-7 The picture shows oak trees at the Woodlake entrance to the existing trail. Please see Responses to Comments 19-2 and 19-3.

19-8 The picture shows trees on the north bank of the creek near Rocky Ridge Drive and Mallard Lane. Please see Responses to Comments 19-2 and 19-3.

19-9 The pictures show examples of various wildlife. The comment does not address the adequacy of the analysis of the EIR; however, it will be forwarded to the decision-makers for their consideration.

Letter 20

From: Ken Gregory
To: Morse, Mark
Subject: Draft EIR Comments: Dry Creek Greenway East Trail Project
Date: Tuesday, May 29, 2018 6:48:44 AM
Attachments: Gregory Comments Draft EIR Dry Creek Greenway.pdf

Dear Mr. Morse,
We have the following comments to submit on the Draft EIR for the Dry Creek Greenway East Trail Project.

First, we would like to go on record stating that we were never properly noticed of a Dry Creek Greenway Trail project, much less that a Draft EIR had been prepared. We were out of town on May 21st, but would not have known about the meeting anyway since we knew nothing about the project. Neither Tim Lewis Communities nor the City of Roseville ever disclosed this project to us. On returning from our trip on May 23rd, we found a letter from neighbor Doug Owens stuck in our front door and this was the first we ever heard of a proposed bike path and Greenway project. 20-1

In November 2016 we purchased our home at [redacted] Roseville, located in the new Tim Lewis Communities "Creekside" development off Old Auburn Road. We have several concerns since the open space in its natural state was one of the appealing characteristics of the lot adjoining the Linda Creek open space. Given that we were not properly noticed, we have not had sufficient time to review the Draft EIR but chief among our concerns are the following:

1) **Diminished Privacy, Increased Traffic & Noise on the Brightside Court Cul-De-Sac** – our lot #12 at [redacted] Roseville, is located at the very end of a cul-de-sac which is open to the Linda Creek open space. Our property also adjoins and is contiguous to the Linda Creek open space along its entire length. Adding a trail will destroy the current privacy of the location and diminish property values. Given the proposed trail stub off Old Auburn Rd and route configuration that closely follows the cul-de-sac in front of our home (see PSOMAS Preliminary Layout Drawing, Sheet 17 – Old Auburn Road dated Feb. 2014), the City of Roseville is inviting the public on to a dead end cul-de-sac with minimal parking. **A bike path as configured will become an attractive nuisance**, inviting more people, noise and traffic with people coming and going and parking on the cul-de-sac, possibly for extended periods of time. These are impacts that are not easily mitigated and pose an ongoing cost to our way of life in the Creekside residential neighborhood. 20-2

2) **Increased Security Concerns & Decreased Property Value** – adding a bike path will invite access by the public with resultant increased security concerns and diminished property values. How does the City of Roseville plan to patrol the bike path when a large portion of it can't be seen from Old Auburn Road? The City of Roseville will be making it easier for persons with criminal intent to access our property from a paved and secluded bike path. How will the City of Roseville keep out the homeless from camping in the Linda Creek open space next to our property and trespassing into our yard and patio area to access our water supply, storage shed and other personal and private items in our side yard and back yard? These are impacts that are not easily mitigated and pose an ongoing law enforcement cost to the City of Roseville. 20-3

3) **Impact to Wildlife** – the oak wetlands area adjoining our lot is home to nesting raptors, herons, wild turkeys, squirrels, skunks, as well as numerous other bird species and wildlife. The open space and Linda Creek water should be preserved as open space and a wildlife habitat. There are plenty of other nearby areas like Maidu Park where people can ride bikes. This section of the Linda Creek greenway should be left in its natural state and not be dedicated for human intrusion, such as riding bikes, disrupting natural habitats, homeless encampments, and the resultant leaving of litter and trash. The likely impacts to wildlife in this section of Linda Creek are severe and without suitable mitigating measures. 20-4

We are strongly opposed to the addition of a bike trail and public access of any kind along Linda Creek with the proposed alignment adjacent to and adjoining our property line of Lot #12. We will take any and all actions necessary to prevent this project from moving forward. We purchased our home at this location for retirement and specifically to be next to the open space. After living far out in the country, we felt the home met our dream of living in an in-town location closer to our family with just the right amount of country feel and privacy. We felt being next to natural open space was worth the extra lot premium. However, had we known about the City's plans to develop the open space it certainly would have affected our decision to purchase the home in Roseville. 20-5

We respectfully urge the City of Roseville Transportation Commission and City Council to consider other options and alternatives.

Kindly acknowledge receipt of this email and letter given that today is the deadline for comments.

Sincerely,

- Kenneth & Teresa Gregory

[redacted] mobile

[redacted]

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CITY OF ROSEVILLE CALIFORNIA

Dry Creek Greenway East Trail Project

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

Please hand in during the meeting, or mail to the City (address on back) or provide written comments via email to Mark Morse at mmorse@roseville.ca.us, by May 29, 2018 at 5:00 p.m. Please include "Dry Creek Greenway East Trail Project EIR comments" in your email subject line.

Please provide your contact information if you would like to be informed of future meetings for the Dry Creek Greenway East Trail Project. Project information is also available on the City's website:www.roseville.ca.us/DryCreek.

Name: Kenneth & Teresa Gregory

Organization (if any): —

Address (optional): [redacted]

City, State, Zip: [redacted]

Email (optional): [redacted]

The City of Roseville invites you to provide specific comments on the Draft Environmental Impact Report for the Dry Creek Greenway East Trail Project. Thank you!

Comments

Major concerns include:

1) Diminished Privacy, Increased Traffic & Noise

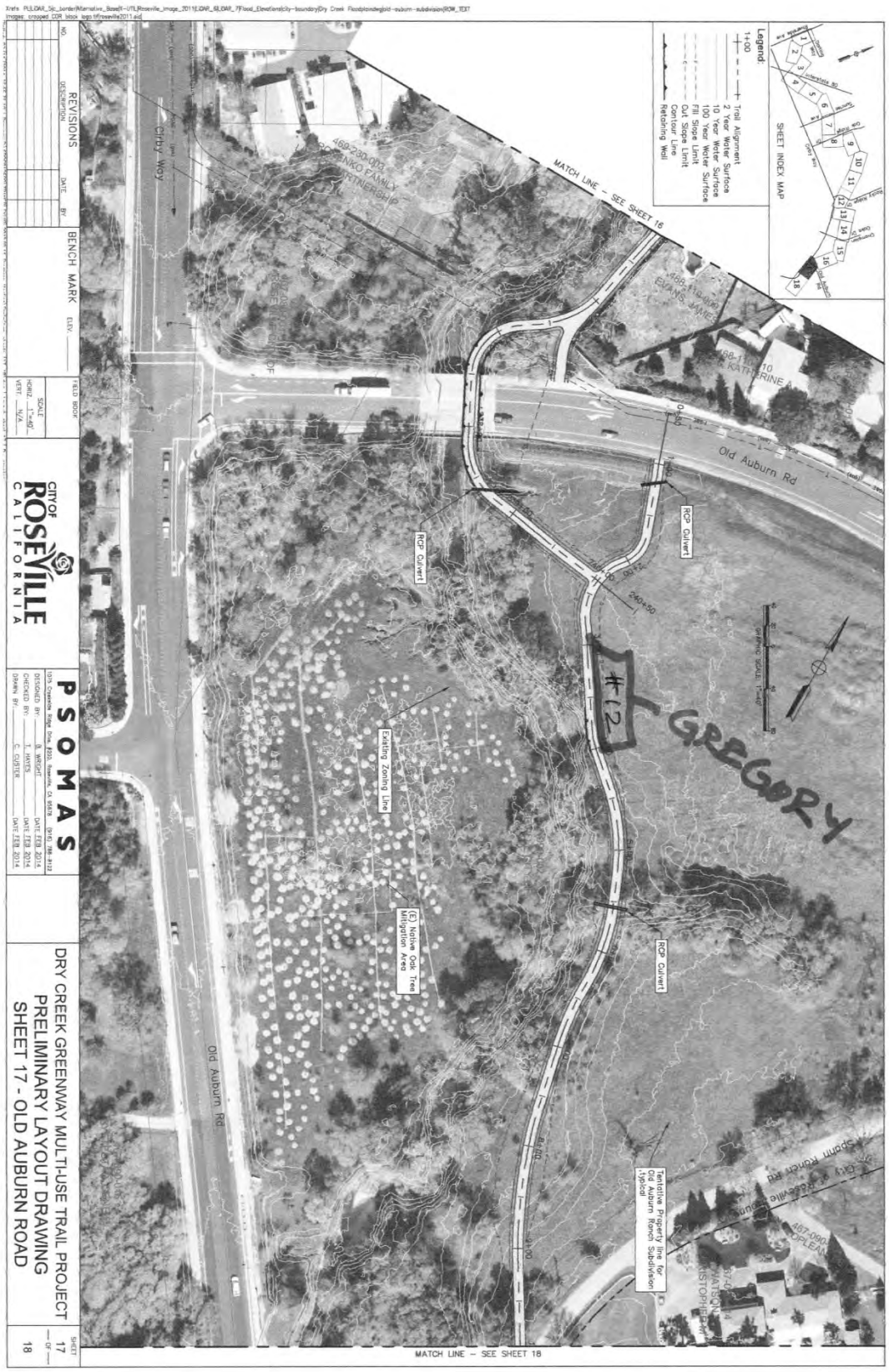
2) Increased security concerns

3) Unmitigated Impacts to Wildlife.

see detailed comments in email from Ken Gregory to Mark Morse dated May 29, 2018

20-6

More space on back


#12
GREGORY
Old Auburn Rd
Cirby Way
MATCH LINE – SEE SHEET 16
MATCH LINE – SEE SHEET 18
RCP Culvert
Existing Zoning Line
(E) Native Oak Tree Mitigation Area
Tentative Property line for Old Auburn Ranch Subdivision
SHEET INDEX MAP
Legend
Trail Alignment
2 Year Water Surface
10 Year Water Surface
100 Year Water Surface
Fill Slope Limit
Cut Slope Limit
Contour Line
Retaining Wall
CITY OF ROSEVILLE CALIFORNIA
PSOMAS
DRY CREEK GREENWAY MULTI-USE TRAIL PROJECT
PRELIMINARY LAYOUT DRAWING
SHEET 17 - OLD AUBURN ROAD
SHEET 17 OF 18

Letter 20 Response

Kenneth and Teresa Gregory
May 29, 2018

20-1 The comment states that the commenters were not noticed of the Dry Creek Greenway Trail project, or that a draft EIR had been prepared.

A notice of availability was mailed to the address listed in the commenter's letter, as discussed below.

The City has conducted numerous outreach efforts to publicize the project and draft EIR. The City's 2008 Bicycle Master Plan includes a plan for development of over 28 miles of Class I trails in Roseville, including the Dry Creek Greenway East Trail. The currently proposed trail segment has been the focus of community outreach, feasibility studies and community workshops since 2008. Project outreach included formation of a Citizen Advisory Committee that provided formal feedback during the project feasibility stage. During preparation of the original and updated feasibility study, the City used a community-based planning approach with an emphasis on public outreach. The public outreach efforts included establishment of a Stakeholder Representative Group (SRG) that represented a broad array of community interests. The SRG met 10 times between 2008 and 2013. The public outreach efforts also included three community meetings, an online survey and numerous neighborhood meetings. The project has been routinely featured on the City's web site where a dedicated project webpage can also be found at www.roseville.ca.us/DryCreekEast project. Regarding publication of the Draft EIR, the City has publicized the project and release of the draft EIR via various social media outlets including: Facebook, Twitter, and Nextdoor; the City of Roseville's website for the proposed project; the City of Roseville email listing, with a distribution of 10,400; the Dry Creek Greenway East email newsletter, with a distribution of approximately 1,490; the project's alert email newsletters, with a distribution of approximately 4,600; and the Roseville Coalition of Neighborhood Associations. The public release was also shared with local news media.

The state CEQA Guidelines Section 15087 (a) requires that a draft EIR notice of availability be mailed to the last known name and address of all organizations and individuals who have previously requested such notice in writing, and shall also be given by at least one of the following procedures: 1) publication in a newspaper of general circulation; 2) posting a notice on and off the site where the project is located; and, 3) direct mailing to owners and occupants of property contiguous to the parcel or parcels on which the project is located. The City more than complied with CEQA's draft EIR notification requirements by placing an ad in the Roseville Press Tribune News paper and direct mailing to owners of contiguous properties (and to persons who previously requested such notice). According to the electronic distribution list prepared for this project, the address listed in the commenter's letter was sent a draft EIR Notice of Availability on April 13, 2018.

20-2 The comment expresses concern regarding loss of privacy and nuisance issues from development of the trail, such as vehicle parking by trail users. Please see Master Response 1. As stated on page 4.13-8 of the Draft EIR, it is possible that the proposed project could result in vehicle trips to available public parking areas near the project area such as the proposed trailhead, on-street parking, or Maidu Park. The Draft EIR addresses potential impacts from conflicts with an applicable plan, ordinance, or policy that establishes measures of effectiveness for the performance of

a circulation system. Also, while privacy is an important issue for consideration by the City when evaluating the merits of the proposed project, the topic is not within the purview of CEQA analysis. Therefore, this comment, along with others received on the Draft EIR, will be forwarded to the decision-makers for their consideration.

20-3 The comment expresses concern regarding potential safety and security issues from development of the trail and diminished property values. the public is allowed to access and pass through City-owned open space. Without paved trails and the added surveillance that comes with the presence of trail users, City maintenance vehicles, and Roseville Police Department patrols, open space can harbor greater opportunities for illegal activities or theft due to the unimproved and isolated nature of the areas.

Property value has been an issue of concern regarding the proposed trail. While property value does not fall within the purview of CEQA, the City recognizes that property value is an important concern to the community, has evaluated it, and included it in design strategies for the proposed project.

Several studies have been conducted to evaluate the effect of trails on property values. The studies suggest that trails are likely to increase property values within a neighborhood and that some trails may act as a catalyst for neighborhood revitalization. For example, a 1994 study by the Maryland Greenways Commission titled Analysis of the Economic Impacts of the Northern Central Rail Trail asked residents near the trail corridor whether they thought value would be added to homes within walking distance of the trail. Sixty-two percent (62%) believed that a trail would add value, 7 percent (7%) believed that a trail would decrease home values, and 31 percent (31%) believed it would have no effect.

The study of Seattle's Burke-Gilman trail also attempted to evaluate the effect of the trail on property values. That study did not conclusively determine if the trail had any effect, negatively or positively, on property values. However, that study did produce some anecdotal information:

- The trail is regarded by real estate companies as an amenity that helps attract buyers and to sell property.
- Homes are regularly advertised as being near or on the trail.
- Some real estate agents claim that property sells for 6 percent more as a result of proximity to the trail.
- Residents who bought their homes after the trail was opened are most likely to view the trail as a positive factor that increases the value of their home.
- Long-time residents who bought their homes prior to the opening of the trail are generally less likely to view the trail as an economic asset.

These views are supported by a 2002 study by the National Association of Realtors and National Association of Home Builders. That study found that, out of 18 choices, trails were the second-most important community amenity people consider when making a decision to buy a home (freeway access was most important).

The studies are less conclusive about the effect of trails on the property value of homes that directly abut the trail corridor. Some studies suggest that the presence of a trail may result in a loss of property value, while others suggest that an adjoining trail would

increase property value. Factors that may influence a particular result include trail design in context with the neighborhood. By creating a trail in context with the neighborhood, City of Roseville staff believe that the Dry Creek Greenway East trail would fall within the ranks of trails that increase property values even for those properties abutting the open space.

Other communities and organizations have studied the community-wide economic impact of trails. These studies find that many trails result in economic benefits from increased tourism. The Dry Creek Greenway Trail would be part of a 70 to 80 mile loop trail around the South Placer/Sacramento region that will be a trail of regional and potentially national importance, with corresponding potential for economic benefits.

20-4 The comment expresses concern regarding existing wildlife and wildlife habitat in the project area.

The loss of oak trees is addressed in Impact 4.3-8 (Disturbance of City protected trees, Valley Oak Woodland, and other Sensitive Vegetation Alliances and Associations) in the Draft EIR. The potential impact on riparian habitat is discussed in Impact 4.3-1 (Disturbance and loss of waters of the United States, waters of the state and riparian habitat), Impact 4.3-4 (Disturbance or loss of Swainson's hawk, white-tailed kite, and other nesting raptors), and Impact 4.3-5 (Disturbances to special-status song birds). With the implementation of mitigation measures identified in the Draft EIR, these impacts would be reduced to less-than-significant levels. The comment does not address the adequacy of the Draft EIR, and no additional response is warranted for compliance with CEQA.

20-5 The comment expresses opposition to the project.

The comment does not address the adequacy of the Draft EIR, and no additional response is warranted for compliance with CEQA. The comment, along with others received on the Draft EIR, will be forwarded to the decision-makers for their consideration.

20-6 The comment references the topics included in the commenter's letter.

See responses to comments 20-1 through 20-4.

Letter 21

From: Young Hwan Kim
To: Morse, Mark
Subject: Dry Creek Greenway East Trail Project EIR comments
Date: Tuesday, May 29, 2018 9:31:23 AM
Attachments: 3165 Soahn Ranch Rd.pdf

Name : Young Hwan Kim
Address : [redacted]
Email [redacted]

Comments,

Thank you for your hard work in the City of Roseville.

There are some requests related to this project.

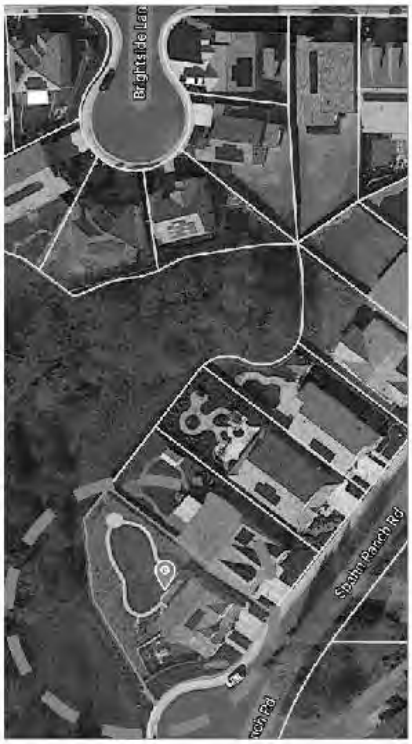
First of all, according to this project, the trail will pass through our long backyard fence, so please pass far away to avoid personal life invasion as much as possible. 21-1

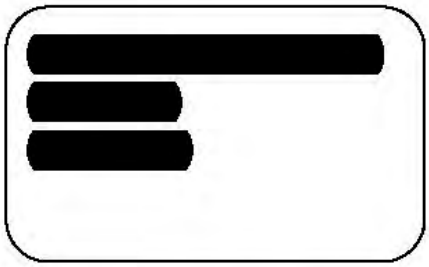
Second, there are many old trees behind our long backyard. Because of these trees, birds and animals are doing well.
I want you to do not remove as many trees as possible in relation to this project. 21-2

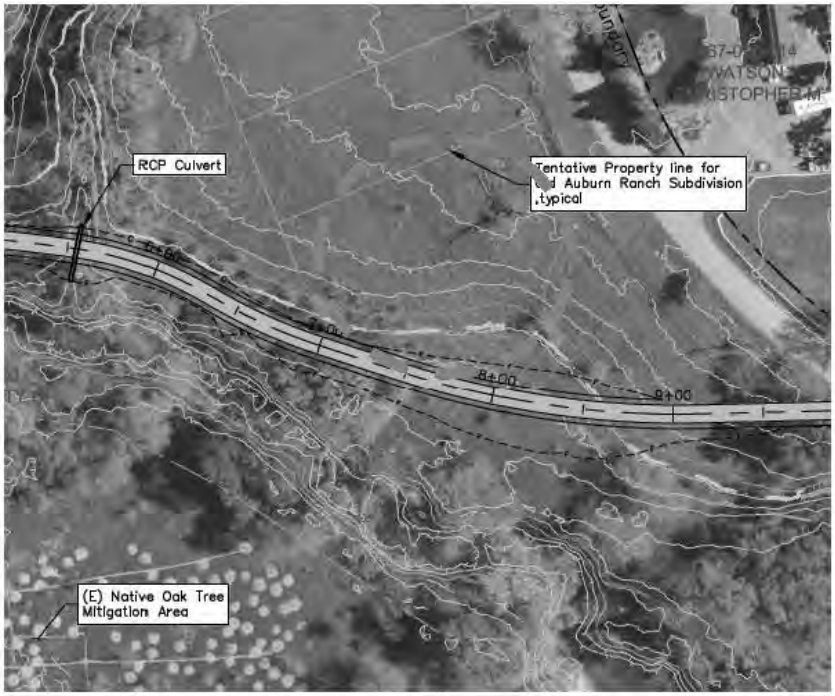
I attached my home map.

Sincerely,

Young Hwan Kim
[redacted]


Spahn Ranch Rd




RCP Culvert
Tentative Property line for
Auburn Ranch Subdivision
,typical
(E) Native Oak Tree
Mitigation Area

Letter 21 Response

Young Hwan Kim
May 29, 2018

21-1 The comment requests that the path alignment be far away from the commenter's property in the Spahn Ranch Neighborhood east of Old Auburn Road.

The comment, along with others received on the Draft EIR, will be forwarded to the decision-makers for their consideration. The comment does not address the adequacy of the Draft EIR, and no additional response is warranted for compliance with CEQA.

21-2 The comment requests that the project not remove as many trees as possible.

The comment, along with others received on the Draft EIR, will be forwarded to the decision-makers for their consideration. The comment does not address the adequacy of the Draft EIR, and no additional response is warranted for compliance with CEQA.

Letter 22

May 29, 2018

RECEIVED BY
MAY 29 2018
CITY MANAGER'S OFFICE

Mark Morse
Environmental Coordinator
Roseville City Manager's Office
311 Vernon Street
Roseville, CA. 95678

RE: Dry Creek Greenway East Trail Project –Segments 4/5

Dear Mr. Morse,

I am submitting two comments specifically for the proposed bike trail segment between Oak Ridge Drive and Rocky Ridge Drive.

Comment 1. The only project alternatives considered in the EIR are "alignment" alternatives. There is no discussion or rationale given as to why a separated pedestrian and bike trail alternative was not considered in some areas (two trails). This is particularly significant in the segment between Oak Ridge Drive and Rocky Ridge Drive due to recreational impacts that will occur when a regional bike system with fast moving bicyclists enter this area. Not only will public safety issues arise but there will be impairment of the recreational experiences currently being enjoyed by more passive users. These current recreational actives are well described in the comments you received from Rosalyn Clement. They include families with small children, pets and slow-moving elderly people enjoying the quiet beauty of the natural area. A dual trail alternative needs to be included in the EIR and considered for this segment. 22-1

Conflicts between recreationists have been long recognized and studied. One that applies here was described in a recreational journal as the ISD Syndrome. It showed that more active forms of recreation can often impair, suppress, and even displace (ISD) less active recreationists. In other words there is a hierarchy of recreational pursuits from the most active forms to the most passive, and where a more active form often impacts a less active one while the reverse is not true. "Active" is defined by the sophistication of recreational equipment being used, type of propulsion, speed, and noise. The study looked at recreational facilities where there was an established use and where a change allowing more active recreational forms was to take place. As it applies here fast moving bicyclists will impair and possibly suppress long established uses in the area such as walking and nature observation. These impacts should be recognized and mitigated with a separate bike trail between the pedestrian creek crossing to the schools up to Rocky Ridge Drive. This segment currently includes a 22-2

2

paved section in the down creek portion however the opening to a regional bike system will create adverse impacts to the experience of walkers along this down creek section as well. The bike trail should be located away from the creek with a separate walkers trail nearer to the creek.

From the pedestrian bridge down to Oak Ridge Drive is an existing paved trail that will be used as the bikeway. It has passive use now along with occasional bicyclists. These bicyclists are typically slow-moving and limited to access to homes in the area. Once this segment is included in a throughway of a much larger bicycle trail system bike use and bike speed will increase significantly creating impairment of experiences of slow-moving pedestrians out for a stroll along the creek. The impacts cannot be mitigated by a dual trail in this section as it can up creek from the pedestrian bridge. The trail is narrowly hemmed in by private property and a floodwall. At one point the narrowly confined trail makes a 100 degree (nearly 90 degree) turn, a blind turn for bikes moving faster than 5 mph. It should be an extreme safety concern and mitigations should be considered. Because it is not an area proposed for new paved trail it has not been adequately addressed in the EIR as to safety and the impairment of the current users. Mitigations to reduce this impact should be included in the EIR including physical techniques to reduce bike speed. 22-2 cont

Overall, the natural park along Linda Creek between Oak Ridge and Rocky Ridge Drives has been a popular area for walking and nature observation. The ambiance is quiet and peaceful with people moving slowly through the area. The introduction of a regional bikeway trail will adversely impact recreational experiences of this long-established use. Conversely, bicyclists will not be adversely affected by passive recreationists as they move quickly through the area. The least the City could do is to protect the experience of current users of this area by creating a separate trail for bicyclists to the extent feasible.

Comment 2. The gabion basket wall #4 and log or rock vane #1 will cause stream bank erosion downstream, most likely to the private property at 1812 Blue Jay and possibly elsewhere. I have spoken on site with City engineers about the problem and I don't believe they have the interest or expertise to prevent further impacts to the creek channel. Their approach is a band-aid approach treating the specific site with a "fix" only to find that the fix creates new stream adjustments and further bank problems downstream. The City created the current bank instability when they removed channel vegetation and installed bank armoring up creek just below the Rocky Ridge Bridge. High runoff water passes faster through this section carrying more sediment and energy and this likely led to the current bank instability area. Fluvial hydrologists and geologists understand the dynamics of creek channels and the natural sinuosity that a water 22-3

course will establish based on bank full runoff, slope, substrate and other factors. It is certainly not natural that we have lost so many old oaks along the creek in the 32 years I have lived in this area, but the engineer I spoke with held to that belief. The City needs to consult with appropriate experts so that whatever measures are taken the result will be a more stable creek channel.

22-3 cont

Further, hard engineering solutions to this natural park area are not appropriate. Park organizations such as the national and state parks deal with sensitive resources. They bring the best expertise to these types of problems to protect further damage to resources and to ameliorate conspicuous man-made intrusions. There are many techniques that use natural materials such as root wads, boulders and logs to stabilize water courses in a natural sinuosity while preserving the natural aesthetics. Such techniques should be used here to mitigate impacts to the area.

22-4

Thank you.

Jim Trumbly

Jim Trumbly

[redacted]

Letter 22 Response

Jim Trumbly
May 29, 2018

22-1 The comment states that the only alternatives are alignment alternatives and questions why a separated pedestrian and bike trail alternative was not considered to maintain the existing recreational experience of users of unpaved dirt trails, particularly for the proposed trail segment between Oak Ridge Drive and Rocky Ridge Drive.

Previous feasibility studies for the trail described the intent of the project, as well as the constraints. The City's Bicycle Master Plan identifies Class I off-street bike paths as preferred by Roseville residents. Class I bikeways are off-street bike paths located in a separate right-of-way, for the exclusive use of bicycles and pedestrians, with minimal cross flow by motor vehicles. In Roseville, the standard path design for Class I bikeways consists of a minimum 10-foot wide paved path for two-way bike paths with 2-foot shoulders on each side, per the City of Roseville Design Standards. Previous feasibility studies for the project also identified several constraints along the alignment, including steep topography and land ownership/right-of-way, that would make a separate path in addition to a Class I bike path infeasible in most areas. In addition, some communities have found that even when separated bicycle and pedestrian paths are provided, some trail users choose to walk on the designated bike path and bicycle on the designated pedestrian path. For these reasons, creating separate pedestrian and bike paths was not identified as a project objective. Further, provision of a separate walking path would increase the project footprint and, therefore would not avoid or lessen the physical environmental effects of the project. As a result, providing a separate walking path was not identified as a project alternative.

As discussed in Chapter 6, "Alternatives," in the Draft EIR, the California Code of Regulations (CCR) Section 15126.6(a) (State CEQA Guidelines) requires EIRs to describe "… a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather, it must consider a range of potentially feasible alternatives that will avoid or substantially lessen the significant adverse impacts of a project, and foster informed decision making and public participation. An EIR is not required to consider alternatives that are infeasible.

Furthermore, the CEQA Guidelines state that the lead agency shall consider direct physical changes in the environment that may be caused by the project, including reasonably foreseeable indirect physical changes. The Guidelines also state that economic and social changes resulting from a project shall not be treated as significant effects on the environment (section 15064(e)). The potential of the proposed project to change to the recreational experience currently enjoyed by residents is not a physical change to the environment and is not subject to review. While providing a separate pedestrian path does not fall within the purview of CEQA, the City recognizes that the recreational experience provided by, or modified by, the project is an important concern to the community. The area between Oak Ridge Drive and Rocky Ridge Drive includes existing well-worn foot paths in the public open space and a gravel road across public and private property intended for utility and private property access that have been used by the public for walking, jogging and biking. Local residents of the area have expressed

concern over future trail user compatibility if the existing paths or access road are merely replaced with the proposed trail.

The project retains most of this area's existing unimproved paths in their current condition. However, for approximately 1/3-mile the proposed project would be located over the existing gravel access road. In this location, the project plans allow for the installation of an enhanced shoulder 4 feet, 10 inches wide to provide additional walking space for pedestrians as discussed in Draft EIR Chapter 3, Project Description, for the Sheet 5 Segment of the trail (Draft EIR page 3-21) and as shown on Draft EIR Exhibit 3-9. This design also retains but re-locates the existing rear yard access road to Mallard Lane and Meadowlark Way residences.

22-2 The comment lists concerns related to trail safety and conflicts between potential trail uses and states that a dual trail alternative needs to be included in the EIR. The comment also addresses existing safety concerns along portions of the trail that are not part of the proposed project.

While trail user safety is an important issue for consideration by the City when evaluating the merits of the proposed project, the topic is not within the purview of CEQA analysis. Additionally, please see Chapter 3, "Project Description," of the Draft EIR for information related to trail design beginning on page 3-7. See also response to comment 22-1.

22-3 The comment asserts that the gabion basket wall #4 and log or rock vane #1 will cause stream bank erosion downstream. The comment discusses previous and existing creek channel issues and states that the City needs to consult with appropriate experts.

As discussed in the Draft EIR, a Geomorphology Study and Fluvial Audit was completed by cbec in December 2014, and this was one of several technical studies that were prepared to inform project design. Many of the recommendations of these studies and those contained in the *Engineering Design Considerations and Evaluation based on Geomorphology Study* (PSOMAS 2014), such as bank stabilization elements, have been incorporated into the project, as described in Chapter 3, "Project Description," of the Draft EIR. As discussed in the above-referenced geomorphology report, the proposed log or rock vane may help direct erosive energy away from the outside bank to the center of the channel. Final design of the project will include additional hydrologic/hydraulic analysis for this location to determine the exact location, configuration and design of erosion control structures in this area.

22-4 The comment states that hard engineering solutions to the natural park area are not appropriate. The comment states that there are many techniques that use natural materials, such as root wads, boulders, and logs.

Bank stabilization and protection measures will be evaluated in more detail during the design phase, including natural materials options, where appropriate based upon further hydrologic/hydraulic analysis. Use of root wads and other natural materials could be used, as depicted in Exhibit 4.8-4 in Chapter 4.8, "Hydrology and Water Quality," in the Draft EIR.

Public Hearing Response — May 21, 2018 Public Hearing (Speakers)

N/A	Robert MacNicholl	May 21, 2018	Hearing
N/A	Doug Owens	May 21, 2018	Hearing
N/A	Mary MacNicholl	May 21, 2018	Hearing
N/A	Jennifer Allen	May 21, 2018	Hearing
N/A	Phil Kister	May 21, 2018	Hearing

The following are comments received during the Draft EIR public hearing during the City Transportation Commission meeting on May 21, 2018.

PH-1 Robert MacNicholl addressed the Commission in support of the project and requested more information on the alignment of the trail Segment 5.

The comment, along with others received on the Draft EIR, will be forwarded to the decision-makers for their consideration. City staff followed up with the commenter with additional project information.

PH-2 Doug Owens addressed the Commission regarding the new 32 lot subdivision where he purchased his home a little more than a year ago. He mentioned his desire to keep the green space behind his home and expressed concerns with privacy issues and alignment issues because his home has as see through rear yard fence. He suggested that the trail be put on the other side because he feels there is more open space on the other side.

The 2010 Dry Creek Greenway Trail Planning and Feasibility Study (City of Roseville 2010) identified a key issue along this portion of the potential alignment related to steep slopes along the southerly leg of Old Auburn Road along what was identified in the Study as “Alignment 12-2,” which would have crossed under Old Auburn Road using the west span of the existing Old Auburn Road Bridge over Linda Creek. In addition, the Biological Resources Study Report prepared for the Planning and Feasibility Study identified a mitigation/restoration site on the west side of the creek. The comment does not address the adequacy of the Draft EIR, and no additional response is warranted for compliance with CEQA. The comment, along with others received on the Draft EIR, will be forwarded to the decision-makers for their consideration.

PH-3 Mary MacNicholl expressed concern with this being a wider trail than normal that could possibly encroach on trees and into the creek area. Her property extends almost to the creek.

The loss of oak trees is addressed in Impact 4.3-8 (Disturbance of City protected trees, Valley Oak Woodland, and other Sensitive Vegetation Alliances and Associations) in the Draft EIR. With the implementation of mitigation measures identified in the Draft EIR, this impact would be reduced to a less-than-significant level.

PH-4 Jennifer Allen expressed concern with the current homeless encampments along the creek. She believes the trail will only increase the homeless population.

Please see Master Response 1. Ms. Allen requested that her email address be blacked out on any future agendas. Mike Dour, Alternative Transportation Manager, confirmed that email addresses were necessary for noticing of further meetings. However, addresses on comment letters and emails have been redacted from this Final EIR.

PH-5 Robert MacNicholl requested additional information on how the existing easement behind his home will be dealt with and if there will be a separation between the proposed bike trail and existing easement.

This comment asks a design question related to an existing easement and does not address the adequacy of the Draft EIR. City staff followed up with the commenter with additional project information.

PH-6 Phil Kister requested that “restricted area” signs and restricted access be in place so that the trail cannot be accessed from Jo Anne Lane which is a dead end street; suggested that access be given for trimming of trees only. Mr. Kister expressed concern about the current homeless activity and possible increase in homeless activity due to the trail. Mike Dour, Alternative Transportation Manager, confirmed that there would be construction access only and no additional access was proposed as part of the project. Please also see Master Response 1.

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3 REVISIONS TO THE DRAFT EIR

3.1 INTRODUCTION

This section contains changes to the text of the draft environmental impact report (Draft EIR) in response to certain comments or as initiated by city staff. These changes are generally referenced in the responses to comments in Chapter 2, "Comments and Responses," or are provided to be consistent with changes referenced in Chapter 2. The changes are presented in the order in which they appear in the Draft EIR and are identified by Draft EIR page number. Text deletions are shown in strikeout (~~strikeout~~) and additions are shown in double underline (double underline). The changes identified below do not alter the environmental analysis, conclusions of the EIR, or significance determinations; they do not require recirculation of the Draft EIR.

3.2 TEXT REVISIONS

3.2.1 Cover and Title Page

Per response to comment 1-1, the title page of the Draft EIR is revised as follows (deleted text shown in strikeout and new text shown in double underline):

Draft Environmental Impact Report
for the

Dry Creek Greenway East Trail Project

State Clearinghouse #~~2014032087~~ 2013112042

3.2.2 Chapter 4.1, Aesthetics

Per response to comment 12-2, the fifth bullet on page 4.1-9 of the Draft EIR is revised as follows (new text shown in double underline):

> In addition, where appropriate, consideration would be given to screening the trail from existing residential and urban development, such as at the intersection of Sunrise Avenue south of Coloma Way, Oak Ridge Drive north of Rampart Drive, Rocky Ridge Drive north of Cirby Way, ~~and~~ Old Auburn Road north of South Cirby Way, and West Colonial Parkway south of the decomposed granite loop to Old Auburn Road.

Per response to comment 12-3, the third sentence of the second paragraph on page 4.1-12 of the Draft EIR is revised as follows (new text shown in double underline):

> Where there is an existing paved trail, the type of use on the project site would remain the same, although the pathway may appear more prominent.

3.2.3 Section 4.4, Cultural Resources

Per response to comment 5-2, Mitigation Measure 4.4-2 on page 4.4-15 of the Draft EIR is revised as follows (deleted text shown in strikeout and new text shown in double underline):

> If human remains are discovered during any construction activities, potentially damaging ground-disturbing activities in the area of the remains shall be halted immediately, and the project applicant shall notify the Placer County coroner and the NAHC immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the NAHC to be Native American, the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The City shall also retain a professional archaeologist with Native American burial experience to assist the City of Roseville, the landowner, and the MLD with any management steps prescribed in California Health and Safety Code Section 7050.5 and California PRC Section 5097.98 ~~conduct a field investigation of the specific site and consult with the MLD, if any, identified by the NAHC~~. Following the coroner's and NAHC's findings, ~~the archaeologist, and~~ the NAHC-designated MLD and the landowner shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in California Public Resources Code Section 5097.94.

4 MITIGATION MONITORING PLAN

4.1 INTRODUCTION

Section 15097 of the California Environmental Quality Act (CEQA) Guidelines requires public agencies to adopt monitoring or reporting programs for projects approved by a public agency whenever approval of a project includes environmental findings related to significant or potentially significant environmental impacts where mitigation measures are adopted as part of the project.

The following is the Mitigation Monitoring Plan (MMP) for the Dry Creek Greenway East Trail Project. The intent of the MMP is to prescribe the means for monitoring the implementation of the mitigation measures identified within the Draft EIR for this project.

4.2 MITIGATION MEASURES

The mitigation measures are taken from the Dry Creek Greenway East Trail Project Draft EIR, as modified by this Final EIR, if applicable, and are assigned the same number as in the Draft EIR. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions.

4.3 ENVIRONMENTAL IMPACTS AND RECOMMENDED MITIGATION MEASURES

The components of the attached table, which contains applicable mitigation measures, are addressed briefly, below.

Impact: This column summarizes the impact stated in the Draft EIR.

Mitigation Measure: All mitigation measures that were identified in the Dry Creek Greenway East Trail Project Draft EIR are presented and numbered accordingly.

Action: For every mitigation measure, one or more actions are described. The actions delineate the means by which the mitigation measures will be implemented, and, in some instances, the criteria for determining whether a measure has been successfully implemented. Where mitigation measures are particularly detailed, the action may refer back to the measure.

Implementing Party: This item identifies the entity that will undertake the required action.

Timing: Implementation of the action must occur prior to or during some part of project approval, project design or construction or on an ongoing basis. The timing for each measure is identified.

Monitoring Party: The City of Roseville is primarily responsible for ensuring that mitigation measures are successfully implemented. Within the city, a number of departments and divisions would have responsibility for monitoring some aspect of the overall project. Other agencies, such as state and federal resource agencies and the Placer County Air Pollution Control District, may also be responsible for monitoring implementation of certain permit conditions. As a result, more than one monitoring party may be identified.

Table 4-1 Dry Creek Greenway East Trail Mitigation Monitoring Plan

Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
4.2 Air Quality					
Impact 4.2-1: Short-term construction-generated emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$.	**Mitigation Measure 4.2-1: Reduce construction-related NO_X emissions.** Before approval of grading permits, the construction contractor shall submit for PCAPCD approval, a written calculation demonstrating that the fleet of heavy-duty (> 50 horsepower) off-road equipment used during the project's construction, including owned, leased, and subcontractor vehicles, will achieve the necessary percent reduction in NO_X emissions during all construction phases, and for any periods during which multiple phases would overlap, as to not exceed 82 lb/day. Acceptable options for reducing emissions may include reduction in the number of segments constructed in a single day, use of late model-year engines, low-emission renewable diesel fuel, engine retrofit technologies, and/or other effective options as recommended by PCAPCD at the time (see Appendix C of the PCAPCD 2017 CEQA Handbook [PCAPCD 2017:75] for additional options). The calculation shall be provided using PCAPCD's Construction Mitigation Calculator.	Construction contractor shall submit for PCAPCD approval a written calculation demonstrating that the heavy-duty off-road equipment used during the project's construction, will achieve the necessary percent reduction in NO_X emissions during all construction phases.	Construction Contractor	Prior to issuance of grading permits	Development Services Department
4.3 Biological Resources					
Impact 4.3-1: Disturbance and loss of waters of the United States, waters of the state and riparian habitat.	**Mitigation Measure 4.3-1: Wetlands, Waters of the United States, and Water of the State.** This mitigation would apply for the Proposed Trail Alignment, Alignments Options 1A, 1C, and 5A. The City shall implement the following measures to compensate for the loss of wetlands, waters of the United States, waters of the State, and riparian habitat: a. The City shall submit a wetland delineation report to USACE and request a preliminary jurisdictional determination. Based on the jurisdictional determination, the City shall determine the exact acreage of waters of the United States and waters of the state that would be filled as a result of project implementation.	Submit a wetland delineation report to the United States Army Corps of Engineers (USACE) and request a preliminary jurisdictional determination	City of Roseville	Prior to construction	Development Services Department

Table 4-1 Dry Creek Greenway East Trail Mitigation Monitoring Plan

Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
	b. The City shall replace on a "no net loss" basis (minimum 1:1 ratio) (in accordance with USACE, CDFW, and/or RWQCB) the acreage and function of all wetlands and other waters that would be removed, lost, or degraded as a result of project implementation. Wetland habitat shall be replaced at an acreage and location agreeable to USACE, CDFW, and the Central Valley RWQCB and as determined during the Section 401, Section 404 and Section 1602 permitting processes. The ratio of stream habitat restoration/replacement shall consider value for Central Valley steelhead and Chinook salmon (as discussed under Mitigation Measure 4.3-2). Habitat shall either be restored on the affected stream and within City property, or at an approved mitigation bank. In either instance, compensatory mitigation will be approved by USACE, CDFW, and RWQCB.	Replace the acreage and function of all wetlands and other waters that would be removed, lost, or degraded	City of Roseville	Prior to construction	Development Services Department
	c. The City shall obtain a USACE Section 404 Individual Permit, RWQCB Section 401 certification, and a Section 1602 streambed alteration agreement from CDFW before any groundbreaking activity within 50 feet of any wetland or water of the United States. The City shall implement all permit conditions, which may include contributions to an approved wetland mitigation bank or through the development and implementation of a Compensatory Wetland, Stream and Riparian Mitigation and Monitoring Plan for creating or restoring in-kind habitat in the surrounding area. If mitigation credits are not available, stream and riparian habitat compensation shall include establishment of riparian vegetation on currently unvegetated bank portions of streams affected by the project and enhancement of existing riparian habitat through removal of nonnative species, where appropriate, and planting additional native riparian plants to increase cover, continuity, and width of the existing riparian corridor along streams in the project site and surrounding areas. The ratio of riparian restoration/replacement shall consider value for Central Valley steelhead and Chinook salmon (as discussed under Mitigation Measure 4.3-2) as well as City Protected trees and Oak Woodland Habitat (as discussed under Mitigation Measure 4.3-8). Construction activities and compensatory mitigation shall be conducted in accordance with the terms of a streambed alteration agreement as required under Section 1602 of the Fish and Game Code.	Obtain a USACE Section 404 Individual Permit, RWQCB Section 401 certification, and a Section 1602 streambed alteration agreement from the California Department of Fish and Wildlife (CDFW)	City of Roseville	Prior to groundbreaking activity within 50 feet of any wetland or water of the United States	Development Services Department

Table 4-1 Dry Creek Greenway East Trail Mitigation Monitoring Plan

Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
	d. The Compensatory Wetland, Stream and Riparian Restoration and Mitigation and Monitoring Plan shall include the following: 1. identification of compensatory mitigation sites and criteria for selecting these mitigation sites; 2. in kind reference habitats for comparison with compensatory wetland, stream, and riparian habitats (using performance and success criteria) to document success; 3. monitoring protocol, including schedule and annual report requirements (Compensatory habitat shall be monitored for a minimum of three (3) years from completion of mitigation, or human intervention (including recontouring and grading), or until the success criteria identified in the approved mitigation plan have been met, whichever is longer.); 4. ecological performance standards, based on the best available science and including specifications for native riparian plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship (based on characteristics of the existing impacted habitat); at a minimum, compensatory mitigation planting sites must achieve 80 percent survival of planted riparian trees and shrubs by the end of the three-year maintenance and monitoring period or dead and dying trees shall be replaced and monitoring continued until 80 percent survivorship is achieved; 5. corrective measures if performance standards are not met; 6. responsible parties for monitoring and preparing reports; and 7. responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions.	Prepare Compensatory Wetland, Stream and Riparian Restoration and Mitigation and Monitoring Plan	City of Roseville	Prior to final Compensatory Wetland, Stream and Riparian Restoration and Mitigation and Monitoring Plan approval	Development Services Department
Impact 4.3-2: Interfere substantially with the movement of Central Valley steelhead and Central Valley fall-run Chinook salmon.	**Mitigation Measure 4.3-2: Central Valley Steelhead and Central Valley fall-run Chinook Salmon** This mitigation would apply for the Proposed Trail Alignment, Alignment Options 1A, 1C, and 5A. The City shall implement the following measures, developed based on past consultations with NMFS, to avoid, minimize and/or mitigate potential effects on Central Valley steelhead and Central Valley fall-run Chinook salmon.				

Table 4-1 Dry Creek Greenway East Trail Mitigation Monitoring Plan

Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
	a. Prior to the onset of work, the qualified biologist shall conduct a mandatory worker environmental awareness training. The training shall educate workers about the importance of avoiding impacts to Central Valley steelhead and Central Valley fall-run Chinook salmon and their habitat. The training shall also cover the relevant permit conditions and avoidance and minimization measures that protect sensitive species and habitats, as well as the penalties for non-compliance with state and federal laws, regulations, and permit requirements. The training shall include information about the life history and habitat requirements of Central Valley steelhead and Central Valley fall-run Chinook salmon and their potential to occur in the project site, as well as the terms and conditions of the Project's Biological Opinions or other authorizing documents (i.e. letter of concurrence).	Hire a qualified biologist to conduct mandatory worker environmental awareness training.	City of Roseville	Prior to construction activities within the creek banks and channel beds	Development Services Department
	b. Construction activities occurring within creek banks and channel beds shall be limited to the low-flow period (typically June 15 - October 15), unless earlier or later dates are approved by CDFW and NMFS during consultation. By limiting in-water construction activities to this time period, the Project shall limit construction activities to periods when low flow depths and velocities within the project streams are less likely to support Central Valley steelhead or Central Valley fall-run Chinook salmon life stages including adult migration, spawning, and egg incubation periods.	Limit construction activities within creek banks and channel beds	City of Roseville	During construction activities June 15 – October 15	Development Services Department
	c. Fish screens or temporary stream diversion structures shall be installed to exclude Central Valley steelhead and Central Valley fall-run Chinook salmon from areas where in-water and near-water construction activities would be conducted. Installation of fish screens or temporary diversion structures shall prevent access to affected areas in the unlikely event that Central Valley steelhead or Central Valley fall-run Chinook salmon are present in the project streams during the low-flow period (June 15 - October 15).	Install fish screens or temporary stream diversion structures in areas where in-water and near-water construction activities would be conducted, per Endangered Species Act (ESA) Section 7 consultation.	City of Roseville	During construction activities June 15 – October 15	Development Services Department
	d. The City shall retain a qualified biologist to monitor the installation of fish screens or temporary stream diversion structures, as well as any other near or in-water construction activities (e.g., installation of RSP along	Hire a qualified biologist to monitor installation of fish screens or temporary	City of Roseville	During construction	Development Services Department

Table 4-1 Dry Creek Greenway East Trail Mitigation Monitoring Plan

Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
	creek banks or below the OHWM, installation and removal of low water crossings, placement of new abutments, rock walls, gabions, and water diversions). Prior to the installation of fish screens or temporary stream diversion structures the biologist shall visually survey the in-water work area for Central Valley steelhead and Central Valley fall-run Chinook salmon.	stream diversion structures, as well as any other near or in-water construction activities, per ESA Section 7 consultation		activities June 15 – October 15	
	e. Once the biologist confirms that no Central Valley steelhead or Central Valley fall-run Chinook salmon are present in the in-water work area, fish screens or temporary diversion devices shall be installed in a downstream direction, installing the upstream fish screen or temporary diversion device. The biologist shall conduct a second visual survey before the downstream portion of the fish screen or temporary stream diversion is installed. If fish are present within the diversion area, the fish shall be guided out of the in-water work area with nets by the qualified biologist. The need for fish salvage is not anticipated because Central Valley steelhead or Central Valley fall-run Chinook salmon are not likely to be present in the project streams during the low-flow period (June 15 - October 15) – primarily because of excessive summer water temperatures that occur during this period in the project area. However, fish salvage (or relocation outside of the in-water work areas) shall be conducted as needed should fish be present.	Qualified biologist shall conduct a second visual survey and guide fish out of the in-water work area with nets, per ESA Section 7 consultation.	City of Roseville	During construction activities June 15 – October 15	Development Services Department
	f. Before the onset of construction activities, high visibility orange construction fencing shall be installed along the perimeter of Environmentally Sensitive Areas under the supervision of the qualified biologist. Fencing shall be installed along the limits of construction in riparian habitat, minimizing the disturbance of or encroachment on sensitive aquatic and riparian habitats. The contractor shall maintain the project's Environmentally Sensitive Area fencing for the duration of the project and remove it when the project is complete.	Install high visibility orange construction fencing along the perimeter of Environmentally Sensitive Areas	City of Roseville	Prior to construction activities within the creek banks and channel beds	Development Services Department
	g. Erosion control BMPs shall be implemented during construction to minimize the potential for erosion, and the mobilization of sediments to project waterways and be consistent with the Open Space Preserve Overarching Management Plan (and related USFWS Biological Opinion (81420-2008-F-1958-3). The following erosion and sediment control	Implement erosion and sediment control measures	City of Roseville	During construction	Development Services Department

Table 4-1 Dry Creek Greenway East Trail Mitigation Monitoring Plan

Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
	measures shall be implemented to prevent sedimentation and turbidity, as well as any identified in the SWPPP, 401, 404, or 1602 permits. 1. Soil exposure shall be minimized by limiting the area of construction and disturbance and through the use of temporary BMPs, groundcover, and stabilization measures. These measures may include mulches, soil binders and erosion control blankets, silt fencing, fiber rolls, temporary berms, sediment de-silting basins, sediment traps, and check dams. 2. Pursuant to Section 13-4.03C(3) of the Caltrans Standard Specifications, water pollution control practices shall be implemented within 72 hours of stockpiling material or before a forecasted storm event, whichever occurs first. If stockpiles are being used, soil, sediment, or other debris shall not be allowed to enter storm drains, open drainages, and watercourses. Active and inactive soil stockpiles must be covered with soil stabilization. 3. Plastic mono-filament netting (erosion control matting) or similar material that could trap wildlife shall not be used. Acceptable substitutes include, but are not limited to, jute, coconut coir matting, or tackified hydroseeding compounds. 4. Energy dissipaters and erosion control pads shall be provided at the bottom of slope drains as needed. Other flow conveyance control mechanisms may include earth dikes, swales, or ditches. Stream bank stabilization measures shall also be implemented. 5. Existing vegetation shall be protected, to the extent feasible, to reduce erosion and sedimentation. Vegetation shall be preserved by installing temporary fencing, or other protection devices, around areas to be protected. Where complete removal is not necessary, vegetation shall be cut to ground level with the root systems left intact to prevent erosion and facilitate the recovery of riparian vegetation after project activities are complete. 6. Exposed soils shall be covered by loose bulk materials or other materials to reduce erosion and runoff during rainfall events. 7. Exposed soils shall be stabilized, through watering or other measures, to prevent the movement of dust at the project site				

Table 4-1 Dry Creek Greenway East Trail Mitigation Monitoring Plan

Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
	caused by wind and construction activities such as traffic and grading activities. 8. All construction roadway areas shall be properly protected to prevent excess erosion, sedimentation, and water pollution. 9. The contractor shall conduct periodic maintenance of erosion and sediment control measures. All erosion and storm water control measures shall be properly maintained for the duration of the project.				
	h. A Spill Prevention and Control Plan shall be developed and implemented by the City, or its contractor, for the duration of the project. Pollution prevention and control BMPs shall be implemented during construction to minimize the risk of hazardous materials being released into waters in the project site. The following pollution and contamination prevention measures shall be implemented to prevent the release of hazardous materials during construction: 1. All equipment and materials shall be stored at least 50 feet from wetlands or waters in the project site unless the equipment is on established paved areas. If storage of equipment or materials within 50 feet of wetlands or waters in the project site is necessary, secondary containment shall be utilized to contain the equipment and materials and prevent discharge of any harmful substances into the soil or aquatic resources. Staging and storage areas for equipment, materials, fuels, lubricants, and solvents shall be located outside of the channel and banks of Dry Creek, Cirby Creek, Linda Creek, and Strap Ravine. 2. Secondary containment shall be provided for stationary equipment such as motors, pumps, generators, and compressors located within or adjacent to the Dry Creek, Cirby Creek, Linda Creek, and Strap Ravine. Any equipment or vehicles driven or operated within or adjacent to these creeks shall be checked and maintained daily to ensure proper working conditions to avoid potential impacts such as leaks. 3. No fueling, cleaning or maintenance of vehicles or equipment, or placement of construction debris, spoils or trash should occur within 50 feet of wetlands or waters in the project site unless it occurs in designated refueling/staging areas on existing paved surfaces with	Develop and implement a Spill Prevention and Control Plan	Construction contractor	Prior to construction	Development Services Department

Table 4-1 Dry Creek Greenway East Trail Mitigation Monitoring Plan

Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
	secondary containment in place. Refueling of equipment should occur at approved fuel locations. Contractor shall inspect all equipment/vehicles for leaks prior to use and should inspected regularly during Project inspection. 4. For work that is to occur on existing structures over open flowing portions of Dry Creek, Cirby Creek, Linda Creek, or Strap Ravine, a method of containment such as netting, tarps or similar catchments shall be utilized to catch debris or other potential construction materials and prevent such material from falling into the waters.				
	i. Lighting design shall include measures to limit the amount of light "spill" on water surfaces at night that could lead to predation of juvenile salmonids. To minimize the effects of lighting on salmonids, the City shall prevent lighting that directly shines on the water surfaces of Dry Creek, Cirby Creek, and Linda Creek by minimizing the amount of lighting necessary to safely and effectively illuminate pedestrian areas on bridges and trails, and by shielding and focusing lights on the bridge and trail surfaces and away from water surfaces.	Design and install lighting that does not directly shines on the water surfaces of Dry Creek, Cirby Creek, and Linda Creek	City of Roseville	During project construction	Development Services Department
	j. The project shall avoid impacts to riparian vegetation where feasible, and shall incorporate restoration and enhancement of the riparian corridor into the final design plans and construction specifications and shall develop a riparian and restoration plan (RRP), as part of the Compensatory Wetland, Stream and Riparian Mitigation and Monitoring Plan discussed in Impact 4.3-1, Disturbance and loss of waters of the United States, and Mitigation Measure 4.3-1 that involves onsite enhancements and purchase of mitigation bank credits to compensate for permanent and temporal loss of riparian and SRA cover. The RRP shall include on-site measures such as enhancing riparian vegetation by the planting of native shrub, tree, and understory species to create a more diverse vegetation structure and thus a higher quality habitat for wildlife. The onsite measures in the RRP may also include the planting of willows and other fast-growing native riparian species, which can quickly compensate for the loss of riparian and SRA cover, and will be planted where erosion control (RSP, slope pavement etc.) is installed along stream banks. Permanent impacts to riparian vegetation can also be mitigated with the purchase of credits (1:1 for riparian and 1.7:1 for	Avoid impacts to riparian vegetation, incorporate restoration and enhancement of the riparian corridor into the final design plans and construction specifications, and develop a riparian and restoration plan	City of Roseville	As required by permit conditions	Development Services Department

Table 4-1 Dry Creek Greenway East Trail Mitigation Monitoring Plan

Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
	SRA cover), and 0.5:1 for temporal loss of riparian vegetation and SRA cover. Restoration and enhancement of the riparian vegetation in the project site (combined with mitigation bank credits) shall result in no net loss of riparian habitat acreage or function and shall increase the quality of habitat for Central Valley steelhead (including Critical Habitat), Central Valley fall-run Chinook salmon (including EFH), and shall be accomplished through development and implementation of the RRP. Permanent impacts to riparian, including SRA, and waters of the United States shall be further analyzed and determined based on final design for each construction phase during Section 7 consultation as part of USACE Section 404 and CDFW Section 1602 permitting.				
	k. Construction techniques shall be implemented to isolate near shore work from waterbodies in the project site. It is anticipated that clear water diversion using a cofferdam or gravel bag berm with impermeable layer would be used. Isolating in-water construction areas behind cofferdams would minimize the potential for turbidity and suspended sediments from reaching levels that could harm Central Valley steelhead, degrade existing Critical Habitat, harm Central Valley fall-run Chinook salmon, or degrade existing EFH. The extent of cofferdam footprints and dewatering shall be kept to the minimum necessary to support construction activities, and creek flow shall not be interrupted or reduced as a result of construction activities. Any fill material used in association with the cofferdams, such as sandbag fill, shall be composed of washed, rounded, spawning-sized gravel between 0.4 and 4 inches in diameter. If authorized by applicable state and federal permits, any of this gravel in contact with flowing water shall be left in place, and distributed manually with hand tools to allow passage for all life stages of fish. Installation and removal of cofferdams and/or gravel bag berms would be restricted to the summer low-flow period.	Isolate near shore work from waterbodies by clear water diversion using a cofferdam or gravel bag berm with impermeable layer	City of Roseville	Prior to construction activities within the creek banks and channel beds	Development Services Department
Impact 4.3-3: Disturbance or loss of valley elderberry longhorn beetle or its habitat.	**Mitigation Measure 4.3-3a: Avoidance and Minimization Measures** The following measures shall be implemented to avoid or minimize effects to VELB and/or its habitat during construction of the proposed project. a. A worker awareness training program for construction personnel shall be conducted by a qualified biologist prior to beginning construction activities. The program shall inform all construction personnel about the	A qualified biologist shall conduct a worker awareness training	City of Roseville	Prior to construction activities within	Development Services Department

Table 4-1 Dry Creek Greenway East Trail Mitigation Monitoring Plan

Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
	life history and status of the beetle, requirements to avoid damaging the elderberry plants, and the possible penalties for not complying with these requirements. Written documentation of the training shall be submitted to the USFWS within 30 days of its completion.	program for construction personnel, per ESA Section 7 consultation		the creek banks and channel beds	
	b. If elderberry shrubs can be retained within the project footprint, the City shall avoid indirect impacts by implementing the following measures, to the extent feasible, or equivalent measures agreed to in consultation with USFWS. Minimization measures include: 1. Avoidance Area. An avoidance area shall be established at least 20 feet from the drip-line of an elderberry shrub for any activities that may damage or kill the elderberry shrub (e.g., trenching, paving, etc.). 2. Fencing. All areas to be avoided during construction activities shall be fenced and/or flagged as close to construction limits as feasible. 3. Signage. Signage shall be posted every 50 feet along the buffer area with the following information, "This area is habitat of the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines, and imprisonment." The signs shall be clearly readable from a distance of 20 feet and must be maintained for the duration of construction. 4. Timing. To the extent feasible, all activities that could occur within 165 feet of an elderberry shrub, shall be conducted outside of the VELB flight season (March - July). 5. Erosion Control and Revegetation. Erosion control measures will be implemented to restore areas disturbed within 165 feet of elderberry shrubs and the affected area will be re-vegetated with appropriate native plants. 6. Chemical Usage. Herbicides will not be used within the drip-line of the shrub. Insecticides will not be used within 100 feet of an elderberry shrub. All chemicals will be applied using a backpack sprayer or similar direct application method.	Implement minimization measures including, avoidance, fencing, signage, timing, erosion control and revegetation, chemical usage, mowing, surveys, monitoring, protection and management plan, per ESA Section 7 consultation	City of Roseville	Prior to construction activities within the creek banks and channel beds	Development Services Department

Table 4-1 Dry Creek Greenway East Trail Mitigation Monitoring Plan

Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
	7. Mowing. Mechanical weed removal within the drip-line of the shrub shall be limited to the season when adults are not active (August - February) and shall avoid damaging the elderberry. 8. Pre-construction and post-construction surveys. Pre-construction surveys shall document compliance with mitigation measures. The post-construction survey shall confirm that there was no additional damage to any of the elderberry shrubs than as described in this document. 9. Construction monitoring. A qualified biologist shall monitor the work area at project-appropriate intervals to assure that all avoidance and minimization measures are implemented. The amount and duration of monitoring will depend on the project specifics and shall be discussed with a USFWS biologist. 10. Elderberry Shrub Protection and Management Plan. The City will develop as part of the Section 7 consultation process with USFWS for the Dry Creek Greenway Multi-Use Trail project an elderberry shrub protection and management plan that will include how the buffer areas are to be protected, restored, and maintained after construction is completed and the City will ensure that ground-disturbing activities on the project site do not alter the hydrology for shrubs to be protected or otherwise affect the likelihood of vigor or survival of elderberry shrubs. The Elderberry Shrub Protection and Management Plan shall be consistent with the City's Open Space Preserve Overarching Management Plan.				
	Mitigation Measure 4.3-3b: Removing/Transplanting Individual Elderberry Shrubs a. Elderberry shrubs that are in the path of construction activities and cannot be avoided shall be removed and if feasible, transplanted, according to Table 4.3-5. A Biological Opinion from USFWS will be obtained prior to removal or transplanting of elderberry shrubs. Removal of a shrub may either include the roots or just the removal of the above-ground portion of the plant. If feasible, the entire root ball shall be removed, and the shrub transplanted. b. Elderberry shrubs requiring removal shall be transplanted as close as feasible to its original location within City-owned property or as approved	Remove or transplant elderberry shrubs that are in the path of construction activities, per Section 7 consultation. Obtain a Biological Opinion prior to removal or transplanting of elderberry shrubs	City of Roseville	Prior to construction or as required by permit conditions	Development Services Department

Table 4-1 Dry Creek Greenway East Trail Mitigation Monitoring Plan

Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party

by USFWS. Elderberry shrubs may be relocated adjacent to the project footprint if: 1) the planting location is suitable for elderberry growth and reproduction; and 2) the City is able to provide long-term protection to the shrub and ensure that the shrub becomes reestablished.

c. If these criteria cannot be met, the shrub may be transplanted to an appropriate USFWS-approved mitigation site.

d. Any elderberry shrub that is unlikely to survive transplanting because of poor condition or location, or a shrub that would be extremely difficult to move because of access problems, may not be appropriate for transplanting. The following transplanting guidelines shall be used to guide removal and transplanting of elderberry shrubs on the project site:

1. A qualified biologist shall be on-site for the duration of transplanting activities to assure compliance with avoidance and minimization measures and other conservation measures.
2. Exit-hole surveys shall be completed immediately before transplanting. The number of exit holes found, GPS location of the plant to be relocated, and the GPS location of where the plant is transplanted shall be reported to the USFWS and to the California Natural Diversity Database (CNDDB).
3. Elderberry shrubs shall be transplanted when the shrubs are dormant (November through the first two weeks in February) and after they have lost their leaves. Transplanting during the non-growing season will reduce shock to the shrub and increase transplantation success.
4. Transplanting shall follow the most current version of the ANSI A300 (Part 6) guidelines for transplanting (http://www.tcia.org/).

Table 4.3-5 Mitigation for Loss of Individual Shrubs According to Preliminary Project Design

Shrub ID	Proposed Trail Alignment	Alignment Option 1A	Alignment Option 1C	Alignment Option 5A
ES24	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES25	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible

Table 4-1 Dry Creek Greenway East Trail Mitigation Monitoring Plan

Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
	ES26 Transplant if feasible / Transplant if feasible / Transplant if feasible / Transplant if feasible ES31 Transplant if feasible / No Impact / Transplant if feasible / Transplant if feasible ES32 Transplant if feasible / No Impact / No Impact / Transplant if feasible ES33 Transplant if feasible / No Impact / Transplant if feasible / Transplant if feasible ES34 Transplant if feasible / Transplant if feasible / Transplant if feasible / Transplant if feasible ES35 Transplant if feasible / Transplant if feasible / Transplant if feasible / Transplant if feasible ES36 Transplant if feasible / Transplant if feasible / Transplant if feasible / Transplant if feasible ES37 Transplant if feasible / Transplant if feasible / Transplant if feasible / Transplant if feasible ES38 Transplant if feasible / Transplant if feasible / Transplant if feasible / Transplant if feasible ES39 Transplant if feasible / Transplant if feasible / Transplant if feasible / Transplant if feasible ES40 Transplant if feasible / Transplant if feasible / Transplant if feasible / Transplant if feasible ES41 Transplant if feasible / Transplant if feasible / Transplant if feasible / Transplant if feasible ES42 Transplant if feasible / Transplant if feasible / Transplant if feasible / Transplant if feasible				
	Mitigation Measure 4.3-3c: Compensatory Mitigation for Loss of Riparian Habitat a. The following compensatory mitigation addresses impacts to VELB habitat through compensating for the permanent loss of riparian habitat within 165 feet of elderberry shrubs. Table 4.3-6 lists the total riparian habitat that is anticipated to be lost, according to the preliminary project design, and the corresponding credits that shall be purchased to replace habitat lost at a 3:1 ratio, as outlined in the VELB framework (USFWS	Compensate for the permanent loss of riparian habitat within 165 feet of elderberry shrubs at a 3:1 ratio, or similar ratio agreeable to the USFWS, per ESA Section 7 consultation	City of Roseville	Prior to construction or as required by permit conditions	Development Services Department

Table 4-1 Dry Creek Greenway East Trail Mitigation Monitoring Plan

Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
	2017b). The exact amount of compensation shall be as agreed to by USFWS, per Section 7 consultation under the Federal Endangered Species Act. **Table 4.3-6 Potential Valley Elderberry Longhorn Beetle Habitat-Level Compensation** Project Alternative Options / Compensation Ratio / Loss of Riparian Habitat (acres) / Acres of Credit[1] / Total Credit Purchase[2] Proposed Trail Alignment: 3:1 / 1.22 / 3.66 / 89 Alignment Option 1A: 3:1 / 0.89 / 2.67 / 65 Alignment Option 1C: 3:1 / 1.41 / 4.23 / 103 Alignment Option 5A: 3:1 / 1.22 / 3.66 / 89 [1] Acre(s) of credit = Compensation Ratio X Total Acres of Riparian Habitat Permanently Lost within 165 Feet of Elderberry Shrubs [2] Formula for Credit Purchase: 1 credit = 0.041 acres b. If the City chooses not to purchase credits at a USFWS-approved bank, they shall follow USFWS requirements for providing a permanent conservation area that meets USFWS criteria and approval, as described in the VELB Framework (USFWS 2017b).				
	Mitigation Measure 4.3-3d: Consultation with USFWS Caltrans, as the federal designated agency, will consult with USFWS under Section 7 of ESA for approval of transplanting and compensatory measures outlined in Mitigation Measures 4.3-3b and 4.3-3c prior to project construction.	Consult with USFWS for approval of transplanting and compensatory measures	Caltrans and City of Roseville	Prior to construction	Development Services Department

Table 4-1 Dry Creek Greenway East Trail Mitigation Monitoring Plan

Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
Impact 4.3-4: Disturbance or loss of Swainson's hawk, white-tailed kite, and other nesting raptors.	**Mitigation Measure 4.3-4: Nesting Raptors** This mitigation would apply for the Proposed Trail Alignment, Alternative Alignments 1A, 1C, and 5A. The following measures shall be implemented to avoid, minimize and fully mitigate impacts to Swainson's hawk, white-tailed kite, as well as other raptors. a. For project activities, including tree removal, that begin between February 15 and September 15, a qualified biologist shall conduct preconstruction surveys for nesting raptors and to identify active nests on and within 0.25 mile of the project site with direct line of sight from public access areas with the use of binoculars and spotting scopes to the proposed work areas. The surveys shall be conducted before the beginning of any construction activities between February 15 and September 15.	If trees are removed between February 15 and September 15, hire a qualified biologist to conduct preconstruction surveys	City of Roseville	Prior to tree removal or start of construction activities	Development Services Department
	b. The City shall attempt to initiate upland construction activities before the nest initiation phase (i.e., before February 15). If breeding raptors establish an active nest site, as evidenced by nest building, egg laying, incubation, or other nesting behavior, near the construction area, they shall not be harassed or deterred from continuing with their normal breeding activities.	Initiate upland construction activities before the nest initiation phase	City of Roseville	During construction	Development Services Department
	c. Impacts to nesting raptors shall be avoided by establishing appropriate buffers around active nest sites identified during preconstruction raptor surveys. No project activity shall commence within the buffer areas until a qualified biologist has determined the young have fledged, the nest is no longer active, or reducing the buffer, in coordination with CDFW, would not likely result in nest abandonment. CDFW guidelines recommend implementation of 500 feet for raptors, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with CDFW, determine that such an adjustment would not likely adversely affect the nest. Monitoring of the nest by a qualified biologist during construction activities shall be required if the activity has potential to adversely affect the nest.	Establish appropriate buffers	City of Roseville	Prior to tree removal or start of construction activities	Development Services Department

Table 4-1 Dry Creek Greenway East Trail Mitigation Monitoring Plan

Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
	d. Trees shall not be removed during the breeding season for nesting raptors unless a survey by a qualified biologist verifies that there are not active nests within the trees or within 500 feet of the trees proposed to be removed. Loss of trees that provide potential nesting habitat shall be compensated by planting replacement trees according to Mitigation Measure 4.3-1 (wetlands/riparian trees) and Mitigation Measure 4.3-8 (protected oak trees).	Nesting habitat shall be compensated by planting replacement trees according to Mitigation Measure 4.3-1 and Mitigation Measure 4.3-8	City of Roseville	Post-construction activities as part of Riparian Restoration Plan	Development Services Department
Impact 4.3-5: Disturbances to special-status song birds.	**Mitigation Measure 4.3-5: Special-status birds** This mitigation would apply for the Proposed Trail Alignment, Alignment Option 1A, 1C, and 5A. The following measures shall be implemented and are intended to avoid, minimize, and fully mitigate impacts to nesting special-status birds. a. The City shall ensure that before any ground-disturbing project activities begin for a given proposed trail segment, a qualified biologist shall identify potential habitat for nesting special-status bird species in areas that could be affected during the breeding season by construction.	Hire a qualified biologist to identify habitat for nesting special-status bird species.	City of Roseville	Prior to ground disturbance or tree removal	Development Services Department
	b. If vegetation removal or other disturbance related to construction of the trail segment is required during the nesting season, focused surveys for active nests of special-status birds shall be conducted before and within 5 days of initiating construction by a qualified biologist. The appropriate area to be surveyed and timing of the survey may vary depending on the activity and species that could be affected. If no active nests are found during focused surveys, no further action under this measure shall be required.	Focused surveys for active nests of special-status birds shall be conducted.	City of Roseville	Before and within 5 days of initiating construction	Development Services Department
	c. If an active special-status bird nest is located during the preconstruction surveys, the biologist shall notify the City and the City shall notify CDFW. Construction shall be prohibited within a minimum of 25 feet of the nest to avoid disturbance until the nest is no longer active.	Notify CDFW; construction shall be prohibited within 25 feet of the nest.	City of Roseville	During preconstruction surveys	Development Services Department and CDFW
	d. If construction stops for more than 5 days during the nesting season, a follow up survey shall be conducted to make sure that no birds moved into the area and started nesting.	Conduct follow up survey	City of Roseville	If construction stops for more than 5 days	Development Services Department

Table 4-1 Dry Creek Greenway East Trail Mitigation Monitoring Plan

Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
Impact 4.3-6: Disturbance or loss of Western pond turtle.	**Mitigation Measure 4.3-6: Western Pond Turtle.** This mitigation would apply for the Proposed Trail Alignment, Alignment Options 1A, 1C, and 5A. a. Implement Mitigation Measure 4.3-1.	Submit a wetland delineation report to USACE and request a preliminary jurisdictional determination	City of Roseville	Prior to construction	Development Services Department
	b. Before ground disturbance, all onsite construction personnel shall be instructed by a qualified biologist regarding the potential presence of western pond turtle, the importance of avoiding impacts on this species and its habitat, and recognition of western pond turtle and its habitat(s).	Hire a qualified biologist to train construction personnel on western pond turtle	City of Roseville	Prior to construction	Development Services Department
	c. Within 24 hours before beginning construction activities within 200 feet of suitable aquatic habitat for western pond turtle, a qualified biologist shall inspect areas of anticipated disturbance for the presence of western pond turtle nests and individuals. If nests are found, a 100-foot no disturbance buffer shall be erected and maintained until the turtles have hatched and no obstructions between the nest and aquatic habitat shall be created. No vegetation clearing will be allowed within the buffer to shelter the turtles from the elements and potential predators.	Hire a qualified biologist to inspect areas of anticipated disturbance for the presence of western pond turtle	City of Roseville	Within 24 hours before beginning construction activities	Development Services Department
	d. If adult and juvenile turtles are found during preconstruction, dewatering, or fish rescue operations, the biologist shall relocate the western pond turtle to the nearest suitable habitat outside of the area of disturbance. The construction area shall be re-inspected whenever a lapse in construction activity of two weeks or more has occurred. The biologist shall be available thereafter; if a turtle is encountered during construction activities, the biologist shall relocate the western pond turtle to the nearest suitable aquatic habitat outside the area of disturbance. As suitable habitat is located throughout the area, it is not anticipated that turtles would be relocated far from construction areas and that they would recolonize following construction.	Relocate the western pond turtle to the nearest suitable habitat outside of the area of disturbance	City of Roseville	During preconstruction, dewatering, or fish rescue operations	Development Services Department
	e. After completion of project-related construction activities, any temporary fill and construction debris shall be removed, and temporarily disturbed areas shall be restored to pre-project conditions. Restoration of grassland and riparian habitat shall be conducted as applicable under Mitigation Measure 4.3-1 (for riparian vegetation) and Mitigation Measure 4.3-4 (for grassland habitat) in proximity to the stream corridors.	Remove temporary fill and construction debris; restore habitat	City of Roseville	After completion of project-related construction activities	Development Services Department

Table 4-1 Dry Creek Greenway East Trail Mitigation Monitoring Plan

Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
Impact 4.3-7: Disturbance or loss of special-status bats – pallid bat and silver-haired bat.	**Mitigation Measure 4.3-7: Special-status bats** This mitigation would apply for the Proposed Trail Alignment, Alternative Alignments 1A, 1C, and 5A. a. Bat surveys shall be conducted by a qualified wildlife biologist within 5 days before removal of trees that have suitable roosting habitat for bats. Specific survey methodologies shall be determined in coordination with CDFW, and may include visual surveys of bats (e.g., observation of bats during foraging period), inspection for suitable habitat, bat sign (e.g., guano), or use of ultrasonic detectors (e.g., Petterson, Anabat, Wildlife Acoustics). Removal of any significant roost sites located shall be avoided to the extent feasible with a non-disturbance buffer of 250-feet. If it is determined that an active roost site cannot be avoided and will be affected, bats shall be excluded from the roost site before the site is removed. The City shall first notify and consult with CDFW on appropriate bat exclusion methods and roost removal procedures. Exclusion methods may include use of one-way doors at roost entrances (bats may leave, but not reenter), or sealing roost entrances when the site can be confirmed to contain no bats. Once it is confirmed that all bats have left the roost, crews shall be allowed to continue work in the area. The City may have to provide temporary suitable bat roosting habitat (i.e. bat boxes), prior, during, and after exclusion to provide bat roosting habitat.	Hire a qualified biologist to conduct bay surveys	City of Roseville	Within 5 days before removal of trees that have suitable roosting habitat for bats	Development Services Department
	b. Exclusion efforts shall be restricted during periods of sensitive activity (e.g., during winter hibernation or while females in maternity colonies are nursing young [generally, April 15 through August 15]). If a hibernation or maternity roosting site is discovered, the project biologist and the City shall consult with CDFW to establish appropriate exclusionary buffers until all young are determined to be able to fly by the project biologist. Once it is determined that all young are able to fly, passive exclusion devices shall be installed and all bats will be allowed to leave voluntarily. Once it is determined by a qualified biologist that all bats have left the roost, crews shall be allowed to work within the buffer zone.	Restrict exclusion activities during period of sensitive activity. Consult with CDFW to establish exclusionary buffers if a hibernation or maternity roosting site is discovered.	City or Roseville City of Roseville	During construction April 15 through August 15 During construction April 15 through August 15	Development Services Department Development Services Department

Table 4-1 Dry Creek Greenway East Trail Mitigation Monitoring Plan

Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
Impact 4.3-8: Disturbance or loss of City protected trees, Valley Oak Woodland, and other Sensitive Vegetation Alliances and Associations.	**Mitigation Measure 4.3-8: Avoid impacts or mitigate for impacts to Valley Oak Woodland, and other Sensitive Vegetation Alliances and Associations (previously known as Sensitive Natural Communities)** This mitigation would apply for the Proposed Trail Alignment, Alignment Option 1A, 1C, and 5A. a. To the maximum extent feasible, oak and riparian trees shall be avoided where possible and protection measures shall be implemented to protect oak woodlands, riparian areas and associated native trees from project-related impacts. The following measures shall be implemented for oak and riparian trees that would be impacted by project activities to avoid and minimize potential impacts to individual oak and riparian trees: 1. Temporary protective fencing shall be installed at least one foot outside the dripline of the native oak tree before initiating construction to avoid damage to the tree canopy and root system. A circle with a radius measurement from the trunk of the tree to the tip of its longest limb will constitute the dripline protection area for each tree. Limbs must not be cut back to change the dripline. The area beneath the dripline is a critical portion of the root zone and defines the minimum protected area of each tree. Removing limbs that make up the dripline does not change the protected area. 2. No vehicles, construction equipment, mobile home/office, supplies, materials or facilities shall be driven, parked, stockpiled or located within the dripline of the native oak trees. 3. No grading shall be allowed within the dripline of the native oak tree. 4. No trenching shall be allowed within the dripline of the native oak tree. If it is necessary to install underground utilities within the dripline of the native oak tree, the utility line shall be jacked and bored under the supervision of a certified arborist. 5. Drainage patterns onsite shall not be modified so that water collects or stands within, or is diverted across, the dripline of any native oak tree. 6. If ground disturbance must occur within the protected zone of a native oak tree, all work shall occur consistent with the City's Tree Preservation Ordinance requirements.	Implement protection measures to protect oak woodlands, riparian areas and associated native trees from project-related impacts	City of Roseville	Prior to and during construction	Development Services Department

Table 4-1 Dry Creek Greenway East Trail Mitigation Monitoring Plan

Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
	b. For those trees that cannot be avoided, the City shall comply with any riparian habitat conditions to comply with the Compensatory Wetland, Stream and Riparian Mitigation and Monitoring Plan that will be developed during the Section 404, Section 401, and Section 1602 permitting process as described in Mitigation Measure 4.3-1. Additionally, the City shall implement the following: 1. An arborist report shall be conducted to identify the species and quantities of trees that will be removed to implement the project. 2. If native oak trees are removed, they shall be replaced as outlined in the City's Tree Preservation Ordinance 19.66.070. A Tree Planting and Maintenance Plan showing species, size, spacing and location of plantings, and the location and species of established vegetation shall be prepared. A monitoring program shall also be established to ensure compliance with any prescribed mitigation measures established by the project and to monitor the oak woodland restoration area. 3. Fully implement Mitigation Measure 4.3-1, which requires the City to secure and comply with a CDFW Streambed Alteration Agreement that would include a riparian restoration component.	Comply with the Compensatory Wetland, Stream and Riparian Mitigation and Monitoring Plan	City of Roseville	As required by permit conditions	Development Services Department
Impact 4.3-9: Disturbance or loss of special-status plants – Sanford's arrowhead.	**Mitigation Measure 4.3-9: Special-status plants – Sanford's arrowhead.** This mitigation would apply for the Proposed Trail Alignment, Alternative Alignments 1A, 1C, and 5A. The City shall implement the following measures to reduce potential impacts on Sanford's arrowhead: a. Prior to project construction and during the blooming period for Sanford's arrowhead (May – November), a qualified botanist shall conduct floristic-level surveys for Sanford's arrowhead in areas where potentially suitable habitat would be removed or disturbed by project activities. The normal blooming period for Sanford's arrowhead generally indicates the optimal survey period when the species is most identifiable. b. If no Sanford's arrowhead plants are found, the botanist shall document the findings in a letter report to the City of Roseville and CDFW and no further mitigation shall be required.	Qualified botanist shall conduct floristic-level surveys for Sanford's arrowhead Document findings in letter report	City of Roseville City of Roseville	Prior to project construction, between May and November Post survey	Development Services Department Development Services Department

Table 4-1 Dry Creek Greenway East Trail Mitigation Monitoring Plan

Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
	c. If Sanford's arrowhead plants are found that cannot be avoided during construction, the City shall consult with CDFW to determine the appropriate mitigation measures for direct and indirect impacts that could occur as a result of project construction and shall implement the agreed-upon mitigation measures to achieve no net loss of occupied habitat or individuals. Mitigation measures may include preserving and enhancing existing populations, creation of offsite (but within the stream reach) populations on project mitigation sites through seed collection or transplantation, and/or restoring or creating suitable habitat in sufficient quantities to achieve no net loss of occupied habitat and/or individuals. Potential mitigation sites could include suitable locations along the stream but outside of the construction areas. A mitigation and monitoring plan shall be developed describing how unavoidable losses of special-status plants will be compensated. d. If relocation efforts are part of the mitigation plan, the plan shall include details on the methods to be used, including collection, storage, propagation, receptor site preparation, installation, long-term protection and management, monitoring and reporting requirements, success criteria, and remedial action responsibilities should the initial effort fail to meet long-term monitoring requirements. e. Success criteria for preserved and compensatory populations shall include: 1. The extent of occupied area and plant density (number of plants per unit area) in compensatory populations shall be equal to or greater than the affected occupied habitat. 2. Compensatory and preserved populations shall be self-producing. Populations shall be considered self-producing when: I. plants reestablish annually for a minimum of five years with no human intervention such as supplemental seeding; II. reestablished and preserved habitats contain an occupied area and flower density comparable to existing occupied habitat areas in similar habitat types in the project vicinity. 3. If off-site mitigation includes dedication of conservation easements, purchase of mitigation credits, or other off-site conservation measures, the details of these measures shall be included in the	Consult with CDFW to determine the appropriate mitigation measures	City of Roseville	Post survey	Development Services Department

Table 4-1 Dry Creek Greenway East Trail Mitigation Monitoring Plan

Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
	mitigation plan, including information on responsible parties for long-term management, conservation easement holders, long-term management requirements, success criteria such as those listed above and other details, as appropriate to target the preservation of long term viable populations.				
Impact 4.3-10: Impacts on movement of native resident or migratory fish or wildlife species or migratory wildlife corridors or impede the use of native wildlife nursery sites.	**Mitigation Measure 4.3-10: Movement of native resident or migratory fish or wildlife species or migratory wildlife corridors or impede the use of native wildlife nursery sites.** This mitigation would apply for the Proposed Trail Alignment, Alternative Alignments 1A, 1C, and 5A. Implementation of Mitigation Measure 4.3-1 and Mitigation Measure 4.3-2 would ensure that impacted habitats are mitigated for or restored, and work windows would prevent impact to migratory fish species. The work windows would allow the fish to freely use the stream corridors during migration to and from the streams. Impacted habitats (i.e., aquatic, riparian and SRA) would be restored or mitigated for and although affected their long-term function as breeding or nursery site would not be impacted. a. Implement Mitigation Measure 4.3-1 Wetlands, Waters of the United States, waters of the state and riparian habitat. b. Implement Mitigation Measure 4.3-2 Central Valley Steelhead and Central Valley Fall-run Chinook Salmon.	Restore or mitigate for Impacted habitats (i.e., aquatic, riparian and SRA).	City of Roseville	Post-construction activities, as required by permit conditions	Development Services Department
4.4 Cultural Resources					
Impact 4.4-1: Disturb archaeological resources, including tribal cultural resources.	**Mitigation Measure 4.4-1: Proper Handling of Archaeological Resources.** This mitigation would apply for the Proposed Trail Alignment, Alignment Options 1A, 1C, and 5A. A minimum of seven days prior to beginning earthwork or other soil disturbance activities, the City shall notify UAIC of the proposed earthwork start-date. As part of this notification, a UAIC tribal representative shall be invited to inspect the project site, including any soil piles, trenches, or other disturbed areas, within the first five days of groundbreaking activity. During this inspection, a site meeting of construction personnel shall also be held to afford the tribal representative the opportunity to provide cultural resources awareness information.	Notify UAIC of the proposed earthwork start-date	City of Roseville	Notify UAIC at least seven days prior to beginning earthwork or other soil disturbance activities; UAIC site inspection to occur within first 5 days of groundbreaking activity	Development Services Department

Table 4-1 Dry Creek Greenway East Trail Mitigation Monitoring Plan

Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
	If any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains are encountered during this initial inspection or during any subsequent construction activities, work shall be suspended within 100 feet of the find, and the City's Project Manager shall immediately notify the City of Roseville Development Services Director. The City's Project Manager, in consultation with the City's Environmental Coordinator, shall coordinate any necessary investigation of the site with a qualified archaeologist approved by the City, and as part of the site investigation and resource assessment the archeologist shall consult with the UAIC and provide proper management recommendations should potential impacts to the resources be found by the City to be significant. A written report detailing the site assessment, coordination activities, and management recommendations shall be provided to the City by the qualified archaeologist. Possible management recommendations for unique archaeological resources could include resource avoidance or, where avoidance is infeasible in light of project design or layout or is unnecessary to avoid significant effects, preservation in place or other measures. The contractor shall implement any measures deemed by City staff to be necessary and feasible to avoid or minimize significant effects to the cultural resources.	Suspend work within 100 feet of structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains find	City of Roseville	During initial inspection or during any subsequent construction activities	Development Services Department
Impact 4.4-2: Accidental discovery of human remains.	**Mitigation Measure 4.4-2: Stop work if human remains are discovered.** This mitigation would apply for the Proposed Trail Alignment, Alignment Options 1A, 1C, and 5A. If human remains are discovered during any construction activities, potentially damaging ground-disturbing activities in the area of the remains shall be halted immediately, and the project applicant shall notify the Placer County coroner and the NAHC immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the NAHC to be Native American, the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The City shall also retain a professional archaeologist with Native American burial experience to assist the City of Roseville, the landowner, and the MLD with any management steps prescribed in California Health and Safety Code Section 7050.5 and California PRC Section 5097.98. Following the coroner's and NAHC's findings, the NAHC-designated MLD and the landowner shall determine	Halt ground disturbing activities and notify the Placer County coroner and the NAHC immediately	City of Roseville	During construction	Development Services Department

Table 4-1 Dry Creek Greenway East Trail Mitigation Monitoring Plan

Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
	the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in California Public Resources Code Section 5097.94.				
4.7 Hazards and Hazardous Materials					
Impact 4.7-5: Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are located adjacent to urbanized areas or where residences are intermixed with wildlands during project construction.	**Mitigation Measure 4.7-5: Clear flammable materials within the project site prior to construction.** This mitigation would apply for the Proposed Trail Alignment, Alignment Options 1A, 1C, and 5A. If dry vegetation or other fire fuels exist on or near staging areas, welding areas, or any other area on which equipment will be operated, contractors shall clear the immediate area of fire fuel prior to construction. To the extent feasible, areas subject to construction activities will be maintained free of fire fuel and debris during the course of construction. To avoid impacts to natural resources, areas to be cleared and appropriate clearing methods shall be identified with the assistance of a qualified biologist.	Clear staging areas, welding areas, or any other area on which equipment will be operated of fire fuel	City of Roseville	Prior to start of construction activities	Development Services Department
4.10 Noise					
Impact 4.10-1: Short-term construction-related noise.	**Mitigation Measure 4.10-1: Employ Noise-Reducing Construction Practices** This mitigation will apply to the Proposed Trail Alignment and Alignment Options 1A, 1C, and 5A. Feasible measures that can be used to limit construction noise include the following: ◢ Locate stationary noise generating construction equipment as far as feasible from noise-sensitive uses. ◢ Do not idle inactive construction equipment for prolonged periods (i.e., more than 5 minutes). ◢ Prohibit unmuffled engine exhaust systems. All construction equipment powered by gasoline or diesel engines shall have factory-installed sound control devices, or sound control devices	Limit construction noise, per Mitigation Measure 4.10-1	Contractor and City of Roseville	Prior to and during construction	Development Services Department

Table 4-1 Dry Creek Greenway East Trail Mitigation Monitoring Plan

Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
	that are at least as effective as those originally provided by the manufacturer, and all equipment shall be operated and maintained in good working order to minimize noise generation pursuant to Section 9.24.030 of the Noise Ordinance. ◢ The contractor shall provide advance written notification to owners and renters of buildings located within 50 feet of construction activities. The notice shall explain when construction is expected. The notice shall include contact information for the project manager. ◢ When construction occurs outside of the typical daytime and early evening hours (7:00 a.m. – 7:00 p.m. Monday-Friday and 8:00 a.m. – 8:00 p.m. Saturday and Sunday) or within 50 feet of noise sensitive commercial or office buildings, the use of noise-generating construction equipment will be avoided to the extent feasible. When not feasible, construction contractors will specify proposed noise-reducing construction practices or alternative schedules that will be employed to reduce construction noise. Measures specified by the contractors will be reviewed and approved by the City prior to construction activities. In these situations, feasible noise reduction measures include the following: ◤ Alternative construction schedule to minimize disturbance to normal office operations; and/or ◤ Use temporary noise-reducing barriers positioned between noise-generating equipment (including hand operated jack hammers) and the sensitive receptor building. Such barriers may include commercially manufactured noise-insulating blankets/quilts or as equal materials with similar noise reduction performance as approved by the resident engineer. When temporary barrier units are joined together, the mating surfaces shall be flush with each other with no gaps.				
Impact 4.10-3: Exposure to construction-related	**Mitigation Measure 4.10-3: Reduce exposure to construction-generated ground vibration.** This mitigation will apply to the Proposed Trail Alignment and Alignment Options 1A, 1C, and 5A.	Specify construction practices that reduce the adverse effects of ground vibration	Construction Contractor and City of Roseville	Prior to and during construction	Development Services Department

Table 4-1 Dry Creek Greenway East Trail Mitigation Monitoring Plan

Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
groundborne vibrations.	Construction documents shall specify construction practices that reduce the adverse effects of ground vibration associated with project construction activities. Measures specified by the design engineer will be reviewed and approved by the City prior to approval of the plans and specifications and may include, but are not limited to, the measures listed below. ◢ Implement Mitigation Measure 4.10-1. ◢ All construction equipment on construction sites shall be operated as far away from vibration- and noise-sensitive sites as reasonably feasible. ◢ Earthmoving, dozing, and ground-impacting operations shall be phased so as not to occur simultaneously in areas close to offsite sensitive receptors, to the extent feasible. The total vibration level produced could be significantly less when each vibration source is operated at separate times. ◢ As part of final design, project engineers shall identify areas on the project plans where work may be constrained due to proximity of structures. The designs shall specify requirements that during project construction on the trail alignment, no heavy vibratory equipment (i.e., the types of equipment listed in Table 4.10-5), shall be operated within 13 feet of off-site building structures unless otherwise approved in writing by the City Engineer. Non-vibratory equipment, such as hand tools, and handheld vibratory compactors and rollers may be used. Use of different material types including slurry cement and concrete paving approved by the Engineer, may be used to reduce or eliminate the need for vibratory equipment. Those portions of the project site located within 13 feet of an off-site building structure shall be identified on construction documents and demarcated with stakes, flags, rope and/or markings on the ground. ◢ For Option 5A, locate caisson drilling for Bridge 14 forty-three (43) feet or greater from existing occupied structures, if feasible. ◢ Staging areas shall be adjusted and temporary fencing shall be installed to ensure that loaded trucks shall not operate within 13 feet of existing structures.				

Table 4-1 Dry Creek Greenway East Trail Mitigation Monitoring Plan

Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
4.13 Transportation and Circulation					
4.13-1: Safety-related traffic impacts.	**Mitigation Measure 4.13-1: Prepare Traffic Management Plan.** This mitigation would apply for the Proposed Trail Alignment, Alignment Options 1A, 1C, and 5A. The City shall require the construction contractor to prepare for city approval and implement a traffic management plan before construction activities begin. Before the beginning of construction on the project site, the contractor shall prepare a detailed traffic management plan that will be subject to review and approval by the City Department of Public Works. The plan shall ensure maintenance of safe and acceptable operating conditions for local roadways, bicycle and pedestrian facilities, and transit routes. The Traffic Management Plan shall regulate maintenance of traffic during each construction season and comply with agency standards to promote safe and efficient travel for the public and construction workers through the work zones. The plan shall include provisions for regular inspections to assess contractor compliance, signage to direct traffic, and public noticing, as appropriate. Methods in the plan may include (but are not limited to): ◢ appropriately sequencing activities (e.g., segment phasing, timing of grading, hours of construction) to minimize conflicts with traffic on affected roadways, ◢ maintaining traffic flow in the project area to the extent feasible, ◢ maintaining bicycle and pedestrian access along Riverside Avenue, and ◢ using flaggers to direct traffic, as needed, for ingress or egress of large trucks and other vehicles.	Construction contractor shall prepare and implement a traffic management plan	Construction Contractor and City of Roseville	Prior to start of construction activities	Department of Public Works

5 REFERENCES

Chapter 1, Introduction and List of Commenters

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Chapter 3, Revisions to the Draft EIR

No references cited in this chapter.

Chapter 4, Mitigation Monitoring Plan

No references cited in this chapter.

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6 ACRONYMS AND ABBREVIATIONS

Caltrans	California Department of Transportation
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CNDDB	California Natural Diversity Database
CVFPB or Board	Central Valley Flood Protection Board
District	Placer County Flood Control and Water Conservation District
Draft EIR	draft environmental impact report
ESA	Endangered Species Act
FD	Fire Department
MMP	Mitigation Monitoring Plan
MOU	Memorandum of Understanding
NOP	Notice of Preparation
PD	Roseville Police Department
PRC	Public Resources Code
proposed project	Dry Creek Greenway East Trail Project
ROW	right of way
RRP	riparian and restoration plan
SRG	Stakeholder Representative Group
UAIC	United Auburn Indian Community of the Auburn Rancheria
USACE	United States Army Corps of Engineers

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CEQA FINDINGS OF FACT

and

STATEMENT OF OVERRIDING CONSIDERATIONS

OF THE CITY COUNCIL OF THE CITY OF ROSEVILLE

for the

DRY CREEK GREENWAY EAST TRAIL

February 2019

1 INTRODUCTION

The environmental impact report (EIR) prepared for the Dry Creek Greenway East Trail (project) addresses the potential environmental effects associated with constructing and operating a 4.25-mile paved multi-use trail along Dry, Cirby, and Linda Creeks from Riverside Avenue to Old Auburn Road. These findings have been prepared to comply with requirements of the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations Section 15000 et seq.). These findings refer to the Notice of Preparation (NOP) or Final EIR where the material appears in either of those documents. Otherwise, references are to the Draft EIR.

CEQA generally requires that a lead agency must take reasonable efforts to mitigate or avoid significant environmental impacts when approving a project. In order to effectively evaluate any potentially significant environmental impacts of a proposed project, an EIR must be prepared. The EIR is an informational document that serves to inform the agency decision-making body and the public in general of any potentially significant environmental impacts. The preparation of an EIR also serves as a medium for identifying possible methods of minimizing any significant effects and assessing and describing a reasonable range of potentially feasible alternatives to the project.

The EIR for this project was prepared by the City of Roseville (City) as the "lead agency" in accordance with CEQA and has been prepared to identify and assess the anticipated effects of the project. The City, as the lead agency, has the principal responsibility for approval of the project.

2 TERMINOLOGY OF FINDINGS

CEQA requires that, for each significant environmental effect identified in an EIR for a proposed project, the approving agency decision-making body must issue a written finding reaching one or more of the three allowable conclusions:

1. Changes or alterations which avoid or mitigate the significant environmental effects as identified in the EIR have been required or incorporated into the project;
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding, and such changes have been adopted by such other agency or can and should be adopted by such other agency; or
3. Specific economic, legal, social, technological, or other considerations, including consideration for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Draft EIR (PRC Section 21081, subds. (a)(1)–(a)(3); see also CEQA Guidelines, Section15091, subds. (a)(1)–(a)(3)).

For purposes of these findings, the terms listed below will have the following definitions:

- "Mitigation measures" shall constitute the "changes or alterations" discussed above.
- "Avoid" refers to the effectiveness of one or more mitigation measures to reduce an otherwise significant effect to a less than significant level.
- "Feasible," pursuant to the CEQA Guidelines, means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.

- "Selected Project" refers to the Transportation Commission-recommended selection for the proposed trail alignment. This alignment is described and analyzed in the Draft and Final EIR as Alignment Option 5A.

3 PROJECT DESCRIPTION

3.1 PROJECT OVERVIEW

The Dry Creek Greenway East Trail is a proposed 4.25-mile paved multi-use trail in the City of Roseville (City). The project would be a shared-use trail for pedestrians, bicyclists, and other non-motorized vehicle users that would connect neighborhoods, parks, schools, businesses, natural areas, and the on-street bikeway system across the south side of the City. The proposed trail would extend from the existing Saugstad/Royer Park trail near the intersection of Riverside Avenue and Darling Way eastward to the City limits, just past the Old Auburn Road/South Cirby Way intersection. The trail would follow creek corridors along portions of Dry, Cirby, and Linda Creeks.

3.2 THE PROJECT

The selected project would be a paved, multi-use trail would that would conform to the City of Roseville Design Standards (Section 13 Bikeways) and other provisions of the City of Roseville Construction Standards. A typical cross-section for the proposed trail would consist of a 10-foot wide paved trail with two-foot shoulders on each side (one composed of decomposed granite and one of aggregate base), for a total width of 14 feet. The trail may also include drainage swales on one or both shoulders, as needed. The proposed trail may be narrowed to an eight-foot wide paved section with one- or two-foot wide shoulders for access spurs and in "pinch-point" locations that have severe physical or environmental constraints. The narrower cross section would still support safe, two-way travel but would limit physical disturbance where design constraints prevent construction of the standard cross-section. The proposed trail may also be widened in areas where additional shoulder or trail width is desired to enhance user comfort and safety. In these instances, the shoulder width may be increased to between 5 and 10 feet on one side of the trail. As a result of existing topography, retaining walls would be required at several locations along the proposed alignment. The proposed walls would include gravity walls (reinforced concrete) and anchored walls. The project would include undercrossings to pass beneath existing roadways, including Darling Way, Interstate 80 (I-80), Sunrise Avenue, Rocky Ridge Drive, and Old Auburn Road. The project would also include the construction or modification of up to eight bridges to provide creek crossings throughout the alignment. Finally, the project could include elements such as benches, lighting on lengthy portions of the undercrossings, utility relocations, and regulatory and wayfinding signs.

The selected project would, to the extent feasible, be designed to provide maintenance and emergency access for the City Environmental Utilities Department, open space and storm water maintenance crews, and the Roseville Fire Department. It would provide a safe route for walkers, joggers, cyclists, wheelchair users, and others traveling on non-motorized vehicles to access parks and other trails.

3.3 PROJECT SITE

The selected project would be located primarily within City-owned property zoned as Open Space with Floodway or Floodway Fringe Overlays. Small segments of the trail would also be located on property zoned for residential, commercial, and parks and recreation use with the Floodway or Floodway Fringe Overlays. While most of the project corridor is on public property, use of some privately-owned parcels

is necessary. Trail development is a permitted use in all of these zone districts. The project would be aligned within the creek corridors of developed neighborhoods and business districts in the City of Roseville. With the exception of a few scattered parcels, the properties surrounding the creek corridors are fully developed. The properties adjacent to the proposed trail corridor include a mix of residential, commercial, parks, open space and public/quasi-public uses. Flood control improvements, including floodwalls, berms, bypass channel, bypass culverts, and a detention basin are located along the length of the project from I-80, easterly to Old Auburn Road. A flood control bypass channel and detention basin are located along the south side of Linda Creek east of Rocky Ridge Drive and north of Cirby Way. Commercially zoned properties are concentrated along Sunrise Avenue to the north and south of the project site along Linda Creek. Commercial areas are also found near the western part of the proposed trail along Riverside Avenue between Darling and Cirby Ways.

3.4 PROJECT OBJECTIVES

The project objectives for the Dry Creek Greenway East Trail are developed in consideration of CEQA, the City of Roseville General Plan, 2008 Bicycle Master Plan, and the 2009 Dry Creek Greenway Planning and Feasibility Study. The project objectives are as follows:

- Develop a safe and continuous trail alignment that maximizes opportunities for bicycle and pedestrian travel separate from roadway vehicle traffic by connecting neighborhoods, shopping and employment, schools, parks, transit, and other existing and planned trails, bikeways and walkways.
- Enhance access to the Dry Creek, Cirby Creek, and Linda Creek open space areas for public recreational and educational opportunities, utility maintenance, open space maintenance, and emergency response.
- Protect the natural habitat and special-status wildlife species of the Dry Creek, Cirby Creek, and Linda Creek open space areas, minimize the potential for loss of life and property because of flooding, enhance compatibility with private properties, and reduce the need for right-of-way acquisition.
- Seek the most effective and efficient balance of capital cost, operational and maintenance costs, environmental and community impacts, and public benefits.

Direct consideration of cost is not required under CEQA. However, efforts to attain this objective are part of the design process employed by the City in meeting its health, welfare and economic obligations to the citizens of Roseville.

3.5 PROJECT CONSTRUCTION

Construction of the proposed multi-use trail would require removal of vegetation and existing features, grading, placement of aggregate base material, construction of five roadway undercrossings, construction or modification of up to eight bridges, and approximately 27,000 square feet of retaining walls.

The project would include construction staging areas where equipment would be temporarily stored during project construction. The construction staging areas would occur within the City's existing right-of-way or on property acquired by the City for the permanent trail alignment or temporary construction use.

A phasing plan would be developed for this project to provide a logical sequence of implementation for each identified phase. The phasing would consider aspects such as right-of-way requirements, environmental impacts, estimated capital costs and funding opportunities, and connectivity to key

nodes such as schools, parks, trailheads and neighborhoods. It was estimated that the project would be constructed in up to four phases over up to 4 years, commencing in 2021.

3.6 REQUIRED DISCRETIONARY ACTIONS

The City of Roseville is the lead agency for the project. As required by Section 15124(d)(1)(B) of the CEQA Guidelines, the EIR must contain a list of permits and other approvals required to implement the project. The project requires the following approvals:

- **EIR Certification.** Before the City can approve the project, the City Council must certify that the EIR was completed in compliance with the requirements of the CEQA, that the decision-making body has reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City of Roseville. Approval of the project also requires adoption of a Mitigation Monitoring Plan, which specifies the methods for monitoring mitigation measures required to eliminate or reduce the project's significant effects on the environment. The City will also adopt CEQA Findings of Fact regarding any significant effects on the environment and, for any effects determined to be significant and unavoidable, a Statement of Overriding Considerations, as part of project approval. Action by the City Council follows a recommendation from the City of Roseville Transportation Commission. The City will file a Notice of Determination with the County Clerk and State Clearinghouse to conclude the CEQA process.
- **Trail project Approval.** After certification of the EIR, the City will consider approval of a trail alignment from the choices between the proposed alignment and its options. If the City approves a trail alignment, the City will also authorize staff to pursue final design, permitting, right-of-way acquisition, and construction funding for phased construction.

Several agencies would be involved in the consideration and approval of project elements. Federal, state, and regional agency approvals and permits that would be considered for the project would include wetlands verification, encroachment, water quality, and streambed alteration permits. State and regional responsible agencies and federal agencies with approval authority would include:

- Regional and State Responsible Agencies:
  - California Department of Fish and Wildlife
  - Central Valley Regional Water Quality Control Board
  - Central Valley Flood Protection Board
  - California Department of Transportation (Caltrans)
- Federal Agencies:
  - U.S. Army Corps of Engineers
  - U.S. Fish and Wildlife Service
  - National Oceanic and Atmospheric Administration Fisheries
  - Federal Highway Administration (NEPA authority delegated to Caltrans)

4 ENVIRONMENTAL REVIEW PROCESS

In accordance with PRC Section 21092 and CCR Section 15082, the City issued a Notice of Preparation (NOP) on November 18, 2013 to inform agencies and the general public that an EIR was being prepared and to invite comments on the scope and content of the document. The NOP was submitted to the State Clearinghouse, posted on the City of Roseville website (http://www.roseville.ca.us/transportation/bikeways/dc_study.asp), made available at the City clerk's office and the City of Roseville Permit Center, and distributed directly to potential responsible and trustee agencies. The NOP was circulated for 30 days, through December 19, 2013. In accordance with

PRC Section 21083.9 and CCR Section 15082(c), a noticed scoping meeting for the EIR occurred on December 3, 2013 at 6:00 p.m. at the Maidu Community Center, 1550 Maidu Drive, Roseville, California, 95661. The NOP and comment letters received on the NOP are included in Appendix A and Appendix B of the Draft EIR, respectively.

The Draft EIR was published on April 13, 2018. A CEQA Notice of Completion and copies of the Draft EIR were filed with the State Clearinghouse. A 45-day public review period for the Draft EIR was provided, ending on May 29, 2018. The Notice of Availability and the Draft EIR are posted on the City's website. A public hearing during the public comment period was held at the City of Roseville Transportation Commission meeting on May 21, 2018. In September 2018, the City published the Final EIR for the project. The Final EIR includes comments received on the Draft EIR, responses to issues raised in the comments, and revisions to the text of the Draft EIR. The Final EIR and the Draft EIR constitute the EIR for the project.

5 RECORD OF PROCEEDINGS

For the purposes of CEQA, and the findings herein set forth, the administrative record for the project consists of those items listed in PRC Section 21167.6, subdivision (e). The record of proceedings for the City's decision on the project consists of the following documents, at a minimum:

- The NOP and all other public notices issued by the City in conjunction with the project;
- The Draft EIR for the project and all documents relied upon or incorporated by reference;
- All comments submitted by agencies or members of the public during the 45-day comment period on the Draft EIR;
- The Final EIR for the project, including comments received on the Draft EIR; the City's responses to those comments; technical appendices; and all documents relied upon or incorporated by reference;
- The mitigation monitoring plan (MMP) for the project;
- All findings and resolutions adopted by the City in connection with the project, and all documents cited or referred to therein;
- The Transportation Commission staff report for May 21, 2018;
- Minutes and/or transcripts of the Transportation Commission public meeting held on May 21, 2018;
- The Transportation Commission staff report for December 18, 2018;
- Minutes and/or transcripts of the Transportation Commission meeting on December 18, 2018;
- The City Council staff report;
- Minutes and/or transcripts of the City Council public meeting held on March 20, 2019;
- All other reports, studies, memoranda, maps, staff reports, or other planning documents relating to the project prepared by the City or consultants to the City with respect to the City's compliance with the requirements of CEQA and with respect to the City's action on the project;
- All resolutions or findings adopted by the City regarding the project, and all staff reports, analyses, and summaries related to the adoption of those resolutions or findings;
- The City's General Plan and all updates and related environmental analyses;
- Relevant sections of the City's Zoning Code;
- Any documents expressly cited in these findings, in addition to those cited above; and
- Any other materials required for the record of proceedings by PRC Section 21167.6, subdivision (e).

Pursuant to Guidelines Section 15091(e), the administrative record of these proceedings is located at, and may be obtained from, the City's Development Services Department at 311 Vernon Street, Roseville, CA 95678. The custodian of these documents and other materials is the City Clerk.

The City Council has relied on all of the documents listed above in reaching its decisions on the project even if not every document was formally presented to the City Council or City Staff as part of the City files generated in connection with the project. Without exception, any documents set forth above not found in the project files fall into one of two categories. Many of them reflect prior planning or legislative decisions with which the City Council was aware in approving the project. (See *City of Santa Cruz v. Local Agency Formation Commission* (1978) 76 Cal.App.3d 381, 391-392; *Dominey v. Department of Personnel Administration* (1988) 205 Cal.App.3d 729, 738, fn. 6.) Other documents influenced the expert advice provided to City Staff or consultants, who then provided advice to the City Council as the final decision-making body.

For that reason, such documents form part of the underlying factual basis for the City Council's decisions relating to approval of the project. (See PRC, Section 21167.6, subd. (e)(10); *Browning-Ferris Industries v. City Council of City of San Jose* (1986) 181 Cal.App.3d 852, 866; *Stanislaus Audubon Society, Inc. v. County of Stanislaus* (1995) 33 Cal.App.4th 144, 153, 155.)

6 FINDINGS REQUIRED UNDER CEQA

PRC Section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The same statute provides that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." Section 21002 goes on to provide that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

The mandate and principles announced in PRC Section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. For each significant environmental effect identified in an EIR for a project, the approving agency must issue a written finding reaching one or more of three permissible conclusions. As noted earlier, the first such finding is that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR. The second permissible finding is that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding, and such changes have been adopted by such other agency or can and should be adopted by such other agency. The third potential conclusion is that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR (CEQA Guidelines Section 15091). PRC Section 21061.1 defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors." CEQA Guidelines Section 15364 adds another factor: "legal" considerations.

The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417 (*City of Del Mar*); (*Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1506-1509 [court upholds CEQA findings rejecting alternatives in reliance on applicant's

project objectives]; see also *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1001 *(CNPS) [“*an alternative ‘may be found infeasible on the ground it is inconsistent with the project objectives as long as the finding is supported by substantial evidence in the record’”] (quoting Kostka & Zischke, *Practice Under the Cal. Environmental Quality Act* [Cont.Ed.Bar 2d ed. 2009] (*Kostka*), Section 17.309, p. 825); In *re Bay- Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1165, 1166 (*Bay-Delta*) [“[i]n the CALFED program, feasibility is strongly linked to achievement of each of the primary program objectives”; “a lead agency may structure its EIR alternative analysis around a reasonable definition of underlying purpose and need not study alternatives that cannot achieve that basic goal”].) Moreover, “‘feasibility’ under CEQA encompasses ‘desirability’ to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors.” (*City of Del Mar*, *supra*, 133 Cal.App.3d at p. 417; see also *CNPS*, *supra,* 177 Cal.App.4th at p. 1001 *[“an alternative that ‘is impractical or undesirable from a policy standpoint’ may be rejected as infeasible”*] [quoting Kostka, *supra,* Section 17.29, p. 824]; *San Diego Citizenry Group v. County of San Diego* (2013) 219 Cal.App.4th 1, 17.)

For purposes of these findings (including Table 2 as described below), the term “avoid” refers to the effectiveness of one or more mitigation measures to reduce an otherwise significant effect to a less-than-significant level. Although CEQA Guidelines Section 15091 requires only that approving agencies specify that a particular significant effect is “avoid[ed] *or* substantially lessen[ed],” these findings, for purposes of clarity, in each case will specify whether or not the effect in question has been “avoided” (i.e., reduced to a less-than-significant level).

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modification or alternatives are not required, however, where such changes are infeasible or where the responsibility for modifying the project lies with some other agency (CEQA Guidelines Section15091, subd. (a), (b)).

The California Supreme Court has stated, “[t]he wisdom of approving . . . any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced.” (*Goleta II*, *supra*, 52 Cal.3d at p. 576.)

The EIR identified two noise impacts as significant and unavoidable resulting from the selected project, and thus a Statement of Overriding Considerations has been prepared.

7 LEGAL EFFECT OF FINDINGS

These findings constitute the City’s best efforts to set forth the evidentiary and policy bases for its decision to approve the selected project in a manner consistent with the requirements of CEQA. To the extent that these findings conclude that various mitigation measures outlined in the Final EIR are feasible and have not been modified, superseded or withdrawn, the City hereby binds itself to implement these measures. These findings, in other words, are not merely informational, but rather constitute a binding set of obligations that will come into effect when the City adopts a resolution approving the project.

8 MITIGATION MONITORING PLAN

A Mitigation Monitoring Plan (MMP) has been prepared for the selected project and is being approved by the City Council by the same Resolution that has adopted these findings. The City will use the MMP to track compliance with project mitigation measures. The MMP will remain available for public review during the compliance period. The MMP is found in Chapter 4 of the Final EIR and is approved in conjunction with certification of the EIR and adoption of these Findings of Fact.

9 SIGNIFICANT EFFECTS AND MITIGATION MEASURES

9.1 TABLE OF IMPACTS, MITIGATION MEASURES AND CEQA FINDINGS

The City Council's findings with respect to the selected project's significant effects and mitigation measures are set forth in the table attached to these findings ("Table 2"). The findings set forth in the table are hereby incorporated by reference and the Council adopts all of the mitigation measures identified therein. This table does not attempt to describe the full analysis of each environmental impact contained in the EIR. Instead, the table provides a summary description of each impact, describes the applicable mitigation measures identified in the Draft or Final EIR and adopted by the City Council, and states the City Council's findings on the significance of each impact after imposition of the adopted mitigation measures. A full explanation of these environmental findings and conclusions can be found in the Draft and Final EIRs, and these findings hereby incorporate by reference the discussion and analysis in those documents supporting the EIR's determinations regarding mitigation measures and the selected project's impacts and mitigation measures designed to address those impacts. In making these findings, the City Council ratifies, adopts, and incorporates into these findings the analysis and explanation in the Draft and Final EIRs, and ratifies, adopts, and incorporates in these findings the determinations and conclusions of the Draft and Final EIRs relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings.

9.2 MITIGATION MEASURES PROPOSED BY COMMENTERS

One comment letter suggested a revision to the measures recommended in the Draft EIR. In considering specific recommendations from commenters, the City has been cognizant of its legal obligation under CEQA to substantially lessen or avoid significant environmental effects to the extent feasible. The City, in determining whether to accept such suggestions, either in whole or in part, has considered the following factors, among others: (i) whether the suggestion relates to an environmental impact that can already be mitigated to less-than-significant-levels by proposed mitigation measures in the Draft EIR; (ii) whether the proposed language represents a clear improvement, from an environmental standpoint, over the draft language that a commenter seeks to replace; (iii) whether the proposed language is sufficiently clear as to be easily understood by those who will implement the mitigation as finally adopted; (iv) whether the language might be too inflexible to allow for pragmatic implementation; (v) whether the suggestions are feasible from an economic, technical, legal, or other standpoint; and (vi) whether the proposed language is consistent with the project objectives. City staff and consultants spent time carefully considering and weighing requested mitigation language. In this instance, the City revised Mitigation Measure 4.4-2 , while also developing additional language addressing the same issue that was of concern to a commenter. The revisions are included in the Final

EIR in Response to Comment 5-2 in Chapter 2 (Comments and Responses) and in Chapter 3 (Revisions to the Draft EIR).

10 FINDINGS REGARDING RECIRCULATION OF THE DRAFT EIR

The City Council adopts the following findings with respect to whether to recirculate the Draft EIR. Under Section 15088.5 of the CEQA Guidelines, recirculation of an EIR is required when "significant new information" is added to the EIR after public notice is given of the availability of the Draft EIR for public review but prior to certification of the Final EIR. The term "information" can include changes in the project or environmental setting, as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation includes, for example, a disclosure showing that (CEQA Guidelines Section 15088.5):

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.
4. The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR. The above standard is "not intend[ed] to promote endless rounds of revision and recirculation of EIRs." (*Laurel Heights Improvement Assn. v. Regents of the University of California* (1993) 6 Cal. 4th 1112, 1132.) "Recirculation was intended to be an exception, rather than the general rule." (*Ibid.*)

The City Council recognizes that the Final EIR contains responses to comments received, the MMP, and modifications to the Draft EIR. As noted above, one comment on the Draft EIR resulted in revisions to a mitigation measure. However, this revision is merely a clarification of an existing mitigation measure. The information contained within the Final EIR involves no "significant new information" triggering recirculation because the information did not result in any new significant environmental effects or any substantial increase in the severity of any previously identified significant effects, and did not otherwise trigger recirculation. Under such circumstances, the City finds that recirculation of the EIR is not required.

11 PROJECT ALTERNATIVES

11.1 BASIS FOR ALTERNATIVES

As discussed previously, CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modification or alternatives are not required, however, where significant

environmental impacts will not occur. As is evident from the text of the EIR and the attached table describing the disposition of the significant effects of the project, most significant effects of the selected project have been avoided (that is, rendered less than significant) by the adoption of feasible mitigation measures. There are only two impacts that remain significant and unavoidable.

Under CEQA, project alternatives are developed in order to give agency decision-makers options for reducing or eliminating significant environmental effects of proposed projects while still meeting most, if not all, of the basic project objectives. "Alternatives and mitigation measures have the same function – diminishing or avoiding adverse environmental effects." (*Laurel Heights Improvement Association v. Regents of the University of California* (1988) 47 Cal.3d 376, 403.) The City Council sets forth below its reasons for concluding that all such alternatives are infeasible within the meaning of CEQA.

11.2 ALTERNATIVES CONSIDERED AND DISMISSED FROM FURTHER CONSIDERATION

As noted previously, the purpose of an alternatives analysis is to develop alternatives to a proposed project that substantially lessen at least one of the significant environmental effects identified as a result of the project, while still meeting most, if not all, of the basic project objectives. The State CEQA Guidelines state that an EIR should identify alternatives that were initially considered by the lead agency but were rejected as infeasible and explain the reasons for the determination (Section 15126.6[c]). As described in the Draft EIR, the City conducted an extensive planning process and consideration of alternatives for the project, as reported in the 2009 *Dry Creek Greenway Planning and Feasibility Study*. For planning purposes, the path alignment was initially divided into twelve segments, numbered from west to east. The alternatives analysis considered 30 different creek crossing alternatives and ultimately eliminated 12 creek crossings from consideration. The 18 remaining creek crossings were carried forward to the next stage of project planning.

The 2009 *Dry Creek Greenway Planning and Feasibility Study* outlined the existing conditions, opportunities and constraints, alignment options, evaluation criteria, and a recommended alignment for a paved multi-use trail from Riverside Avenue and Darling Way to the City limits just south of Old Auburn Road. The Stakeholder Representative Group (SRG) selected a preferred alignment based on criteria that included consideration of property owners, path users, public safety, environmental concerns, and municipal operations. There were two segments of the trail where the SRG did not reach a consensus on a recommended alignment. These were referred to as Segment 1 – Hillcrest and Segment 5 – Sunrise Avenue in the feasibility study. Segment 1 is the first portion of the proposed trail between the end of the Saugstad/Royer Trail at Darling Way to the area south of Machado Lane, west of the I-80 underpass. Segment 5 is located in the Cirby Side neighborhood to the east and west of Sunrise Avenue. Segment 5 begins near the Cirby Creek/Linda Creek confluence west of Sunrise Avenue to just east of the Sunrise Avenue bridge near the Meadow Gate connection. Four alignment options were identified for Segment 1 (1A, 1B, 1C, and 1D) and three alignment options were identified for Segment 5 (5A, 5B, and 5C).

The City then conducted an Alternatives Analysis in 2012 and 2013 to provide further information regarding alternative trail alignment options. Each of the alignment options were evaluated using criteria developed during for the 2009 *Planning and Feasibility Study*, in conjunction with the SRG, and based on the ability of each option to meet the project goals and objectives, as well as the feasibility criteria. A matrix was used to compare benefits, constraints, advantages, and disadvantages of each option. During this process, two of the options, Alternative 1D and Alternative 5C, were dismissed from further evaluation. The remainder of the alternative trail alignment options were carried forward. Options 1B and 5B were incorporated into the project; Options 1A, 1C, and 5A are referred to as alignment options in the EIR and are described below and analyzed at an equal level of analysis in each technical section of the EIR.

11.3 ALTERNATIVES CONSIDERED IN THE EIR

The alternatives analyzed in the Draft EIR are briefly described below.

- No Project Alternative
- Option 1A Alternative Alignment
- Option 1C Alternative Alignment
- Option 5A Alternative Alignment

11.3.1 No Project Alternative

DESCRIPTION

Under the No Project Alternative, the Dry Creek Greenway East Trail would not be constructed. The creek corridors along portions of Dry, Cirby, and Linda creeks would continue to contain segments of existing unimproved, natural-surface paths and paved multi-use paths, some of which do not meet current City design standards. Proposed retaining walls in areas susceptible to slumping would not be constructed, other bank stabilization elements would not be constructed, and access to the creek corridor for utility maintenance, open space maintenance, and emergency response would not be enhanced.

COMPARATIVE ANALYSIS OF ENVIRONMENTAL EFFECTS

The No Project Alternative would produce no changes on the project site, because the site would remain in its current condition, effectively eliminating the project impacts discussed in the Draft EIR. There would be no air emissions associated with project construction and there would be no increases in short-term construction-related noise or vibration. There would be no potential for construction-related disturbance of special-status plant or animal species or their habitat or disturbance or loss of oak woodlands, and disturbance or loss of wetlands or other waters of the U.S. would not occur. There would be no potential to unearth any unknown subsurface cultural or historic resources. However, proposed retaining walls in areas susceptible to slumping would not be constructed. Areas currently subject to localized creep, slumping, and small landslides on over-steepened slopes, along incised drainages, and during periods of water saturation would continue to be subject to localized ground failure and no bank stabilization elements would be constructed. Future soil and streambank erosion could continue to occur, creating adverse environmental effects. Impacts related to geology and soils and hydrology and water quality would be greater that the proposed project or the Option 1A, Option 1C or Option 5A alternatives.

FEASIBILITY/RELATIONSHIP TO PROJECT OBJECTIVES

The No Project Alternative would not meet the project's basic objectives. Access to the Dry Creek, Cirby Creek, and Linda Creek open space areas would not be enhanced for public recreational and educational opportunities, utility maintenance, open space maintenance, and emergency response. Effects to the natural habitat and special-status wildlife species of the Dry Creek, Cirby Creek, and Linda Creek open space areas would not occur; therefore, they would continue to be protected in the same manner as under existing conditions. The No Project Alternative would not meet the objective to develop a continuous trail alignment that maximizes opportunities for bicycle and pedestrian travel separate from roadway vehicle traffic by connecting neighborhoods, shopping and employment, schools, parks, transit, and other existing and planned trails, bikeways and walkways. In addition, the proposed retaining walls in areas susceptible to slumping would not be constructed. Areas currently subject to localized creep, slumping, and small landslides on over-steepened slopes, along incised drainages, and during periods of water saturation would continue to be subject to localized ground failure.

The City Council finds these project objectives related to providing access to open areas and developing a continuous trail alignment compelling. Because the No Project Alternative would not meet the project's basic objectives, the City Council rejects the No Project Alternative set forth and evaluated in the EIR because this alternative fails to meet objectives for the project. Therefore, the City finds that there is substantial evidence, including evidence of economic, legal, social, technological, and other considerations described under CEQA Guidelines Section 15091(a)(3), that make this alternative infeasible. In making this determination, the City Council is aware that CEQA defines "feasibility" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors."

11.3.2 Option 1A Alternative Alignment

DESCRIPTION

Option 1A Alternative Alignment would begin at the existing terminus of the Saugstad/Royer trail, travel across Darling Way bridge (potentially requiring widening of the bridge) and loop under the bridge on the west side of Dry Creek. The alternative would continue south for approximately 900 feet, crossing Dry Creek via Bridge #3 to the southern bank of Cirby Creek, from where it would traverse the existing steep slope down to the existing bench located above the 2-year water surface elevation, and continue within the floodplain along the south side of Cirby Creek toward the I-80 undercrossing. This alternative would require a retaining wall on the south side of Cirby Creek, east of the confluence with Dry Creek. Prior to Bridge #3 (on the north side of Dry Creek), access would be provided to the proposed trail-head parking area at Riverside Avenue and to the future trail extension to Vernon Street. Option 1A Alternative Alignment would require Bridge #3, but it would eliminate the need for Bridge #2 and Bridge #4.

COMPARATIVE ANALYSIS OF ENVIRONMENTAL EFFECTS

Under the Option 1A Alternative Alignment the magnitude of several impacts would be less than the project due to the construction of one fewer bridge than under the project. This would result in fewer emissions associated with construction activities, a 0.72 acre reduction in construction in the area mapped as slight erosion hazard, and would reduce the area of construction for ground-disturbing activities that could damage or destroy as yet undiscovered archaeological resources or human remains. Because there would be one fewer bridge with associated lighting, and the bridge would be further from residences, which have more potential to be light sensitive than commercial land uses, there would be less potential for the Option 1A Alternative Alignment to have adverse effects related to light and glare. However, the Option 1A Alternative Alignment would require an additional 765 linear feet of retaining walls or streambank stabilization when compared to the project, which would result in greater hydrology and water quality impacts.

FEASIBILITY/RELATIONSHIP TO PROJECT OBJECTIVES

The Option 1A Alternative Alignment would be similar to the project and would meet most of the project objectives in a similar manner as the project. This alternative would meet the objective to develop a continuous trail alignment that maximizes opportunities for bicycle and pedestrian travel separate from roadway vehicle traffic by connecting neighborhoods, shopping and employment, schools, parks, transit, and other existing and planned trails, bikeways and walkways. Access to the Dry Creek, Cirby Creek, and Linda Creek open space areas would be enhanced for public recreational and educational opportunities, utility maintenance, open space maintenance, and emergency response. Effects to the natural habitat and special-status wildlife species of the Dry Creek, Cirby Creek, and Linda Creek open space areas would be similar to the project. On balance, the Option 1A Alternative Alignment would have slightly less impact on biological resources than the Proposed Trail Alignment. This alternative

would slightly reduce trail connectivity by not providing a connection to Hernandez Lane. Also, this alternative would reduce maintenance and public safety access to the open space behind Hernandez Lane. This alternative would not meet the project objective related to seeking the most effective and efficient balance of capital cost, operational and maintenance costs, environmental and community impacts, and public benefits because preliminary cost estimates determined that construction costs for Option 1A would be greater than the selected project and Option 1C. In addition, construction of Option 1A would be more challenging than the selected project because of the steep terrain. As indicated in the City staff report for the December 18, 2018 Transportation Commission meeting, the Option 1A Alternative Alignment reduces access options for the Hillcrest neighborhood since access to Hernandez/Machado is not provided.

Therefore, the City Council rejects the Option 1A Alternative Alignment set forth and evaluated in the EIR because the City finds that there is substantial evidence, including evidence of economic, legal, social, technological, and other considerations described under CEQA Guidelines Section 15091(a)(3), that make this alternative infeasible. In making this determination, the City Council is aware that CEQA defines “feasibility” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors.”

11.3.3 Option 1C Alternative Alignment

DESCRIPTION

The Option 1C Alternative Alignment would begin just before the existing terminus of the Saugstad/Royer trail, travel under the bridge on the east side of Dry Creek and continue south for approximately 700 feet. A spur to the west would provide access to the proposed trail head parking and future trail extension toward Vernon Street, via Bridge # 2 over Dry Creek. This alternative would continue along the east side of Dry Creek and Cirby Creek for approximately 400 feet before crossing Cirby Creek via Bridge #4 to the southern bank of Cirby Creek, from where it would continue within the floodplain along the south side of Cirby Creek toward the I-80 undercrossing. The Option 1C Alternative Alignment would not require the widening of the Darling Way bridge. However, three retaining walls on the east side of Dry Creek would be required. Similar to the selected project, this alternative would include the construction of two bridges (#2 and #4).

COMPARATIVE ANALYSIS OF ENVIRONMENTAL EFFECTS

Impacts under the Option 1C Alternative Alignment would be similar to the project. The Option 1C Alternative Alignment would not require the widening of the Darling Way bridge, which would result in fewer emissions associated with bridge construction activities. Impacts associated with biological resources, cultural resources, and hazardous materials would be slightly less. Although the magnitude, frequency, and duration of construction activities would be similar to those under the selected project, the activities may occur closer to residences under the Option 1C Alternative Alignment. Additionally, implementation of this alternative would require an additional 1,080 linear feet of streambank stabilization, which would result in slightly greater impacts than those that would occur with the project.

FEASIBILITY/RELATIONSHIP TO PROJECT OBJECTIVES

The Option 1C Alternative Alignment would be similar to the project and would meet the project objectives in a similar manner as the project. This alternative would meet the objective to develop a continuous trail alignment that maximizes opportunities for bicycle and pedestrian travel separate from roadway vehicle traffic by connecting neighborhoods, shopping and employment, schools, parks,

transit, and other existing and planned trails, bikeways and walkways. Access to the Dry Creek, Cirby Creek, and Linda Creek open space areas would be enhanced for public recreational and educational opportunities, utility maintenance, open space maintenance, and emergency response. Effects to the natural habitat and special-status wildlife species of the Dry Creek, Cirby Creek, and Linda Creek open space areas would be similar to the project. On balance, the Option 1C Alternative Alignment would have slightly less impact on biological resources than the selected project. This alternative would attain the project objective related to seeking the most effective and efficient balance of capital cost, operational and maintenance costs, environmental and community impacts, and public benefits in a similar manner as the project because preliminary cost estimates were similar for Option 1C and Option 1B (the project), with current estimates indicating construction costs would be slightly less under Option 1C. However, as indicated in the City staff report for the December 18, 2018 Transportation Commission meeting, the combination of limited space, proximity of property line fences, steep banks along the creek, and the location of sewer main and manholes present significant challenges to the construction of the Option 1C Alternative Alignment. Option 1C requires challenging construction including the installation of large retaining walls along the south side of Dry and Cirby Creeks (walls 35, 36 and 37 as shown on Exhibit 3-13 of the Draft EIR).

Therefore, the City Council rejects the Option 1C Alternative Alignment set forth and evaluated in the EIR because the City finds that there is substantial evidence, including evidence of economic, legal, social, technological, and other considerations described under CEQA Guidelines Section 15091(a)(3), that make this alternative infeasible. In making this determination, the City Council is aware that CEQA defines “feasibility” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors.”

11.3.4 Option 5A Alternative Alignment

DESCRIPTION

As described in the Draft EIR, the Option 5A Alternative Alignment would begin just south of the confluence of Cirby Creek and Linda Creek and remain on the south side, following the southern bank of Linda Creek within City-owned property. The trail would travel eastward and pass beneath Sunrise Avenue. Connecting ramps would provide access to both sides of Sunrise Avenue. This alternative would continue to just east of the existing drainage outfall structure at which point it would cross to the north side of Linda Creek via Bridge #14, before continuing further east toward Oak Ridge Drive. The Option 5A Alternative Alignment would eliminate the need for Bridge #13.

COMPARATIVE ANALYSIS OF ENVIRONMENTAL EFFECTS

Under the Option 5A Alternative Alignment the magnitude of several impacts would be greater than the project because, although Bridge #13 would not be constructed, this alternative would include the construction of Bridge #14 and an additional 635 linear feet of retaining wall. This would result in a greater potential for adverse effects related to light and glare, slightly more impact on biological resources, and a significant and unavoidable construction-related vibration impact (Impact 4.10-3 in the Draft EIR) that would be similar to the construction-related noise impact (Impact 4.10-1 in the Draft EIR). However, under Alternative 5A, Impact 4.8-3 (Alter or redirect 100-year flood flows, or expose people or structures to risk of injury or damage by flood waters) would be less than significant because this alternative would not include the construction of Bridge #13. Option 5A Alternative Alignment would also result in a less severe impact related to land use because it would require less acquisition of estimated right-of-way than the EIR proposed trail alignment (see Impact 4.9-2, beginning on page 4.9-12 of the Draft EIR).

FEASIBILITY/RELATIONSHIP TO PROJECT OBJECTIVES

The EIR stated that the Option 5A Alternative Alignment would be similar to the EIR proposed project and would meet the basic project objectives in a similar manner. This alternative would meet the objective to develop a continuous trail alignment that maximizes opportunities for bicycle and pedestrian travel separate from roadway vehicle traffic by connecting neighborhoods, shopping and employment, schools, parks, transit, and other existing and planned trails, bikeways and walkways. This alternative would enhance trail connectivity when compared to the EIR proposed project by providing access to the west side of Sunrise Avenue and to Meadow Gate Drive neighborhood. Access to the Dry Creek, Cirby Creek, and Linda Creek open space areas would be enhanced for public recreational and educational opportunities, utility maintenance, open space maintenance, and emergency response. Effects to the natural habitat and special-status wildlife species of the Dry Creek, Cirby Creek, and Linda Creek open space areas would be similar to the project. On balance, the Option 5A Alternative Alignment would have slightly more impact on biological resources than the EIR Proposed Trail Alignment. In addition, preliminary cost estimates for Option 5A were higher than Option 5B (the EIR Proposed Trail Alignment). However, as indicated in the City staff report for the December 18, 2018 Transportation Commission meeting, Option 5A provides direct and convenient access to the west and east sides of Sunrise Avenue and requires less right-of-way acquisition. Option 5B (the EIR Proposed Trail Alignment) does not provide access to the east side of Sunrise Avenue, and access to the west side of Sunrise Avenue is not convenient as it begins over 500 feet from Sunrise Avenue. The limited access to Sunrise Avenue is a concern because there are no safe and convenient options for bicyclists and pedestrians to cross Sunrise Avenue. Finally, Bridge 13 of Option 5B is proposed as a low-flow bridge across Linda Creek (similar to the bridges on Miners Ravine) because the regulatory floodway is very wide at the confluence of Cirby and Linda Creeks. This may result in permitting challenges with the Central Valley Flood Protection Board since a variance would be required.

Therefore, the City Council selects the Option 5A Alternative Alignment as set forth and evaluated in the EIR for the reasons discussed above. The Option 5A Alternative Alignment was fully analyzed in the Draft EIR, and the potential impacts and required mitigation measures are included in the EIR.

11.3.5 Alternatives Conclusion

The following key considerations inform the staff recommendation for the Segment 5 Sunrise Area:

- Option 5A provides direct and convenient access to the west and east sides of Sunrise Avenue.
- Option 5A requires less right-of-way acquisition.
- Option 5B does not provide access to the east side of Sunrise Avenue, and access to the west side of Sunrise Avenue is not convenient as it begins over 500’ from Sunrise Avenue. The limited access to Sunrise Avenue is a concern because there are no safe and convenient options for bicyclists and pedestrians to cross Sunrise Avenue.
- Both Option 5A and 5B would place the trail in relatively close proximity to existing office buildings. As noted in the EIR, this will require careful construction practices at either site to minimize the potential for vibratory noise impacts.
- Bridge #14 of Option 5A has a higher cost than Bridge #13.
- Bridge 13 of Option 5B is proposed as a low-flow bridge across Linda Creek (similar to the bridges on Miners Ravine) because the regulatory floodway is very wide at the confluence of Cirby and Linda Creeks. This may result in permitting challenges with the Central Valley Flood Protection Board since a variance would be required.
- Both options 5A and 5B result in significant and unavoidable construction noise impacts. Due to the proximity of Bridge 14 to homes on Meadow Gate Drive, the vibratory noise impacts of Option 5A are greater than those of Option 5B.

As explained above, the City Council selects the Option 5A Alternative Alignment as set forth and evaluated in the EIR. The Option 5A Alternative Alignment was fully analyzed in the Draft EIR. The following Statement of Overriding Considerations applies to the selected project, which includes alignment options 1B and 5A.

12 STATEMENT OF OVERRIDING CONSIDERATIONS

In determining whether to approve a project, CEQA requires all public agencies to balance the benefits of a project against its unavoidable environmental impacts. The City Council approves the selected project despite the significant unavoidable adverse impacts identified in the EIR. The EIR consists of two text volumes and associated appendices: The Draft EIR and the Draft EIR technical appendices, and the Final EIR text. The EIR determined that the selected project is expected to result in two significant and unavoidable impacts as noted in Table 2 and discussed below.

12.1 SIGNIFICANT AND UNAVOIDABLE IMPACTS OF THE PROJECT

The EIR identifies the following significant and unavoidable impacts for the selected project:

Impact 4.10-1: Short-term construction-related noise.

Impact 4.10-3: Exposure to construction-related ground-borne vibrations.

12.2 BENEFITS OF THE PROJECT

Pursuant to PRC Section 21081 and Section 15093 of the State CEQA Guidelines, the City Council of the City of Roseville adopts and makes the following statement of overriding considerations regarding the remaining significant unavoidable impacts of the selected project, as discussed above, and the anticipated economic, social, and other benefits of the project.

The City Council finds and determines that (1) the majority of the significant impacts of the selected project will be reduced to acceptable levels by implementation of the mitigation measures recommended in these findings (see Table 2); (2) the City Council's approval of the selected project will result in two significant adverse environmental effects that cannot be avoided or reduced to a less-than-significant level even with the incorporation of all feasible mitigation measures into the project; and (3) there are no other feasible mitigation measures or feasible project alternatives that will further mitigate, avoid, or reduce to a less-than-significant level the remaining significant environmental impact.

In light of the environmental, social, economic, and other considerations identified in the findings above, and the considerations set forth below related to this project, this City Council chooses to approve the selected project because, in its view, the economic, social, technological, and other benefits resulting from the selected project substantially outweigh the project's significant and unavoidable adverse environmental effects.

The following statements identify the reasons why, in the City Council's judgment, the benefits of the selected project outweigh the significant and unavoidable impacts. The substantial evidence supporting the enumerated benefits of the project can be found in the preceding findings, which are herein incorporated by reference; in the project itself; and in the record of proceedings as defined above. The overriding consideration set forth below constitutes a separate and independent ground for finding that

the benefits of the selected project outweigh its significant adverse environmental effect and is an overriding consideration warranting approval.

12.2.1 Implementation of the 2008 Bicycle Master Plan

The City's 2008 Bicycle Master Plan (BMP) includes a plan for development of over 28 miles of Class I trails in Roseville, including the Dry Creek Greenway East Trail. The project is identified as a priority project in the BMP because of its potential to provide a safe, comfortable, and convenient bicycle route in an area of the City with limited existing options for bicyclists.

The trail would be located in close proximity to several parks, including Maidu Regional Park, Saugstad Park, Eastwood Park, and Willard Dietrich Park. An existing multiuse path along the east side of Rocky Ridge Drive as well as on-street bike lanes on Rocky Ridge Drive currently provide connections from the proposed trail to Maidu Regional Park. Much of the corridor passes through pastoral settings of oak woodland, grassland, and riparian settings, offering opportunities for a variety of recreational pursuits.

The project is identified in the City of Roseville General Plan and the BMP as an alternative for pedestrians and bicyclists to using busy City streets, as well as an important recreational amenity for residents. Because there are currently limited options in the project vicinity for safe, comfortable, and convenient bicycle travel, the City identified the need for development of additional separated bike paths. The BMP identifies Class I off-street bike paths as preferred by Roseville residents because of their alignments through areas with scenic beauty and their limited motorist interaction and crossing vehicle traffic flows. As discussed in the EIR, they are most often used for recreational purposes, but they are also important for commuters where they allow bicyclists to avoid high traffic volume areas, such as highway interchanges or major arterial streets.

12.2.2 Enhanced Connectivity and Access

Enhancing connectivity is an integral part of planning a successful multi-use trail system. Connections to other multi-use trails, on-street bikeways, neighborhoods, business districts and transit increase trail access and promote trail use. The selected project has a number of opportunities for connections to the community and existing and proposed transportation facilities. Table 1 is a list of potential trail connections.

Table 1 Potential Bicycle Trail, Path, and Route System Connections

Point of Connection	Facility Type	Sheet number*	Purpose
Darling Way	Class III (e)	1	Connection to Riverside Avenue business district, Roseville Transit routes A & B, Cirby Elementary School, and Hillcrest, Cherry Glen and Los Cerritos neighborhoods
Saugstad/Royer/ Miners Ravine Trails	Class I (e)	1	Connection to Miners Ravine Trail and Downtown Roseville, including Downtown transit stations, offering transportation and looped recreation opportunities
Riverside Avenue	Class I (p) & Class II (p)	1	Future trail connection to Atkinson Street, Morgan Creek, Dry Creek Parkway Ueda Parkway and Sacramento Northern Trails (part of regional looped trail system) Roseville Transit routes A & B
Hernandez/Machado Way	Class I (e)	1	Neighborhood connection to Hillcrest area

Table 1 Potential Bicycle Trail, Path, and Route System Connections

Point of Connection	Facility Type	Sheet number*	Purpose
Cirby Hills Townhomes	Class I (p)	1	Neighborhood connection to residential community
Windscape Apartments	Class I (p)	1	Neighborhood connection to residential community
Marlin Drive	Class I/II (e)	2	Connection to Eastwood Park, Cirby Side neighborhood and Class II bike lane on Orlando Avenue, which connects to the Louis/Orlando transit station
Tina Way	Footbridge (e)	2	Connection to residential areas along Coloma Way
Sunrise Avenue	Class I (p)	3	Potential connection to Sunrise Avenue business district and Roseville Transit routes A, B, C, & F
Meadow Gate Drive	Class I/III (p)	3	Potential connection to residential neighborhood
Oakridge	Class III (e)	4	Connection to Meadow Oaks, Sierra Gardens and Cirby Ranch areas
Woodlake Lane	Class I (e)	4	Connections to Eich Middle School and Meadow Oaks area
Eich/Sierra Gardens Drive	Class I (e)	5	Connection to middle school and Sierra Gardens neighborhood
Meadowlark Lane	Class I (e)	5	Connection to Maidu Park and Sierra Gardens neighborhood
Rocky Ridge Drive	Class I/II	6	On-street and off-street connection to Maidu Park, including park-n-ride lot, Roseville Transit Routes C & F, and Maidu/South Cirby neighborhoods
Champion Oaks/N. Cirby	Class III (e)	7	On-street connection to Maidu Park and Maidu/South Cirby areas
W. Colonial Parkway	Class III (p)	7 & 8	On-street connection to Maidu/South Cirby areas
Old Auburn Way	Class I/II (p)	8	Class III connection to Citrus Heights & future Class I regional connection to American River Parkway at Beals Point (part of regional looped trail system)

Note: * See Exhibit 3-4 of the Draft EIR for an overview of the map sheet locations.

(p) = proposed; (e) = existing

Class I = Off-Street Bike Paths, located in a separate right of way, for the exclusive use of bicycles and pedestrians, with minimal cross flow by motor vehicles.

Class II = On-Street Bike Lanes, areas within paved streets that are identified by striping and signs for preferential (semi-exclusive) bicycle use.

Class III = On-Street Bike Route, on-street routes where bikes share the road with cars.

Source: City of Roseville's 2008 Bicycle Master Plan - compiled by Psomas Engineering 2013.

As discussed in the Draft EIR (page 3-6), the selected project would also serve as a paved, all-weather access for City maintenance crews. This would provide access to the City's sewer, water, and drainage outfalls that follow the creeks. In addition, the trail and its access points would provide creek maintenance crews with access to remove blockages within the stream channel and maintain conveyance of stormwater. The trail would also provide access for emergency service responders.

12.2.3 Provide Bank Stabilization Elements

During the planning and feasibility study phase, the City identified a need for a fluvial audit to assess the potential risk to the trail because of the future trajectory of the creek and existing bank erosion. The analysis employed a processed-based geomorphic assessment which coupled desk-based analysis of historical aerials, LiDAR data, and specific stream power with a field-based fluvial audit. The fluvial audit characterized various indicators of geomorphic process (e.g., channel reach type, bank erosion, depositional sedimentary bars) as well as factors influencing channel and floodplain morphology (e.g.,

bank protection, sediment input, large woody debris, etc). The analysis concluded there are some areas where there could be future risks of erosion to the trail. As a result, some bank stabilization elements were added in certain areas of the project. The Project Description (Chapter 3 of the Draft EIR) includes a description of these elements.

Without the selected project, the proposed retaining walls in areas susceptible to slumping would not be constructed. Areas currently subject to localized creep, slumping, and small landslides on over-steepened slopes, along incised drainages, and during periods of water saturation would continue to be subject to localized ground failure. Future soil and streambank erosion could continue to occur, creating adverse environmental effects.

12.2.4 Conclusion

Having reduced many of the effects of the project by adopting all feasible mitigation measures and balancing the benefits of the project against the selected project's significant and unavoidable adverse environmental impacts, the City Council hereby determines that the specific overriding social, environmental, and economic benefits of the project set forth above outweigh the potential unavoidable adverse effects of the project on the environment. The City Council finds that the overriding considerations set forth above constitutes a separate and independent basis for finding that the benefits of the project outweigh the unavoidable adverse environmental effect, and warrants approval of the selected project.

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
4.1 Aesthetics			
Impact 4.1-1: Substantially degrade the visual character or quality of the site and its surroundings.	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact 4.1-2: Create a new source of substantial light or glare that would adversely affect day or nighttime views of the area.	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
4.2 Air Quality			
Impact 4.2-1: Short-term construction-generated emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$.	**Mitigation Measure 4.2-1: Reduce construction-related NO_X emissions.** Before approval of grading permits, the construction contractor shall submit for PCAPCD approval, a written calculation demonstrating that the fleet of heavy-duty (> 50 horsepower) off-road equipment used during the project's construction, including owned, leased, and subcontractor vehicles, will achieve the necessary percent reduction in NOX emissions during all construction phases, and for any periods during which multiple phases would overlap, as to not exceed 82 lb/day. Acceptable options for reducing emissions may include reduction in the number of segments constructed in a single day, use of late model-year engines, low-emission renewable diesel fuel, engine retrofit technologies, and/or other effective options as recommended by PCAPCD at the time (see Appendix C of the PCAPCD 2017 CEQA Handbook [PCAPCD 2017:75] for additional options). The calculation shall be provided using PCAPCD's Construction Mitigation Calculator.	LTS	**Finding:** Compliance with Mitigation Measure 4.2-1, which has been required or incorporated into the project, will reduce this impact to a less-than-significant level by achieving NO_x reductions sufficient to ensure construction-generated levels of NO_x would be less than Placer County Air Pollution Control District's threshold. The City Council hereby directs that this mitigation measure be adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** Project implementation would result in construction emissions that could exceed applicable thresholds for NO_x and thus, contribute to the existing nonattainment status of

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
			the Sacramento Valley Air Basin with respect to the California Ambient Air Quality Standards (AAQS) and National AAQS. Significant impacts associated with construction emissions would be reduced to a less-than-significant level by requiring that the off-road construction equipment used or other options as recommended by PCAPCD can be demonstrated to not exceed the District's 82 lb/day threshold (Draft EIR, pp. 4.2-14 through 4.2-17).
Impact 4.2-2: Long-term use-related emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$.	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact 4.2-3: Generation of local mobile-source CO emissions.	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact 4.2-4: Exposure of sensitive receptors to toxic air contaminant (TAC) emissions.	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
4.3 Biological Resources			
Impact 4.3-1: Disturbance and loss of waters of the United States, waters of the state and riparian habitat.	**Mitigation Measure 4.3-1: Wetlands, Waters of the United States, and Water of the State.** This mitigation would apply for the Proposed Trail Alignment, Alignments Options 1A, 1C, and 5A.	LTS	**Finding:** Compliance with Mitigation Measure 4.3-1, which has been required or incorporated into the project, will reduce this impact to a less-than-significant level by compensating for the loss of wetlands,

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	The City shall implement the following measures to compensate for the loss of wetlands, waters of the United States, waters of the State, and riparian habitat: a. The City shall submit a wetland delineation report to USACE and request a preliminary jurisdictional determination. Based on the jurisdictional determination, the City shall determine the exact acreage of waters of the United States and waters of the state that would be filled as a result of project implementation. b. The City shall replace on a "no net loss" basis (minimum 1:1 ratio) (in accordance with USACE, CDFW, and/or RWQCB) the acreage and function of all wetlands and other waters that would be removed, lost, or degraded as a result of project implementation. Wetland habitat shall be replaced at an acreage and location agreeable to USACE, CDFW, and the Central Valley RWQCB and as determined during the Section 401, Section 404 and Section 1602 permitting processes. The ratio of stream habitat restoration/replacement shall consider value for Central Valley steelhead and Chinook salmon (as discussed under Mitigation Measure 4.3-2). Habitat shall either be restored on the affected stream and within City property, or at an approved mitigation bank. In either instance, compensatory mitigation will be approved by USACE, CDFW, and RWQCB. c. The City shall obtain a USACE Section 404 Individual Permit, RWQCB Section 401 certification, and a Section 1602 streambed alteration agreement from CDFW before any groundbreaking activity within 50 feet of any wetland or water of the United States. The City shall implement all permit conditions, which may include contributions to an approved wetland mitigation bank or through the development and implementation of a Compensatory Wetland, Stream and Riparian Mitigation and Monitoring Plan for creating or restoring in-kind habitat in the surrounding area. If mitigation credits are not available, stream and riparian habitat compensation shall include establishment of riparian vegetation on currently unvegetated bank portions of streams affected by the project and enhancement of existing riparian habitat through removal of nonnative species, where appropriate, and planting additional native riparian plants to increase cover, continuity, and width of the existing riparian corridor along streams in the project site and surrounding areas. The ratio of riparian restoration/replacement shall		waters of the United States, waters of the State, and riparian habitat. The City Council hereby directs that this mitigation measure be adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** Project implementation would result in overall permanent loss of wetlands and other waters of the United States and waters of the state and associated riparian habitat. Significant impacts associated with the disturbance or loss of these waters would be reduced to a less-than-significant level by requiring that wetlands and waters be avoided to the extent feasible and that wetlands and waters that cannot be avoided are restored following construction, or if the habitat cannot be restored, that the City compensates for unavoidable losses in a manner that results in no net loss of wetlands and waters. (Draft EIR, pp. 4.3-43 through 4.3-48)

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	consider value for Central Valley steelhead and Chinook salmon (as discussed under Mitigation Measure 4.3-2) as well as City Protected trees and Oak Woodland Habitat (as discussed under Mitigation Measure 4.3-8). Construction activities and compensatory mitigation shall be conducted in accordance with the terms of a streambed alteration agreement as required under Section 1602 of the Fish and Game Code. d. The Compensatory Wetland, Stream and Riparian Restoration and Mitigation and Monitoring Plan shall include the following: 1. identification of compensatory mitigation sites and criteria for selecting these mitigation sites; 2. in kind reference habitats for comparison with compensatory wetland, stream, and riparian habitats (using performance and success criteria) to document success; 3. monitoring protocol, including schedule and annual report requirements (Compensatory habitat shall be monitored for a minimum of three (3) years from completion of mitigation, or human intervention (including recontouring and grading), or until the success criteria identified in the approved mitigation plan have been met, whichever is longer.); 4. ecological performance standards, based on the best available science and including specifications for native riparian plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship (based on characteristics of the existing impacted habitat); at a minimum, compensatory mitigation planting sites must achieve 80 percent survival of planted riparian trees and shrubs by the end of the three-year maintenance and monitoring period or dead and dying trees shall be replaced and monitoring continued until 80 percent survivorship is achieved; 5. corrective measures if performance standards are not met; 6. responsible parties for monitoring and preparing reports; and 7. responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions.		

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
Impact 4.3-2: Interfere substantially with the movement of Central Valley steelhead and Central Valley fall-run Chinook salmon.	**Mitigation Measure 4.3-2: Central Valley Steelhead and Central Valley fall-run Chinook Salmon** This mitigation would apply for the Proposed Trail Alignment, Alignment Options 1A, 1C, and 5A. The City shall implement the following measures, developed based on past consultations with NMFS, to avoid, minimize and/or mitigate potential effects on Central Valley steelhead and Central Valley fall-run Chinook salmon. a. Prior to the onset of work, the qualified biologist shall conduct a mandatory worker environmental awareness training. The training shall educate workers about the importance of avoiding impacts to Central Valley steelhead and Central Valley fall-run Chinook salmon and their habitat. The training shall also cover the relevant permit conditions and avoidance and minimization measures that protect sensitive species and habitats, as well as the penalties for non-compliance with state and federal laws, regulations, and permit requirements. The training shall include information about the life history and habitat requirements of Central Valley steelhead and Central Valley fall-run Chinook salmon and their potential to occur in the project site, as well as the terms and conditions of the Project's Biological Opinions or other authorizing documents (i.e. letter of concurrence). b. Construction activities occurring within creek banks and channel beds shall be limited to the low-flow period (typically June 15 - October 15), unless earlier or later dates are approved by CDFW and NMFS during consultation. By limiting in-water construction activities to this time period, the Project shall limit construction activities to periods when low flow depths and velocities within the project streams are less likely to support Central Valley steelhead or Central Valley fall-run Chinook salmon life stages including adult migration, spawning, and egg incubation periods. c. Fish screens or temporary stream diversion structures shall be installed to exclude Central Valley steelhead and Central Valley fall-run Chinook salmon from areas where in-water and near-water construction activities would be conducted. Installation of fish screens or temporary diversion structures shall prevent access to affected areas in the unlikely event that Central Valley steelhead or Central Valley fall-run	LTS	**Finding:** Compliance with Mitigation Measure 4.3-2, which has been required or incorporated into the project, will reduce this impact to a less-than-significant level by implementing measures to avoid, minimize and/or mitigate potential effects on Central Valley steelhead and Central Valley fall-run Chinook salmon. The City Council hereby directs that this mitigation measure be adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** Project implementation would create construction noise, vibrations, lighting, temporary diversion structures, and temporary creek crossings, resulting in temporary sedimentation and turbidity effects, accidental spills of hazardous materials, potential noise-related disturbances, and loss of shaded riverine aquatic habitat. Significant impacts to Central Valley steelhead and Central Valley fall-run Chinook salmon would be reduced to a less-than-significant level by limiting construction to summer periods, requiring that a qualified biologist be present during the installation of fish screens, requiring the project to incorporate night lighting design that

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	Chinook salmon are present in the project streams during the low-flow period (June 15 - October 15). d. The City shall retain a qualified biologist to monitor the installation of fish screens or temporary stream diversion structures, as well as any other near or in-water construction activities (e.g., installation of RSP along creek banks or below the OHWM, installation and removal of low water crossings, placement of new abutments, rock walls, gabions, and water diversions). Prior to the installation of fish screens or temporary stream diversion structures the biologist shall visually survey the in-water work area for Central Valley steelhead and Central Valley fall-run Chinook salmon. e. Once the biologist confirms that no Central Valley steelhead or Central Valley fall-run Chinook salmon are present in the in-water work area, fish screens or temporary diversion devices shall be installed in a downstream direction, installing the upstream fish screen or temporary diversion device. The biologist shall conduct a second visual survey before the downstream portion of the fish screen or temporary stream diversion is installed. If fish are present within the diversion area, the fish shall be guided out of the in-water work area with nets by the qualified biologist. The need for fish salvage is not anticipated because Central Valley steelhead or Central Valley fall-run Chinook salmon are not likely to be present in the project streams during the low-flow period (June 15 - October 15) – primarily because of excessive summer water temperatures that occur during this period in the Project area. However, fish salvage (or relocation outside of the in-water work areas) shall be conducted as needed should fish be present. f. Before the onset of construction activities, high visibility orange construction fencing shall be installed along the perimeter of Environmentally Sensitive Areas under the supervision of the qualified biologist. Fencing shall be installed along the limits of construction in riparian habitat, minimizing the disturbance of or encroachment on sensitive aquatic and riparian habitats. The contractor shall maintain the project's Environmentally Sensitive Area fencing for the duration of the project and remove it when the project is complete. g. Erosion control BMPs shall be implemented during construction to minimize the potential for erosion, and the mobilization of sediments to project waterways and be consistent with the Open Space Preserve		does not directly shine light on water surfaces, and restoration and enhancement of the riparian corridor. (Draft EIR, pp. 4.3-48 through 4.3-57)

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	Overarching Management Plan (and related USFWS Biological Opinion (81420-2008-F-1958-3). The following erosion and sediment control measures shall be implemented to prevent sedimentation and turbidity, as well as any identified in the SWPPP, 401, 404, or 1602 permits. 1. Soil exposure shall be minimized by limiting the area of construction and disturbance and through the use of temporary BMPs, groundcover, and stabilization measures. These measures may include mulches, soil binders and erosion control blankets, silt fencing, fiber rolls, temporary berms, sediment de-silting basins, sediment traps, and check dams. 2. Pursuant to Section 13-4.03C(3) of the Caltrans Standard Specifications, water pollution control practices shall be implemented within 72 hours of stockpiling material or before a forecasted storm event, whichever occurs first. If stockpiles are being used, soil, sediment, or other debris shall not be allowed to enter storm drains, open drainages, and watercourses. Active and inactive soil stockpiles must be covered with soil stabilization. 3. Plastic mono-filament netting (erosion control matting) or similar material that could trap wildlife shall not be used. Acceptable substitutes include, but are not limited to, jute, coconut coir matting, or tackified hydroseeding compounds. 4. Energy dissipaters and erosion control pads shall be provided at the bottom of slope drains as needed. Other flow conveyance control mechanisms may include earth dikes, swales, or ditches. Stream bank stabilization measures shall also be implemented. 5. Existing vegetation shall be protected, to the extent feasible, to reduce erosion and sedimentation. Vegetation shall be preserved by installing temporary fencing, or other protection devices, around areas to be protected. Where complete removal is not necessary, vegetation shall be cut to ground level with the root systems left intact to prevent erosion and facilitate the recovery of riparian vegetation after project activities are complete. 6. Exposed soils shall be covered by loose bulk materials or other materials to reduce erosion and runoff during rainfall events.		

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	7. Exposed soils shall be stabilized, through watering or other measures, to prevent the movement of dust at the project site caused by wind and construction activities such as traffic and grading activities. 8. All construction roadway areas shall be properly protected to prevent excess erosion, sedimentation, and water pollution. 9. The contractor shall conduct periodic maintenance of erosion and sediment control measures. All erosion and storm water control measures shall be properly maintained for the duration of the project. h. A Spill Prevention and Control Plan shall be developed and implemented by the City, or its contractor, for the duration of the project. Pollution prevention and control BMPs shall be implemented during construction to minimize the risk of hazardous materials being released into waters in the project site. The following pollution and contamination prevention measures shall be implemented to prevent the release of hazardous materials during construction: 1. All equipment and materials shall be stored at least 50 feet from wetlands or waters in the project site unless the equipment is on established paved areas. If storage of equipment or materials within 50 feet of wetlands or waters in the project site is necessary, secondary containment shall be utilized to contain the equipment and materials and prevent discharge of any harmful substances into the soil or aquatic resources. Staging and storage areas for equipment, materials, fuels, lubricants, and solvents shall be located outside of the channel and banks of Dry Creek, Cirby Creek, Linda Creek, and Strap Ravine. 2. Secondary containment shall be provided for stationary equipment such as motors, pumps, generators, and compressors located within or adjacent to the Dry Creek, Cirby Creek, Linda Creek, and Strap Ravine. Any equipment or vehicles driven or operated within or adjacent to these creeks shall be checked and maintained daily to ensure proper working conditions to avoid potential impacts such as leaks. 3. No fueling, cleaning or maintenance of vehicles or equipment, or placement of construction debris, spoils or trash should occur within		

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	50 feet of wetlands or waters in the project site unless it occurs in designated refueling/staging areas on existing paved surfaces with secondary containment in place. Refueling of equipment should occur at approved fuel locations. Contractor shall inspect all equipment/vehicles for leaks prior to use and should inspected regularly during Project inspection. 4. For work that is to occur on existing structures over open flowing portions of Dry Creek, Cirby Creek, Linda Creek, or Strap Ravine, a method of containment such as netting, tarps or similar catchments shall be utilized to catch debris or other potential construction materials and prevent such material from falling into the waters. i. Lighting design shall include measures to limit the amount of light "spill" on water surfaces at night that could lead to predation of juvenile salmonids. To minimize the effects of lighting on salmonids, the City shall prevent lighting that directly shines on the water surfaces of Dry Creek, Cirby Creek, and Linda Creek by minimizing the amount of lighting necessary to safely and effectively illuminate pedestrian areas on bridges and trails, and by shielding and focusing lights on the bridge and trail surfaces and away from water surfaces. j. The project shall avoid impacts to riparian vegetation where feasible, and shall incorporate restoration and enhancement of the riparian corridor into the final design plans and construction specifications and shall develop a riparian and restoration plan (RRP), as part of the Compensatory Wetland, Stream and Riparian Mitigation and Monitoring Plan discussed in Impact 4.3-1, Disturbance and loss of waters of the United States, and Mitigation Measure 4.3-1 that involves onsite enhancements and purchase of mitigation bank credits to compensate for permanent and temporal loss of riparian and SRA cover. The RRP shall include on-site measures such as enhancing riparian vegetation by the planting of native shrub, tree, and understory species to create a more diverse vegetation structure and thus a higher quality habitat for wildlife. The onsite measures in the RRP may also include the planting of willows and other fast-growing native riparian species, which can quickly compensate for the loss of riparian and SRA cover, and will be planted where erosion control (RSP, slope pavement etc.) is installed along stream banks. Permanent impacts to riparian vegetation can also be mitigated with the purchase of credits		

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	(1:1 for riparian and 1.7:1 for SRA cover), and 0.5:1 for temporal loss of riparian vegetation and SRA cover. Restoration and enhancement of the riparian vegetation in the project site (combined with mitigation bank credits) shall result in no net loss of riparian habitat acreage or function and shall increase the quality of habitat for Central Valley steelhead (including Critical Habitat), Central Valley fall-run Chinook salmon (including EFH), and shall be accomplished through development and implementation of the RRP. Permanent impacts to riparian, including SRA, and waters of the United States shall be further analyzed and determined based on final design for each construction phase during Section 7 consultation as part of USACE Section 404 and CDFW Section 1602 permitting. k. Construction techniques shall be implemented to isolate near shore work from waterbodies in the project site. It is anticipated that clear water diversion using a cofferdam or gravel bag berm with impermeable layer would be used. Isolating in-water construction areas behind cofferdams would minimize the potential for turbidity and suspended sediments from reaching levels that could harm Central Valley steelhead, degrade existing Critical Habitat, harm Central Valley fall-run Chinook salmon, or degrade existing EFH. The extent of cofferdam footprints and dewatering shall be kept to the minimum necessary to support construction activities, and creek flow shall not be interrupted or reduced as a result of construction activities. Any fill material used in association with the cofferdams, such as sandbag fill, shall be composed of washed, rounded, spawning-sized gravel between 0.4 and 4 inches in diameter. If authorized by applicable state and federal permits, any of this gravel in contact with flowing water shall be left in place, and distributed manually with hand tools to allow passage for all life stages of fish. Installation and removal of cofferdams and/or gravel bag berms would be restricted to the summer low-flow period.		
Impact 4.3-3: Disturbance or loss of valley elderberry longhorn beetle or its habitat.	**Mitigation Measure 4.3-3a: Avoidance and Minimization Measures** The following measures shall be implemented to avoid or minimize effects to VELB and/or its habitat during construction of the proposed project. a. A worker awareness training program for construction personnel shall be conducted by a qualified biologist prior to beginning construction	LTS	**Finding:** Compliance with Mitigation Measures 4.3-3a through 4.3-3d, which have been required or incorporated into the project, will reduce this impact to a less-than-significant level by implementing

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	activities. The program shall inform all construction personnel about the life history and status of the beetle, requirements to avoid damaging the elderberry plants, and the possible penalties for not complying with these requirements. Written documentation of the training shall be submitted to the USFWS within 30 days of its completion. b. If elderberry shrubs can be retained within the project footprint, the City shall avoid indirect impacts by implementing the following measures, to the extent feasible, or equivalent measures agreed to in consultation with USFWS. Minimization measures include: 1. Avoidance Area. An avoidance area shall be established at least 20 feet from the drip-line of an elderberry shrub for any activities that may damage or kill the elderberry shrub (e.g., trenching, paving, etc.). 2. Fencing. All areas to be avoided during construction activities shall be fenced and/or flagged as close to construction limits as feasible. 3. Signage. Signage shall be posted every 50 feet along the buffer area with the following information, "This area is habitat of the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines, and imprisonment." The signs shall be clearly readable from a distance of 20 feet, and must be maintained for the duration of construction. 4. Timing. To the extent feasible, all activities that could occur within 165 feet of an elderberry shrub, shall be conducted outside of the VELB flight season (March - July). 5. Erosion Control and Revegetation. Erosion control measures will be implemented to restore areas disturbed within 165 feet of elderberry shrubs and the affected area will be re-vegetated with appropriate native plants. 6. Chemical Usage. Herbicides will not be used within the drip-line of the shrub. Insecticides will not be used within 100 feet of an elderberry shrub. All chemicals will be applied using a backpack sprayer or similar direct application method.		measures to avoid or minimize effects to VELB and/or its habitat during construction. The City Council hereby directs that this mitigation measure be adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** Project implementation would result in the direct removal of elderberry shrubs, ground-disturbing construction within the root zone of the shrubs, and permanent removal of riparian habitat. Significant impacts to VELB would be reduced to a less-than-significant level by requiring the protection of those elderberry shrubs that would not need to be removed, and in consultation with USFWS the transplanting of elderberry shrubs to a USFWS-approved location and the purchasing of credits. (Draft EIR, pp. 4.3-57 through 4.3-66)

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	7. Mowing. Mechanical weed removal within the drip-line of the shrub shall be limited to the season when adults are not active (August - February) and shall avoid damaging the elderberry. 8. Pre-construction and post-construction surveys. Pre-construction surveys shall document compliance with mitigation measures. The post-construction survey shall confirm that there was no additional damage to any of the elderberry shrubs than as described in this document. 9. Construction monitoring. A qualified biologist shall monitor the work area at project-appropriate intervals to assure that all avoidance and minimization measures are implemented. The amount and duration of monitoring will depend on the project specifics and shall be discussed with a USFWS biologist. 10. Elderberry Shrub Protection and Management Plan. The City will develop as part of the Section 7 consultation process with USFWS for the Dry Creek Greenway Multi-Use Trail project an elderberry shrub protection and management plan that will include how the buffer areas are to be protected, restored, and maintained after construction is completed and the City will ensure that ground-disturbing activities on the project site do not alter the hydrology for shrubs to be protected or otherwise affect the likelihood of vigor or survival of elderberry shrubs. The Elderberry Shrub Protection and Management Plan shall be consistent with the City's Open Space Preserve Overarching Management Plan. **Mitigation Measure 4.3-3b: Removing/Transplanting Individual Elderberry Shrubs** a. Elderberry shrubs that are in the path of construction activities and cannot be avoided shall be removed and if feasible, transplanted, according to Table 4.3-5. A Biological Opinion from USFWS will be obtained prior to removal or transplanting of elderberry shrubs. Removal of a shrub may either include the roots or just the removal of the above-ground portion of the plant. If feasible, the entire root ball shall be removed, and the shrub transplanted. b. Elderberry shrubs requiring removal shall be transplanted as close as feasible to its original location within City-owned property or as approved by USFWS. Elderberry shrubs may be relocated adjacent to		

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact

the project footprint if: 1) the planting location is suitable for elderberry growth and reproduction; and 2) the City is able to provide long-term protection to the shrub and ensure that the shrub becomes reestablished.

c. If these criteria cannot be met, the shrub may be transplanted to an appropriate USFWS-approved mitigation site.

d. Any elderberry shrub that is unlikely to survive transplanting because of poor condition or location, or a shrub that would be extremely difficult to move because of access problems, may not be appropriate for transplanting. The following transplanting guidelines shall be used to guide removal and transplanting of elderberry shrubs on the project site:

1. A qualified biologist shall be on-site for the duration of transplanting activities to assure compliance with avoidance and minimization measures and other conservation measures.
2. Exit-hole surveys shall be completed immediately before transplanting. The number of exit holes found, GPS location of the plant to be relocated, and the GPS location of where the plant is transplanted shall be reported to the USFWS and to the California Natural Diversity Database (CNDDB).
3. Elderberry shrubs shall be transplanted when the shrubs are dormant (November through the first two weeks in February) and after they have lost their leaves. Transplanting during the non-growing season will reduce shock to the shrub and increase transplantation success.
4. Transplanting shall follow the most current version of the ANSI A300 (Part 6) guidelines for transplanting (http://www.tcia.org/).

Table 4.3-5 Mitigation for Loss of Individual Shrubs According to Preliminary Project Design

Shrub ID	Proposed Trail Alignment	Alignment Option 1A	Alignment Option 1C	Alignment Option 5A
ES24	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible

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Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact

ES25	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES26	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES31	Transplant if feasible	No Impact	Transplant if feasible	Transplant if feasible
ES32	Transplant if feasible	No Impact	No Impact	Transplant if feasible
ES33	Transplant if feasible	No Impact	Transplant if feasible	Transplant if feasible
ES34	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES35	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES36	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES37	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES38	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES39	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES40	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES41	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible
ES42	Transplant if feasible	Transplant if feasible	Transplant if feasible	Transplant if feasible

Mitigation Measure 4.3-3c: Compensatory Mitigation for Loss of Riparian Habitat

a. The following compensatory mitigation addresses impacts to VELB habitat through compensating for the permanent loss of riparian habitat within 165 feet of elderberry shrubs. Table 4.3-6 lists the total riparian habitat that is anticipated to be lost, according to the preliminary project

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact

design, and the corresponding credits that shall be purchased to replace habitat lost at a 3:1 ratio, as outlined in the VELB framework (USFWS 2017b). The exact amount of compensation shall be as agreed to by USFWS, per Section 7 consultation under the Federal Endangered Species Act.

Table 4.3-6 Potential Valley Elderberry Longhorn Beetle Habitat-Level Compensation

Project Alternative Options	Compensation Ratio	Loss of Riparian Habitat (acres)	Acres of Credit[1]	Total Credit Purchase[2]
Proposed Trail Alignment	3:1	1.22	3.66	89
Alignment Option 1A	3:1	0.89	2.67	65
Alignment Option 1C	3:1	1.41	4.23	103
Alignment Option 5A	3:1	1.22	3.66	89

[1] Acre(s) of credit = Compensation Ratio X Total Acres of Riparian Habitat Permanently Lost within 165 Feet of Elderberry Shrubs

[2] Formula for Credit Purchase: 1 credit = 0.041 acres

b. If the City chooses not to purchase credits at a USFWS-approved bank, they shall follow USFWS requirements for providing a permanent conservation area that meets USFWS criteria and approval, as described in the VELB Framework (USFWS 2017b).

Mitigation Measure 4.3-3d: Consultation with USFWS

Caltrans, as the federal designated agency, will consult with USFWS under Section 7 of ESA for approval of transplanting and compensatory measures outlined in Mitigation Measures 4.3-3b and 4.3-3c prior to project construction.

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
Impact 4.3-4: Disturbance or loss of Swainson's hawk, white-tailed kite, and other nesting raptors.	**Mitigation Measure 4.3-4: Nesting Raptors** This mitigation would apply for the Proposed Trail Alignment, Alternative Alignments 1A, 1C, and 5A. The following measures shall be implemented to avoid, minimize and fully mitigate impacts to Swainson's hawk, white-tailed kite, as well as other raptors. a. For project activities, including tree removal, that begin between February 15 and September 15, a qualified biologist shall conduct preconstruction surveys for nesting raptors and to identify active nests on and within 0.25 mile of the project site with direct line of sight from public access areas with the use of binoculars and spotting scopes to the proposed work areas. The surveys shall be conducted before the beginning of any construction activities between February 15 and September 15. b. The City shall attempt to initiate upland construction activities before the nest initiation phase (i.e., before February 15). If breeding raptors establish an active nest site, as evidenced by nest building, egg laying, incubation, or other nesting behavior, near the construction area, they shall not be harassed or deterred from continuing with their normal breeding activities. c. Impacts to nesting raptors shall be avoided by establishing appropriate buffers around active nest sites identified during preconstruction raptor surveys. No project activity shall commence within the buffer areas until a qualified biologist has determined the young have fledged, the nest is no longer active, or reducing the buffer, in coordination with CDFW, would not likely result in nest abandonment. CDFW guidelines recommend implementation of 500 feet for raptors, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with CDFW, determine that such an adjustment would not likely adversely affect the nest. Monitoring of the nest by a qualified biologist during construction activities shall be required if the activity has potential to adversely affect the nest. d. Trees shall not be removed during the breeding season for nesting raptors unless a survey by a qualified biologist verifies that there are not active nests within the trees or within 500 feet of the trees proposed to be removed. Loss of trees that provide potential nesting habitat shall	LTS	**Finding:** Compliance with Mitigation Measure 4.3-4, which has been required or incorporated into the project, will reduce this impact to a less-than-significant level by implementing measures to avoid, minimize and fully mitigate impacts to Swainson's hawk, white-tailed kite, as well as other raptors. The City Council hereby directs that this mitigation measure be adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** Project implementation would result in removal of trees within oak woodland and riparian habitat, leading to the potential direct removal or disturbance of active raptor nests. Significant impacts to nesting raptors would be reduced to a less-than-significant level by identifying nests, removing vegetation and trees outside of the nesting season, conducting pre-construction surveys if construction activities are to occur during the nesting season, and mitigating for the loss of oaks and riparian trees. (Draft EIR, pp. 4.3-66 through 4.3-69)

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	be compensated by planting replacement trees according to Mitigation Measure 4.3-1 (wetlands/riparian trees) and Mitigation Measure 4.3-8 (protected oak trees).		
Impact 4.3-5: Disturbances to special-status song birds.	**Mitigation Measure 4.3-5: Special-status birds** This mitigation would apply for the Proposed Trail Alignment, Alignment Option 1A, 1C, and 5A. The following measures shall be implemented and are intended to avoid, minimize, and fully mitigate impacts to nesting special-status birds. a. The City shall ensure that before any ground-disturbing project activities begin for a given proposed trail segment, a qualified biologist shall identify potential habitat for nesting special-status bird species in areas that could be affected during the breeding season by construction. b. If vegetation removal or other disturbance related to construction of the trail segment is required during the nesting season, focused surveys for active nests of special-status birds shall be conducted before and within 5 days of initiating construction by a qualified biologist. The appropriate area to be surveyed and timing of the survey may vary depending on the activity and species that could be affected. If no active nests are found during focused surveys, no further action under this measure shall be required. c. If an active special-status bird nest is located during the preconstruction surveys, the biologist shall notify the City and the City shall notify CDFW. Construction shall be prohibited within a minimum of 25 feet of the nest to avoid disturbance until the nest is no longer active. d. If construction stops for more than 5 days during the nesting season, a follow up survey shall be conducted to make sure that no birds moved into the area and started nesting.	LTS	**Finding:** Compliance with Mitigation Measure 4.3-5, which has been required or incorporated into the project, will reduce this impact to a less-than-significant level by implementing measures to avoid, minimize and fully mitigate impacts to nesting special-status birds. The City Council hereby directs that this mitigation measure be adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** Project implementation would result in vegetation clearing and other construction activities which could result in the loss of individuals or nests, or disruptions to nesting attempts, special-status bird species if they nest in the project area in the future. Significant impacts to nesting special-status birds would be reduced to a less-than-significant level by identifying potential habitat, conducting pre-construction surveys if construction activities are to occur during the nesting season, and prohibiting construction within a minimum of 25 feet of an active nest. (Draft EIR, pp. 4.3-70 through 4.3-72)

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
Impact 4.3-6: Disturbance or loss of Western pond turtle.	**Mitigation Measure 4.3-6: Western Pond Turtle.** This mitigation would apply for the Proposed Trail Alignment, Alignment Options 1A, 1C, and 5A. a. Implement Mitigation Measure 4.3-1. b. Before ground disturbance, all onsite construction personnel shall be instructed by a qualified biologist regarding the potential presence of western pond turtle, the importance of avoiding impacts on this species and its habitat, and recognition of western pond turtle and its habitat(s). c. Within 24 hours before beginning construction activities within 200 feet of suitable aquatic habitat for western pond turtle, a qualified biologist shall inspect areas of anticipated disturbance for the presence of western pond turtle nests and individuals. If nests are found, a 100-foot no disturbance buffer shall be erected and maintained until the turtles have hatched and no obstructions between the nest and aquatic habitat shall be created. No vegetation clearing will be allowed within the buffer to shelter the turtles from the elements and potential predators. d. If adult and juvenile turtles are found during preconstruction, dewatering, or fish rescue operations, the biologist shall relocate the western pond turtle to the nearest suitable habitat outside of the area of disturbance. The construction area shall be re-inspected whenever a lapse in construction activity of two weeks or more has occurred. The biologist shall be available thereafter; if a turtle is encountered during construction activities, the biologist shall relocate the western pond turtle to the nearest suitable aquatic habitat outside the area of disturbance. As suitable habitat is located throughout the area, it is not anticipated that turtles would be relocated far from construction areas and that they would recolonize following construction. e. After completion of project-related construction activities, any temporary fill and construction debris shall be removed, and temporarily disturbed areas shall be restored to pre-project conditions. Restoration of grassland and riparian habitat shall be conducted as applicable under Mitigation Measure 4.3-1 (for riparian vegetation) and Mitigation Measure 4.3-4 (for grassland habitat) in proximity to the stream corridors.	LTS	**Finding:** Compliance with Mitigation Measure 4.3-6, which has been required or incorporated into the project, will reduce this impact to a less-than-significant level by avoiding or relocating western pond turtles. The City Council hereby directs that this mitigation measure be adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** Project implementation would result in vegetation-clearing and other construction activities that could result in the loss of individuals or nests, or disruptions to nesting attempts, of western pond turtle. Significant impacts to western pond turtles would be reduced to a less-than-significant level by identifying and avoiding western pond turtle nest sites or temporarily relocating individuals outside of the construction area. (Draft EIR, pp. 4.3-72 through 4.3-74)

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
Impact 4.3-7: Disturbance or loss of special-status bats – pallid bat and silver-haired bat.	**Mitigation Measure 4.3-7: Special-status bats** This mitigation would apply for the Proposed Trail Alignment, Alternative Alignments 1A, 1C, and 5A. a. Bat surveys shall be conducted by a qualified wildlife biologist within 5 days before removal of trees that have suitable roosting habitat for bats. Specific survey methodologies shall be determined in coordination with CDFW, and may include visual surveys of bats (e.g., observation of bats during foraging period), inspection for suitable habitat, bat sign (e.g., guano), or use of ultrasonic detectors (e.g., Petterson, Anabat, Wildlife Acoustics). Removal of any significant roost sites located shall be avoided to the extent feasible with a non-disturbance buffer of 250-feet. If it is determined that an active roost site cannot be avoided and will be affected, bats shall be excluded from the roost site before the site is removed. The City shall first notify and consult with CDFW on appropriate bat exclusion methods and roost removal procedures. Exclusion methods may include use of one-way doors at roost entrances (bats may leave, but not reenter), or sealing roost entrances when the site can be confirmed to contain no bats. Once it is confirmed that all bats have left the roost, crews shall be allowed to continue work in the area. The City may have to provide temporary suitable bat roosting habitat (i.e. bat boxes), prior, during, and after exclusion to provide bat roosting habitat. b. Exclusion efforts shall be restricted during periods of sensitive activity (e.g., during winter hibernation or while females in maternity colonies are nursing young [generally, April 15 through August 15]). If a hibernation or maternity roosting site is discovered, the project biologist and the City shall consult with CDFW to establish appropriate exclusionary buffers until all young are determined to be able to fly by the project biologist. Once it is determined that all young are able to fly, passive exclusion devices shall be installed and all bats will be allowed to leave voluntarily. Once it is determined by a qualified biologist that all bats have left the roost, crews shall be allowed to work within the buffer zone.	LTS	**Finding:** Compliance with Mitigation Measure 4.3-7, which has been required or incorporated into the project, will reduce this impact to a less-than-significant level by implementing measures to avoid and minimize impacts to special-status bats. The City Council hereby directs that this mitigation measure be adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** Project implementation would result in vegetation clearing and other construction activities that could result in the loss of individuals or bat roosts, or disruptions to maternity roosts, of silver-haired bat and pallid bat. Significant impacts to special-status bats would be reduced to a less-than-significant level by conducting bat surveys and restricting exclusion efforts during periods of sensitive activity. (Draft EIR, pp. 4.3-74 through 4.3-77)
Impact 4.3-8: Disturbance or loss of City protected trees, Valley Oak Woodland, and other	**Mitigation Measure 4.3-8: Avoid impacts or mitigate for impacts to Valley Oak Woodland, and other Sensitive Vegetation Alliances and Associations (previously known as Sensitive Natural Communities)**	LTS	**Finding:** Compliance with Mitigation Measure 4.3-8, which has been required or incorporated into the

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
Sensitive Vegetation Alliances and Associations.	This mitigation would apply for the Proposed Trail Alignment, Alignment Option 1A, 1C, and 5A. a. To the maximum extent feasible, oak and riparian trees shall be avoided where possible and protection measures shall be implemented to protect oak woodlands, riparian areas and associated native trees from project-related impacts. The following measures shall be implemented for oak and riparian trees that would be impacted by project activities to avoid and minimize potential impacts to individual oak and riparian trees: 1. Temporary protective fencing shall be installed at least one foot outside the dripline of the native oak tree before initiating construction to avoid damage to the tree canopy and root system. A circle with a radius measurement from the trunk of the tree to the tip of its longest limb will constitute the dripline protection area for each tree. Limbs must not be cut back to change the dripline. The area beneath the dripline is a critical portion of the root zone and defines the minimum protected area of each tree. Removing limbs that make up the dripline does not change the protected area. 2. No vehicles, construction equipment, mobile home/office, supplies, materials or facilities shall be driven, parked, stockpiled or located within the dripline of the native oak trees. 3. No grading shall be allowed within the dripline of the native oak tree. 4. No trenching shall be allowed within the dripline of the native oak tree. If it is necessary to install underground utilities within the dripline of the native oak tree, the utility line shall be jacked and bored under the supervision of a certified arborist. 5. Drainage patterns onsite shall not be modified so that water collects or stands within, or is diverted across, the dripline of any native oak tree. 6. If ground disturbance must occur within the protected zone of a native oak tree, all work shall occur consistent with the City's Tree Preservation Ordinance requirements. b. For those trees that cannot be avoided, the City shall comply with any riparian habitat conditions to comply with the Compensatory Wetland, Stream and Riparian Mitigation and Monitoring Plan that will be		project, will reduce this impact to a less-than-significant level by implementing measures to avoid, minimize and fully mitigate impacts to sensitive vegetation alliances. The City Council hereby directs that this mitigation measure be adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** Project implementation would result in vegetation clearing and other construction activities that could result in the loss of sensitive vegetation alliances, such as valley oak riparian woodlands and riparian habitat. Significant impacts to sensitive vegetation alliances would be reduced to a less-than-significant level because the City would be required to identify and avoid oaks, oak woodlands and riparian habitat or provide compensation for loss of oaks, riparian trees, oak woodland and riparian habitat through enhancement of existing habitats, creation and management of oak woodland and riparian habitat, conservation easements, or other appropriate measures. (Draft EIR, pp. 4.3-77 through 4.3-80)

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	developed during the Section 404, Section 401, and Section 1602 permitting process as described in Mitigation Measure 4.3-1. Additionally, the City shall implement the following: 1. An arborist report shall be conducted to identify the species and quantities of trees that will be removed to implement the project. 2. If native oak trees are removed, they shall be replaced as outlined in the City's Tree Preservation Ordinance 19.66.070. A Tree Planting and Maintenance Plan showing species, size, spacing and location of plantings, and the location and species of established vegetation shall be prepared. A monitoring program shall also be established to ensure compliance with any prescribed mitigation measures established by the project and to monitor the oak woodland restoration area. 3. Fully implement Mitigation Measure 4.3-1, which requires the City to secure and comply with a CDFW Streambed Alteration Agreement that would include a riparian restoration component.		
Impact 4.3-9: Disturbance or loss of special-status plants – Sanford's arrowhead.	**Mitigation Measure 4.3-9: Special-status plants – Sanford's arrowhead.** This mitigation would apply for the Proposed Trail Alignment, Alternative Alignments 1A, 1C, and 5A. The City shall implement the following measures to reduce potential impacts on Sanford's arrowhead: a. Prior to project construction and during the blooming period for Sanford's arrowhead (May – November), a qualified botanist shall conduct floristic-level surveys for Sanford's arrowhead in areas where potentially suitable habitat would be removed or disturbed by project activities. The normal blooming period for Sanford's arrowhead generally indicates the optimal survey period when the species is most identifiable. b. If no Sanford's arrowhead plants are found, the botanist shall document the findings in a letter report to the City of Roseville and CDFW and no further mitigation shall be required. c. If Sanford's arrowhead plants are found that cannot be avoided during construction, the City shall consult with CDFW to determine the appropriate mitigation measures for direct and indirect impacts that	LTS	**Finding:** Compliance with Mitigation Measure 4.3-9, which has been required or incorporated into the project, will reduce this impact to a less-than-significant level by implementing measures to avoid, minimize and fully mitigate impacts to Sanford's arrowhead. The City Council hereby directs that this mitigation measure be adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** Project implementation would result in vegetation clearing and other in-water construction activities

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	could occur as a result of project construction and shall implement the agreed-upon mitigation measures to achieve no net loss of occupied habitat or individuals. Mitigation measures may include preserving and enhancing existing populations, creation of offsite (but within the stream reach) populations on project mitigation sites through seed collection or transplantation, and/or restoring or creating suitable habitat in sufficient quantities to achieve no net loss of occupied habitat and/or individuals. Potential mitigation sites could include suitable locations along the stream but outside of the construction areas. A mitigation and monitoring plan shall be developed describing how unavoidable losses of special-status plants will be compensated. d. If relocation efforts are part of the mitigation plan, the plan shall include details on the methods to be used, including collection, storage, propagation, receptor site preparation, installation, long-term protection and management, monitoring and reporting requirements, success criteria, and remedial action responsibilities should the initial effort fail to meet long-term monitoring requirements. e. Success criteria for preserved and compensatory populations shall include: 1. The extent of occupied area and plant density (number of plants per unit area) in compensatory populations shall be equal to or greater than the affected occupied habitat. 2. Compensatory and preserved populations shall be self-producing. Populations shall be considered self-producing when: I. plants reestablish annually for a minimum of five years with no human intervention such as supplemental seeding; II. reestablished and preserved habitats contain an occupied area and flower density comparable to existing occupied habitat areas in similar habitat types in the project vicinity. 3. If off-site mitigation includes dedication of conservation easements, purchase of mitigation credits, or other off-site conservation measures, the details of these measures shall be included in the mitigation plan, including information on responsible parties for long-term management, conservation easement holders, long-term management requirements, success criteria such as those listed		that could result in the loss of Sanford's arrowhead. Significant impacts to Sanford's arrowhead would be reduced to a less-than-significant level by requiring the City to identify and avoid Sanford's arrowhead plants or provide compensation for loss of Sanford's arrowhead plants through enhancement of existing populations, creation and management of offsite populations, conservation easements, or other appropriate measures. (Draft EIR, pp. 4.3-80 through 4.3-83)

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	above and other details, as appropriate to target the preservation of long term viable populations.		
Impact 4.3-10: Impacts on movement of native resident or migratory fish or wildlife species or migratory wildlife corridors or impede the use of native wildlife nursery sites.	**Mitigation Measure 4.3-10: Movement of native resident or migratory fish or wildlife species or migratory wildlife corridors or impede the use of native wildlife nursery sites.** This mitigation would apply for the Proposed Trail Alignment, Alternative Alignments 1A, 1C, and 5A. Implementation of Mitigation Measure 4.3-1 and Mitigation Measure 4.3-2 would ensure that impacted habitats are mitigated for or restored, and work windows would prevent impact to migratory fish species. The work windows would allow the fish to freely use the stream corridors during migration to and from the streams. Impacted habitats (i.e., aquatic, riparian and SRA) would be restored or mitigated for and although affected their long-term function as breeding or nursery site would not be impacted. a. Implement Mitigation Measure 4.3-1 Wetlands, Waters of the United States, waters of the state and riparian habitat. b. Implement Mitigation Measure 4.3-2 Central Valley Steelhead and Central Valley Fall-run Chinook Salmon.	LTS	**Finding:** Compliance with Mitigation Measure 4.3-10, which has been required or incorporated into the project, will reduce this impact to a less-than-significant level by ensuring that impacted habitats are mitigated for or restored, and work windows would prevent impact to migratory fish species. The City Council hereby directs that this mitigation measure be adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** Project implementation would result in disturbances that have the potential to harass and disrupt migratory behavior and spawning sites of Central Valley steelhead and/or Central Valley fall-run Chinook salmon. Significant impacts to migratory fish, their breeding and nursery habitat to less-than-significant level because the City would have to secure permits from Federal and State Agencies (i.e. Sections 401, 404, and 1602 permits) that would restrict work windows to those when these species are not expected to be within the stream corridor, would require the City to mitigate for the loss of aquatic and

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
			riparian, and although the aquatic and riparian habitat would be temporarily affected, it would not result in substantial effects migratory fish movement or to their breeding or nursery sites. (Draft EIR, pp. 4.3-83 through 4.3-85)
4.4 Cultural Resources			
Impact 4.4-1: Disturb archaeological resources, including tribal cultural resources.	**Mitigation Measure 4.4-1: Proper Handling of Archaeological Resources.** This mitigation would apply for the Proposed Trail Alignment, Alignment Options 1A, 1C, and 5A. A minimum of seven days prior to beginning earthwork or other soil disturbance activities, the City shall notify UAIC of the proposed earthwork start-date. As part of this notification, a UAIC tribal representative shall be invited to inspect the project site, including any soil piles, trenches, or other disturbed areas, within the first five days of groundbreaking activity. During this inspection, a site meeting of construction personnel shall also be held to afford the tribal representative the opportunity to provide cultural resources awareness information. If any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains are encountered during this initial inspection or during any subsequent construction activities, work shall be suspended within 100 feet of the find, and the City's Project Manager shall immediately notify the City of Roseville Development Services Director. The City's Project Manager, in consultation with the City's Environmental Coordinator, shall coordinate any necessary investigation of the site with a qualified archaeologist approved by the City, and as part of the site investigation and resource assessment the archeologist shall consult with the UAIC and provide proper management recommendations should potential impacts to the resources be found by the City to be significant. A written report detailing the site assessment, coordination activities, and management recommendations shall be provided to the City by the qualified archaeologist. Possible management recommendations for unique archaeological resources could include resource avoidance or, where avoidance is infeasible in light of project design or layout or is	LTS	**Finding:** Compliance with Mitigation Measure 4.4-1, which has been required or incorporated into the project, will reduce this impact to a less-than-significant level by allowing a UAIC tribal representative to inspect the site during the first week of ground disturbance activities. If any resources are unearthed during construction all work will be suspended within 100 feet of the find and appropriate agencies contacted. The City Council hereby directs that this mitigation measure be adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** Construction of the proposed project could result in the discovery of unknown subsurface resources. Significant impacts associated with the potential disturbance of unknown archeological resources would be reduced to a less-than-significant level by ensuring a UAIC tribal monitor is

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	unnecessary to avoid significant effects, preservation in place or other measures. The contractor shall implement any measures deemed by City staff to be necessary and feasible to avoid or minimize significant effects to the cultural resources.		present and the proper agencies are contacted in the event something is discovered. (Draft EIR, pp. 4.4-11 through 4.4-14)
Impact 4.4-2: Accidental discovery of human remains.	**Mitigation Measure 4.4-2: Stop work if human remains are discovered.** This mitigation would apply for the Proposed Trail Alignment, Alignment Options 1A, 1C, and 5A. If human remains are discovered during any construction activities, potentially damaging ground-disturbing activities in the area of the remains shall be halted immediately, and the project applicant shall notify the Placer County coroner and the NAHC immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the NAHC to be Native American, the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The City shall also retain a professional archaeologist with Native American burial experience to assist the City of Roseville, the landowner, and the MLD with any management steps prescribed in California Health and Safety Code Section 7050.5 and California PRC Section 5097.98. Following the coroner's and NAHC's findings, the NAHC-designated MLD and the landowner shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in California Public Resources Code Section 5097.94.	LTS	**Finding:** Compliance with Mitigation Measure 4.4-2, which has been required or incorporated into the project, will reduce this impact to a less-than-significant level by notifying the Placer County coroner and the NAHC immediately upon discovery of any human remains during construction activities, according to PRC Section 5097.98and Section 7050.5 of California's Health and Safety Code. The City Council hereby directs that this mitigation measure be adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** Construction of the proposed project could result in the discovery of human remains. Significant impacts associated with the potential disturbance of human remains would be reduced to a less-than-significant level by ensuring actions would be implemented to avoid, move, record, or otherwise treat the remains appropriately, in accordance with pertinent laws and regulations (Draft EIR, pp. 4.4-14 through 4.4-16)

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
4.5 Geology and Soils			
Impact 4.5-1: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, or landslides.	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact 4.5-2: Result in substantial soil erosion or the loss of topsoil.	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact 4.5-3: 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.	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact 4.5-4: Be located on expansive soil, creating a substantial risk to life or property.	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact 4.5-5: Destroy a unique paleontological resource.	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
4.6 Greenhouse Gas Emissions and Climate Change			
Impact 4.6-1: Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
4.7 Hazards and Hazardous Materials			
Impact 4.7-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact 4.7-2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release or hazardous materials into the environment.	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact 4.7-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or wastes within 0.25 mile if an existing or proposed school.	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact 4.7-4: Impair implementation of, or physically interfere with, an adopted emergency evacuation plan or emergency response plan.	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact 4.7-5: Expose people or structures to a significant risk of loss, injury, or death involving	**Mitigation Measure 4.7-5: Clear flammable materials within the project site prior to construction.**	LTS	**Finding:** Compliance with Mitigation Measure 4.7-5, which has been required or incorporated into the

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
wildland fires, including where wildlands are located adjacent to urbanized areas or where residences are intermixed with wildlands during project construction.	This mitigation would apply for the Proposed Trail Alignment, Alignment Options 1A, 1C, and 5A. If dry vegetation or other fire fuels exist on or near staging areas, welding areas, or any other area on which equipment will be operated, contractors shall clear the immediate area of fire fuel prior to construction. To the extent feasible, areas subject to construction activities will be maintained free of fire fuel and debris during the course of construction. To avoid impacts to natural resources, areas to be cleared and appropriate clearing methods shall be identified with the assistance of a qualified biologist.		project, will reduce this impact to a less-than-significant level by clearing staging areas, welding areas, or any other area on which equipment will be operated of fire fuel. The City Council hereby directs that this mitigation measure be adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** Construction of the proposed project could expose people or structures to wildfire risks. Significant impacts associated with construction-related impacts associated with the potential for loss, injury, or death due to wildfire would be reduced to a less-than-significant level by removing fire fuels from construction sites and substantially decreasing the potential for construction activities to ignite a wildfire. (Draft EIR, pp. 4.7-14 through 4.7-15)
Impact 4.7-6: Use-related exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are located adjacent to urbanized areas or where residences are intermixed with wildlands.	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
4.8 Hydrology and Water Quality			
Impact 4.8-1: Potential to violate any water quality standards or waste discharge requirements, or to otherwise degrade water quality.	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact 4.8-2: Potential to substantially alter existing drainage patterns or to create runoff volume that would exceed the capacity of drainage systems or result in erosion, siltation, or flooding.	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact 4.8-3: Alter or redirect 100-year flood flows, or expose people or structures to risk of injury or damage by flood waters.	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
4.9 Land Use and Planning			
Impact 4.9-1: Consistency with applicable land use plans.	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact 4.9-2: Physically divide an established community.	None required	Beneficial	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
4.10 Noise			
Impact 4.10-1: Short-term construction-related noise.	**Mitigation Measure 4.10-1: Employ Noise-Reducing Construction Practices**	SU	**Finding:** Compliance with Mitigation Measure 4.10-1, which has been required or incorporated into the

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	This mitigation will apply to the Proposed Trail Alignment and Alignment Options 1A, 1C, and 5A. Feasible measures that can be used to limit construction noise include the following: ◢ Locate stationary noise generating construction equipment as far as feasible from noise-sensitive uses. ◢ Do not idle inactive construction equipment for prolonged periods (i.e., more than 5 minutes). ◢ Prohibit unmuffled engine exhaust systems. All construction equipment powered by gasoline or diesel engines shall have factory-installed sound control devices, or sound control devices that are at least as effective as those originally provided by the manufacturer, and all equipment shall be operated and maintained in good working order to minimize noise generation pursuant to Section 9.24.030 of the Noise Ordinance. ◢ The contractor shall provide advance written notification to owners and renters of buildings located within 50 feet of construction activities. The notice shall explain when construction is expected. The notice shall include contact information for the project manager. ◢ When construction occurs outside of the typical daytime and early evening hours (7:00 a.m. – 7:00 p.m. Monday-Friday and 8:00 a.m. – 8:00 p.m. Saturday and Sunday) or within 50 feet of noise sensitive commercial or office buildings, the use of noise-generating construction equipment will be avoided to the extent feasible. When not feasible, construction contractors will specify proposed noise-reducing construction practices or alternative schedules that will be employed to reduce construction noise. Measures specified by the contractors will be reviewed and approved by the City prior to construction activities. In these situations, feasible noise reduction measures include the following: ◤ Alternative construction schedule to minimize disturbance to normal office operations; and/or ◤ Use temporary noise-reducing barriers positioned between noise-generating equipment (including hand operated jack hammers) and the sensitive receptor building. Such barriers may include commercially manufactured noise-insulating blankets/quilts or as equal materials with similar noise reduction performance as		project, would reduce noise impacts associated with construction activities, but not to a less-than-significant level. The City Council, therefore, finds that there are no feasible changes or alterations that could be incorporated into the project to avoid the significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** There are no other feasible mitigation measures or feasible project alternatives that will further mitigate, avoid, or reduce to a less-than-significant level this temporarily significant environmental impact. This City Council chooses to approve the project because, in its view, the economic, social, technological, and other benefits resulting from the project substantially outweigh the significant and unavoidable short-term construction-related noise impact, per the Overriding Considerations described above.

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	approved by the resident engineer. When temporary barrier units are joined together, the mating surfaces shall be flush with each other with no gaps.		
Impact 4.10-2: Long-term increases in use-related noise.	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact 4.10-3: Exposure to construction-related groundborne vibrations.	**Mitigation Measure 4.10-3: Reduce exposure to construction-generated ground vibration.** This mitigation will apply to the Proposed Trail Alignment and Alignment Options 1A, 1C, and 5A. Construction documents shall specify construction practices that reduce the adverse effects of ground vibration associated with project construction activities. Measures specified by the design engineer will be reviewed and approved by the City prior to approval of the plans and specifications and may include, but are not limited to, the measures listed below. ◢ Implement Mitigation Measure 4.10-1. ◢ All construction equipment on construction sites shall be operated as far away from vibration- and noise-sensitive sites as reasonably feasible. ◢ Earthmoving, dozing, and ground-impacting operations shall be phased so as not to occur simultaneously in areas close to offsite sensitive receptors, to the extent feasible. The total vibration level produced could be significantly less when each vibration source is operated at separate times. ◢ As part of final design, project engineers shall identify areas on the project plans where work may be constrained due to proximity of structures. The designs shall specify requirements that during project construction on the trail alignment, no heavy vibratory equipment (i.e., the types of equipment listed in Table 4.10-5), shall be operated within 13 feet of off-site building structures unless otherwise approved in writing by the City Engineer. Non-vibratory equipment, such as hand tools, and handheld vibratory compactors and rollers may be used. Use of different material types including slurry cement and concrete paving approved by the Engineer, may be used to reduce or eliminate the need	SU	**Finding:** Compliance with Mitigation Measure 4.10-3, which has been required or incorporated into the project, would reduce ground vibration impacts associated with construction activities, but not to a less-than-significant level. The City Council, therefore, finds that there are no feasible changes or alterations that could be incorporated into the project to avoid the significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** There are no other feasible mitigation measures or feasible project alternatives that will further mitigate, avoid, or reduce to a less-than-significant level this temporarily significant environmental impact. This City Council chooses to approve the project because, in its view, the economic, social, technological, and other benefits resulting from the project substantially outweigh the significant and unavoidable short-term construction-generated ground vibration impact, per the Overriding Considerations described above.

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	for vibratory equipment. Those portions of the project site located within 13 feet of an off-site building structure shall be identified on construction documents and demarcated with stakes, flags, rope and/or markings on the ground. ◢ For Option 5A, locate caisson drilling for Bridge 14 forty-three (43) feet or greater from existing occupied structures, if feasible. ◢ Staging areas shall be adjusted and temporary fencing shall be installed to ensure that loaded trucks shall not operate within 13 feet of existing structures.		
4.11 Public Services			
Impact 4.11-1: Effects on fire protection and emergency services.	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact 4.11-2: Effects on police protection services.	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
4.12 Recreation			
Impact 4.12-1: Increased use of existing neighborhood and regional parks.	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
4.13 Transportation and Circulation			
4.13-1: Safety-related traffic impacts.	**Mitigation Measure 4.13-1: Prepare Traffic Management Plan.** This mitigation would apply for the Proposed Trail Alignment, Alignment Options 1A, 1C, and 5A. The City shall require the construction contractor to prepare for city approval and implement a traffic management plan before construction activities begin.	LTS	**Finding:** Compliance with Mitigation Measure 4.13-1, which has been required or incorporated into the project, will reduce this impact to a less-than-significant level by requiring the preparation and implementation of a traffic management plan. The City

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	Before the beginning of construction on the project site, the contractor shall prepare a detailed traffic management plan that will be subject to review and approval by the City Department of Public Works. The plan shall ensure maintenance of safe and acceptable operating conditions for local roadways, bicycle and pedestrian facilities, and transit routes. The Traffic Management Plan shall regulate maintenance of traffic during each construction season and comply with agency standards to promote safe and efficient travel for the public and construction workers through the work zones. The plan shall include provisions for regular inspections to assess contractor compliance, signage to direct traffic, and public noticing, as appropriate. Methods in the plan may include (but are not limited to): ◢ appropriately sequencing activities (e.g., segment phasing, timing of grading, hours of construction) to minimize conflicts with traffic on affected roadways, ◢ maintaining traffic flow in the project area to the extent feasible, ◢ maintaining bicycle and pedestrian access along Riverside Avenue, and ◢ using flaggers to direct traffic, as needed, for ingress or egress of large trucks and other vehicles.		Council hereby directs that this mitigation measure be adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** Construction of the proposed project could expose people to safety-related traffic impacts. Significant impacts associated with construction-related traffic impacts would be reduced to a less-than-significant level by preparing a traffic management plan which would include methods by which construction activities will be managed to minimize risk of traffic hazards related to large trucks. (Draft EIR, pp. 4.13-8 through 4.13-10)
4.13-2: Conflict with an applicable plan, ordinance or policy which establishes measures of effectiveness for the performance of the circulation system or with an alternative transportation plan.	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
4.14 Utilities			
Impact 4.14-1: Insufficient water supplies available to serve the project from existing entitlements and resources, or result in the construction of new water treatment facilities.	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)

Table 2 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
Impact 4.14-2: Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact 4.14-3: Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs or fail to comply with federal, state, and local statutes and regulations related to solid waste.	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact 4.14-4: Result in a substantial increase in electrical demand.	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact 4.14-5: Disrupt existing utility service.	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)

COUNCIL COMMUNICATION

CC #: 9845
File #: 1002-02 & 0401-02-02

Title:	Historic District Parking Project - Professional Services Agreement
Contact:	Stefanie A. Kemen 916-746-1300 skemen@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 7.2.

RECOMMENDATION TO COUNCIL

Staff recommends the City Council adopt a resolution to approve the professional services agreement with Interwest Consulting Group, Inc. to negotiate the acquisition of property in the Historic Old Town district for a planned parking project.

BACKGROUND

At the October 18, 2017 Council meeting, the City Council provided feedback to staff in support of an at-grade parking lot identified as Alternative 2 (attached) in the Historic Old Town Third Track parking analysis, which provides approximately 129 off-street parking spaces in the Historic Old Town District. Alternative 2 parking is meant to mitigate for the near term impacts of the Capitol Corridor Third Track project (3rd Track) and the Junction Crossings project.

In order to advance the Alternative 2 parking project, the City will need to acquire real property from Union Pacific Railroad and a private property owner. This professional services agreement with Interwest Consulting Group includes the appraisals of, and subsequent negotiations to secure, the required parcels necessary to construct the alternative 2 parking facilities. The not-to-exceed fee of Interwest Consulting Group's services for this work is $34,725.00.

FISCAL IMPACT

These professional services will be funded from General Fund Contingency account. No additional General Fund resources are required as there are adequate resources in the General Fund Contingency account to fund the recommended agreement.

ECONOMIC DEVELOPMENT / JOBS CREATED

Based on Federal guidelines of one job created for every $92,000 in government spending, about 1/3 of 1 job will be created with the approval of this Professional Service Agreement with

Interwest Consulting Group, Inc.

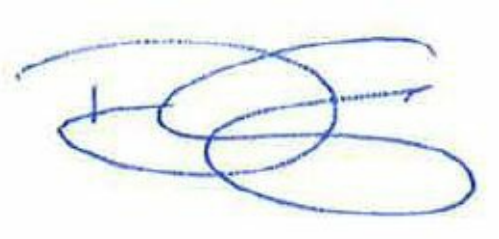
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment (CEQA Guidelines §15061(b)(3)). Approval of the Professional Design Services Agreement with Interwest Consulting Group, Inc. does not include the potential for a significant environmental effect, and therefore is not subject to CEQA.

Respectfully Submitted,

Stefanie A. Kemen, Senior Engineer

Jason Shykowski, Acting Public Works Director



_____

Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-74

PSA with Interwest Consulting Group

Alternative 2 - Surface Parking Lot Layout

RESOLUTION NO. 19-74

APPROVING A PROFESSIONAL SERVICES AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND INTERWEST CONSULTING GROUP, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE

WHEREAS, a professional services agreement for property acquisition services for the historic district parking project, by and between the City of Roseville and Interwest Consulting Group, Inc., has been reviewed by the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said agreement is hereby approved and that the City Manager is authorized to execute it on behalf of the City of Roseville.

PASSED AND ADOPTED by the Council of the City of Roseville this ___ day of _____, 20__, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

PROFESSIONAL SERVICES AGREEMENT

Historic District Parking Project

THIS AGREEMENT is made and entered into this ___ day of _____, 20__, by and between the City of Roseville, a municipal corporation ("CITY"), and Interwest Consulting Group, Inc., a Colorado corporation ("CONSULTANT"); and

W I T N E S S E T H:

WHEREAS, CITY desires professional services consisting of real estate services for the acquisition of property for additional parking in the historic district of the City of Roseville, and;

WHEREAS, CONSULTANT has prepared a proposal dated January 24, 2019, which describes the scope of work to be performed by CONSULTANT, the budget for the work, and the schedule for performance of the work; and

WHEREAS, CONSULTANT is qualified and experienced to provide such professional services.

NOW, THEREFORE, the parties agree as follows:

1. Services. CONSULTANT shall perform, at the direction of CITY, the scope of services as described in EXHIBIT "A," attached hereto and incorporated herein by this reference.

2. Compensation. For its services provided hereunder, CONSULTANT shall be compensated on a time and expense basis in accordance with the budget estimate as described in

EXHIBIT "B," attached hereto and incorporated herein by this reference. Total compensation shall not exceed thirty-four thousand, seven hundred twenty-five dollars ($34,725.00).

CONSULTANT shall submit one monthly invoice for its services. Such invoices shall be delineated by task, the person performing the services, and the hourly rate, which shall be stated in time increments of not greater than one tenth (1/10) hours. CITY shall pay invoices within thirty (30) days after receipt, if the services specified in the invoice have been satisfactorily completed.

3. Indemnification. To the fullest extent allowed by law, CONSULTANT shall defend, indemnify, and save and hold harmless CITY, its officers, agents, employees and volunteers from any claims, suits or actions of every name, kind and description brought forth, or on account of, injuries to or death of any person (including but not limited to workers and the public), or damage to property, resulting from or arising out of CONSULTANT's willful misconduct or negligent act or omission while engaged in the performance of obligations or exercise of rights created by this Agreement, except those matters arising from CITY's sole negligence or willful misconduct. The parties intend that this provision shall be broadly construed.

CONSULTANT's responsibility for such defense and indemnity obligations shall survive the termination or completion of this Agreement for the full period of time allowed by law. The defense and indemnity obligations of this Agreement are undertaken in addition to, and shall not in any way be limited by, the insurance obligations contained in this Agreement.

4. Insurance. CONSULTANT agrees to continuously maintain, in full force and effect, the following minimum policies of insurance during the term of this Agreement.

COVERAGE	LIMITS OF LIABILITY
Workers' Compensation	Statutory
Commercial General Liability	$1,000,000 each occurrence $2,000,000 aggregate Personal Injury: $1,000,000 each occurrence $2,000,000 aggregate
Automobile Liability	$1,000,000 combined single limit
Professional Liability (errors and omissions)	$1,000,000 per claim $2,000,000 aggregate

a. Form. CONSULTANT shall submit a certificate evidencing such coverage for the period covered by this Agreement in a form satisfactory to Risk Management and the City Attorney, prior to undertaking any work hereunder. Any insurance written on a claims made basis is subject to the approval of Risk Management and the City Attorney.

b. Additional Insureds. CONSULTANT shall also provide a separate endorsement form or section of the policy showing CITY, its officers, agents, employees and volunteers as additional insureds for each type of coverage, except for Workers' Compensation and Professional Liability. Such insurance shall specifically cover the contractual liability of CONSULTANT. The additional insured coverage under the CONSULTANT's policy shall be primary and noncontributory, as evidenced by a separate endorsement or section of the policy, and shall not seek contribution from CITY's insurance or self-insurance. In addition, the additional insured coverage shall be at least as broad as the Insurance Services Office ("ISO") CG 20 01 Endorsement. Any available insurance proceeds in excess of the specified minimum insurance coverage requirements and limits shall be available to the additional insureds. Furthermore, the requirements for coverage and limits shall be: (1) the minimum coverage and

limits specified in this Agreement; or (2) the full coverage and maximum limits of any insurance proceeds available to the named insureds, whichever is greater.

c. Cancellation/Modification. CONSULTANT shall provide ten (10) days written notice to CITY prior to cancellation or modification of any insurance required by this Agreement.

d. Umbrella/Excess Insurance. The limits of insurance required in this Agreement may be satisfied by a combination of primary and excess insurance. Any excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and noncontributory basis for the benefit of CITY (if agreed to in a written contract) before CITY's own insurance shall be called upon to protect it as a named insured.

e. Subcontractors. CONSULTANT agrees to include in its contracts with all subcontractors the same requirements and provisions of this Agreement, including the indemnity and insurance requirements, to the extent they apply to the scope of the subcontractor's work. Furthermore, CONSULTANT shall require its subcontractors to agree to be bound to CONSULTANT and CITY in the same manner and to the same extent as CONSULTANT is bound to CITY under this Agreement. Additionally, CONSULTANT shall obligate its subcontractors to comply with these same provisions with respect to any tertiary subcontractor, regardless of tier. A copy of CITY's indemnity and insurance provisions will be furnished to the subcontractor or tertiary subcontractor upon request.

f. Self-Insured Retentions. All self-insured retentions ("SIR") must be disclosed to Risk Management for approval and shall not reduce the limits of liability. Policies containing any SIR provision shall provide or be endorsed to provide that the SIR may be satisfied by either the named insured or CITY. CITY reserves the right to obtain a full

certified copy of any insurance policy and endorsements. The failure to exercise this right shall not constitute a waiver of such right.

g. Waiver of Subrogation. CONSULTANT hereby agrees to waive subrogation which any insurer of CONSULTANT may acquire from CONSULTANT by virtue of the payment of any loss under a Workers Compensation, Commercial General Liability or Automobile Liability policy. All Workers Compensation, Commercial General Liability and Automobile Liability policies shall be endorsed with a waiver of subrogation in favor of CITY, its officers, agents, employees and volunteers for all worked performed by CONSULTANT, its employees, agents and subcontractors.

h. Liability/Remedies. Insurance coverage in the minimum amounts set forth herein shall not be construed to relieve CONSULTANT of liability in excess of such coverage, nor shall it preclude CITY from taking such other actions as are available to it under any other provisions of this Agreement or law.

5. Records. CONSULTANT and its subcontractors shall maintain all files and records relating to the services performed hereunder during the term of this Agreement and for a period of not less than one (1) year after the date of termination or expiration. Provided, however, that in the event of litigation or settlement of claims arising from the performance of this Agreement, CONSULTANT and its subcontractors shall maintain all files and records until such litigation, appeals or claims are resolved. Duly authorized representatives of CITY shall have right of access during normal business hours and after reasonable notice to CONSULTANT's and subcontractors' files and records relating to the services performed hereunder, and may review and copy the files and records at appropriate stages during performance of the services and during the one (1) year period following termination or

expiration of this Agreement. CONSULTANT shall include this provisions in its contracts with all subcontractors.

6. Time is of the Essence. Time is of the essence of this Agreement.

7. Compliance with Laws. CONSULTANT shall comply with all federal, state and local laws, ordinances and policies as may be applicable to the performance of services under this Agreement.

8. Ability to Perform. CONSULTANT agrees and represents that it has the time, ability and professional expertise to perform the services required under this Agreement.

9. Governing Agreement. In the event of any conflict between this Agreement and its EXHIBITS, the provisions of this Agreement shall govern. In the event of any conflict between any of the EXHIBITS, the provisions of the first in order of attachment shall govern.

10. Assignment. CONSULTANT is employed to perform unique personal services. CONSULTANT shall not assign this Agreement without the prior written consent of CITY. CONSULTANT shall not employ or otherwise incur any obligation to pay other specialists or experts for services in connection with this Agreement, without prior written consent of CITY.

11. Independent Contractor. CONSULTANT shall act as an independent contractor, and covenants and agrees that it will conduct itself consistent with such status, that it will neither hold itself out as, nor claim to be, an officer or employee of CITY by reason of this Agreement.

12. Representations and Warranties. CONSULTANT warrants that it has not employed or retained any company or person, other than a bona fide employee working for CONSULTANT, to solicit or secure this Agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift or any other consideration, contingent upon or resulting from the award or

making of this Agreement. For breach or violation of this warranty, CITY shall have the right to terminate as void this Agreement, without liability, or, in its discretion, to deduct from the Agreement price or consideration, or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift or contingent fee.

13. Successors in Interest. This Agreement shall be binding upon the heirs, successors, executors, administrators and assigns of the respective parties hereto.

14. Copyright, Ownership and Use of Materials. All tangible material ("Material") created or delivered pursuant to this Agreement is considered a work made for hire under the Copyright Act. To the extent such Material does not qualify as a work made for hire, CONSULTANT hereby assigns to CITY all right, title, and interest, including but not limited to all copyrights, in all Material created by CONSULTANT in its performance under this Agreement. Material constitutes the scope of work outlined in Exhibit A and attached hereto, and all written and other tangible expressions, including but not limited to, drawings (including computer aided drawings), papers, documents, reports, surveys, renderings, exhibits, sketches, maps, models, prints, paintings or photographs, in any and all media or formats in which such materials have been created or are maintained. All Material furnished by CONSULTANT is, and shall remain, the property of CITY.

CONSULTANT shall execute any documents necessary to effectuate such assignment. In the event that CONSULTANT uses, employs, designates, or retains any person or entity who is not an employee of CONSULTANT, to perform any work required of it pursuant to this Agreement, CONSULTANT shall require said person or entity to execute an agreement containing the preceding paragraph.

15. Termination of Agreement. The City may terminate this Agreement without cause by giving CONSULTANT ten (10) days advance written notice from the City Manager. CONSULTANT may terminate this Agreement without cause by giving CITY thirty (30) days advance written notice. In the event of termination through no fault of CONSULTANT, CITY shall compensate CONSULTANT for services performed as of the date of termination, upon the release to CITY of all Material hereunder, in any and all media or formats in which such materials have been created or are maintained. CITY retains the right to receive and use any Material, notwithstanding any termination or any dispute regarding the amount to be paid.

16. Attorney's Fees; Venue; Governing Law. If either party commences any legal action against the other party arising out of this Agreement or the performance hereof, the prevailing party in such action shall be entitled to recover its reasonable litigation expenses, including but not limited to, court costs, expert witness fees, discovery expenses, and attorney's fees. Any action arising out of this Agreement shall be brought in Placer County, California, regardless of where else venue may lie. This Agreement shall be governed by and construed in accordance with the laws of the State of California.

17. Modification. This Agreement and each provision contained herein may be waived, amended, supplemented or eliminated only by mutual written agreement of the parties.

18. Severability. If any of the provisions contained in this Agreement are for any reason held invalid or unenforceable, such holding shall not affect the remaining provisions or the validity and enforceability of the Agreement as a whole.

19. Notices. Any notices to parties required by this Agreement shall be delivered personally or mailed, U.S. first class postage prepaid, addressed as follows:

CITY OF ROSEVILLE	CONSULTANT
Jason Shykowski Acting Public Works Director 311 Vernon Street Roseville, CA 95678	Julie D. Cline Director of Real Estate Services 1613 Santa Clara Drive, Ste. 100 Roseville, CA 95661

Either party may amend its address for notice by giving notice to the other party in writing.

20. Integrated Agreement. This is an integrated agreement and contains all of the terms, considerations, understanding and promises of the parties. It shall be read as a whole.

IN WITNESS WHEREOF, the City of Roseville, a municipal corporation, has authorized the execution of this Agreement in duplicate by its City Manager and attested to by its City Clerk under the authority of Resolution No. _____, adopted by the Council of the City of Roseville on the ___ day of _____, 20__, and CONSULTANT has caused this Agreement to be executed.

CITY OF ROSEVILLE, a municipal corporation

BY: _____
DOMINICK CASEY
City Manager

ATTEST:

BY: _____
SONIA OROZCO
City Clerk

INTERWEST CONSULTING GROUP, INC., a Colorado corporation

BY: _____
its: Chief Operations Officer

and

BY: _____
its: _____

[SIGNATURES CONTINUED ON FOLLOWING PAGE]

OFFICER'S CERTIFICATE

I, Terry J. Rodrigue, hereby certify that:

1. I am a duly elected, qualified and acting President and Corporate Secretary of Interwest Consulting Group, Inc., a duly organized and existing Colorado corporation; and

2. Interwest Consulting Group, Inc. policy sets forth the delegation of authority to the company's officers and employees to create financial, contractual, and other obligations on behalf of Interwest in the course of performing their employment. This policy permits delegation of signature authority to authorized Contract Representatives. Michael Kashiwagi, Ron Beehler, James G. Ross, and Debra Thorson are such authorized Contract Representatives as long as they are employed by Interwest, and therefore by this delegation each has signature authority to sign proposals and bind Interwest Consulting Group, Inc. in contractual commitments.

IN WITNESS WHEREOF, I have executed this Officer's Certificate and affixed the corporate seal of Interwest Consulting Group, Inc. this 4th day of September, 2018.

Interwest Consulting Group, Inc.

Corporate Seal

Terry J. Rodrigue
President and Corporate Secretary

State of Colorado)
) ss.
County of Boulder)

The undersigned, a Notary Public, does hereby certify that on this 4th day of September, 2018, personally appeared before me, Terry J. Rodrigue, who being first duly sworn an oath, declared that he is the President and Corporate Secretary of Interwest Consulting Group, Inc. and that he signed the foregoing document in his capacity as President and Corporate Secretary of the corporation, and that the statements contained herein are true.

IN WITNESS WHEREOF, I have hereunto set my hand and seal the date set forth above.

Dorothy I. Worley
Notary Public

DOROTHY I. WORLEY
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20054029536
MY COMMISSION EXPIRES JULY 27, 2021

APPROVED AS TO FORM:

BY: _____
ROBERT R. SCHMITT
City Attorney

APPROVED AS TO SUBSTANCE:

BY: _____
JASON SHYKOWSKI
Acting Public Works Director

EXHIBIT "A"

INTERWEST CONSULTING GROUP

January 24, 2019

Stefanie Kemen, PE
Public Works - Engineering
City of Roseville
311 Vernon Street
Roseville, California 95678

SUBJECT: Proposal for Real Estate Services – City of Roseville
Acquisition of Property for Additional Parking in Historic District

Dear Stefanie:

Interwest Consulting Group, Inc. (Interwest) is pleased to provide our proposal to provide Real Estate Services to the City of Roseville to acquire property needed to construct additional parking to support businesses in the Historic District. Interwest is prepared to offer the scope of services described in the attached Proposal in the areas of:

- Task A – Project Initiation, Planning, & Coordination
- Task B – Acquisition/Negotiation Services
- Task C - Coordinate Due Diligence & Appraisal Services
- Task D – Title & Escrow Coordination

Interwest will sub-contract with the appraisal firm of Integra Realty Resources to prepare independent appraisals to support the City's efforts to acquire the property.

The hourly rates for the above-described services are outlined in the Scope of Work and would be billed to the City on a monthly basis. Any material costs incurred would be billed directly to the City.

If you have any questions concerning the above, please feel free to call me directly at (916) 203-6740.

Sincerely,

Julie D. Cline

Julie D. Cline
Director of Real Estate Services

1613 SANTA CLARA DRIVE | SUITE 100 • ROSEVILLE, CALIFORNIA 95661
TEL. 916.781.6600 • FAX. 916.781.7597 • www.interwestgrp.com

OUR UNDERSTANDING OF THE PROJECT

The City of Roseville (City) is seeking to secure real estate support services to acquire real property interests needed to construct additional parking to support various businesses located in the City's Historic District. The proposed parking areas would be located east of Lincoln Street between Sierra Boulevard and Pacific Street, with the railroad tracks on the east.

According to the preliminary design layout provided by the City, approximately 129 parking spaces are estimated to be constructed to supplement available parking in this area of the City. The City is proposing two full acquisitions in fee simple, totaling approximately 10.23 AC, and a partial fee simple acquisition of an area to be determined.

Based on information and mapping provided by the City, the areas required for the Project span three separate parcels. Two of the parcels are owned by Union Pacific Railroad (UPRR), one of which is partially improved for public parking. The third parcel is owned by a private owner and is currently listed for sale. Below is a summary of the property proposed to be acquired for the Project:

APN	Property Owner	Parcel Size (AC)	Fee Acquisition Area
013-250-017-000	UPRR	7.091 AC	To Be Determined (Partial Acquisition)
013-250-025-000	UPRR	9.744 AC	To Be Determined (Partial Acquisition)
011-147-014-000	Pearl Gladys Manring	0.482 AC	0.482 AC (Full or Partial Acquisition)

Based on preliminary research, the Manring property is a vacant lot, zoned Commercial, and currently is listed for sale, along with two commonly-owned adjacent parcels (430 and 502 Lincoln Street). The adjacent parcels are zoned residential and are improved with an older home on each parcel that appear to be in poor condition. The Listing Agent, Victoria Shaw, is with Realty One Group Complete. We contacted Ms. Shaw and confirmed the current listing price is $825,000 for the three properties ($19.90 per square foot). The owner would consider selling off the vacant parcel separately; however, the preference would be to sell the three parcels as a single sale. Please note, that the Listing Agent also mentioned having received a cash offer for an amount close to the List Price on January 23rd. As of today's date, the status of the listing is still "active".

APPROACH

As discussed with City staff, the City would like to acquire the Manring parcel in full, if possible, and a portion of the two UPRR parcels to construct the parking improvements. Our approach would involve preparing Letters of Intent (LOI) outlining the terms under which the City would consider a purchase, including an offer price based on a fair market value estimate. The LOI is non-binding and subject to the City performing due diligence activities.

The due diligence activities, at minimum, include securing an independent appraisal, environmental site assessment (ESA) and title search for each property. Once the City and

Seller agree on terms, a Purchase Agreement would be drafted and approved by City Council. The terms of the Purchase Agreement would include language whereby the contract could be cancelled for any reason prior to the expiration of the due diligence period. Additionally, we would seek the right to adjust the purchase price based on the outcome of the appraisal and/or the ESA if remediation work is required.

This proposal assumes:

- The acquisition of property will be on a voluntary basis and is not under the threat of eminent domain.
- The City will be using local funding for this project.
- The City will perform and contract for a Phase 1 and Phase 2 (if required) Environmental Site Assessment.
- Interwest Consulting Group (Interwest) will order and review preliminary title reports for each ownership.

WORK PLAN

Gina Wong will handle the real estate negotiations on behalf of the City and will coordinate with City staff and the Appraiser, as required, throughout the acquisition process. The Scope of Service includes the following:

- Task 1 | Project Initiation, Planning & Coordination
- Task 2 | Coordinate Due Diligence/Appraisal Services
- Task 3 | Acquisition/Negotiation Services
- Task 4 | Escrow Coordination Services

Interwest will utilize the methodology listed below to secure the necessary land rights for the City.

A. PROJECT INITIATION, PLANNING, & COORDINATION

Our team is committed to managing the real property acquisition process. We will work closely with City staff and will provide the team with regular, ongoing progress reports regarding the status of all real estate activities. As a part of our project initiation and coordination activities, Interwest will:

- Review Project preliminary design plans for a full understanding of the project and design.
- Research properties and gather pertinent information on potential sites, including fair market value estimates;
- Outreach with property owners;
- Arrange and attend site tours, if requested;
- Confer with City staff and legal counsel with developing initial documents, including LOIs, Agreement for Sale and a full set of forms and documents utilized during the acquisition process;
- As necessary, schedule and attend meetings with City Staff to discuss progress and

next steps;

- Identify potential issues, resolve problems and recommend solutions;
- Monitor the Acquisition budget; and
- Assist City staff with preparing closed session or open session information to seek authority for LOIs.

B. ACQUISITION/NEGOTIATION SERVICES

- Prepare the LOIs (based upon the market value of the fee simple interest in each property);
- Prepare draft Purchase Agreements, conveyance documents, and other documents necessary to consummate the sale for City Attorney's review and approval;
- Meet with property owners to discuss the proposed acquisition and tender LOI and/or make offers to purchase;
- Explain the LOIs and/or offers, make follow-up contacts and secure the necessary documentation upon acceptance of the offer for closing escrow and securing title insurance;
- Respond to inquiries made by the property owners, verbally and in writing;
- Maintain owner contact logs and parcel diaries with all pertinent information and contracts concerning the parcel;
- Continue negotiations with property owners on terms until an agreement is reached; and
- Transmit signed documentation to the City promptly for acceptance and processing.

C. COORDINATE DUE DILIGENCE/APPRAISAL SERVICES

Interwest will coordinate and assist with acquiring documents to determine the feasibility of purchasing the properties, including the following:

- Coordinate and manage the appraisal process; and
- Thorough review of preliminary title information.

Interwest will contract with Integra Realty Resources to provide appraisal reports for the properties. The appraisals will be prepared according to the Uniform Standards of Professional Practice (USPAP), as established by the Appraisal Foundation and adopted by the Appraisal Institute. Appraisal services will include the following tasks:

- A physical inspection of the subject properties and neighborhoods;
- Gathering of factual information concerning the subject properties through the examination of public records and interviews with persons knowledgeable of each site and neighborhood;
- Viewing floodplain, zoning and land use information and maps of the City to ascertain the potential use of the subject parcels for a non-public purpose;
- Review of easements and restrictions listed in the preliminary title reports and subsequently estimating the affect of any existing encumbrances on property utility and

value, if any;

- Market research for sales and listings of comparable properties and confirmation with directly involved parties when possible;
- Analysis of the data gathered and reconciling it into a conclusion of land value;
- Preparation of formal written appraisal reports; and
- Responding to questions or comments subsequent to the submission of the appraisal reports.

D. TITLE AND ESCROW COORDINATION

- Interwest will order Preliminary Title Reports;
- Thoroughly review preliminary title information including the title exceptions and encumbrances affecting the properties;
- If applicable, coordinate with Title Company and property owners to obtain partial deed(s) of re-conveyance, subordination(s), lien releases for deed(s) of trusts and other encumbrances of record;
- Prepare Escrow Instructions;
- Obtain signatures from property owner(s) of record on the conveyance documents;
- Notary Verification;
- Prepare a transmittal memorandum to the City summarizing each acquisition;
- Verify payment of all real property taxes and other assessments owed on each property; and
- Verify disbursement of sale proceeds to the property owners and other parties of interest.

E. COMPENSATION AND METHOD OF PAYMENT

Services to be provided by Interwest will be billed on a straight time and material basis based on the hourly rate schedule below. The City will be billed monthly for direct labor and material charges.

REAL ESTATE SERVICES
2019 BILLING RATES AND CLASSIFICATIONS

Project Management	$150.00/Hr
Senior Real Property Agent	$135.00/Hr
Real Property Agent	$110.00/Hr
Real Estate Technician	$ 85.00/Hr
Administrative Support	$ 65.00/Hr

**The hourly rates include all overhead, travel and supplies.*

EXHIBIT "B"

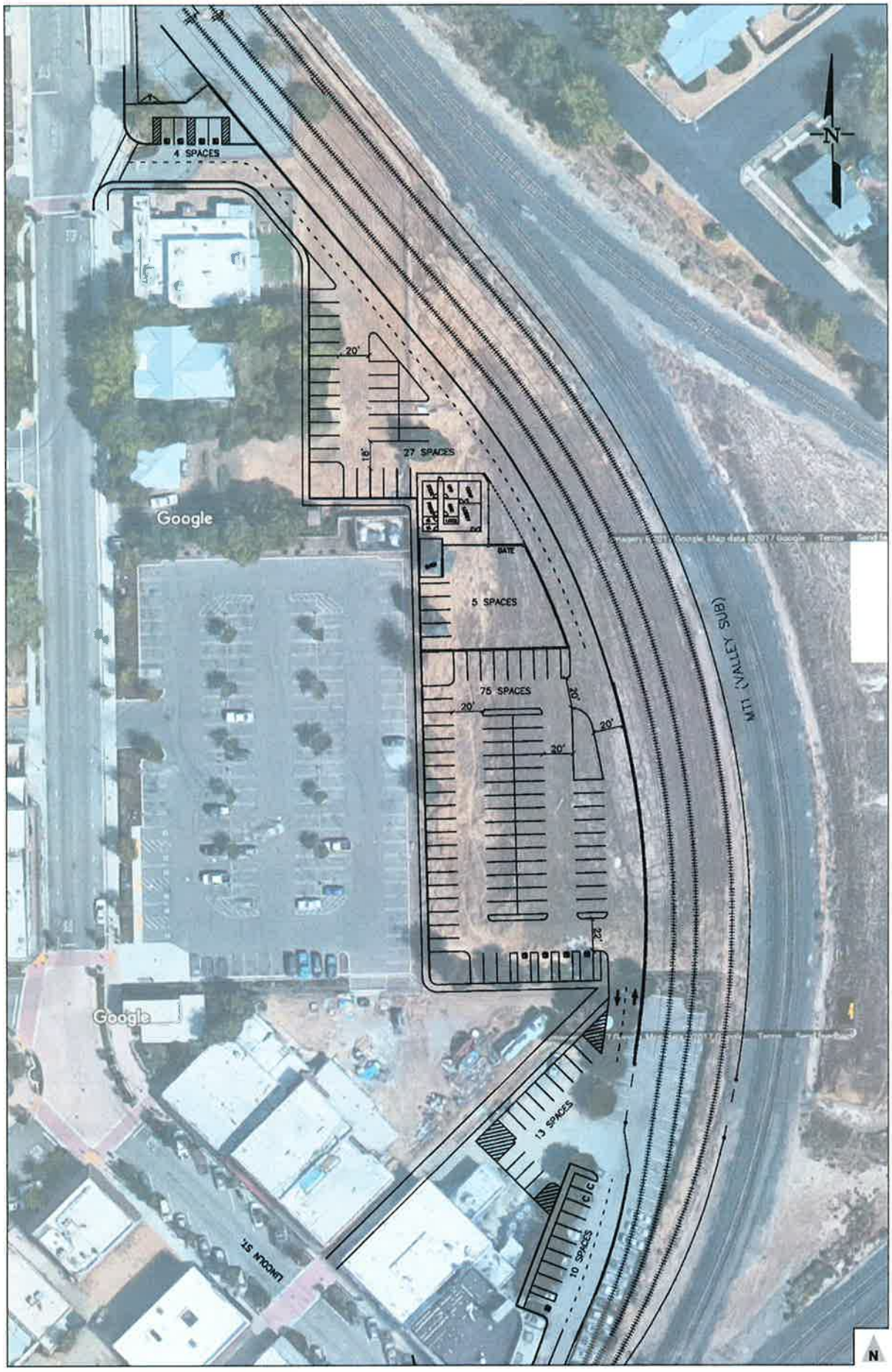
COST ESTIMATE

INTERWEST CONSULTING GROUP
Cost Estimate for Real Estate Services
City of Roseville - Acquisition of Historic District Property for Additional Parking

Date: January 24, 2019

Task No.	Task	Staff	Qty.	Flat Rate/Hours	Hourly Rate	Cost
-	**Management Oversight**	Julie Cline	-	15 Hrs	$ 150.00	$ 2,250.00
	Project scoping/develop work plan		1	$600 Ea	-	$ 600.00
A	**Project Initiation, Planning & Coordination**	Cline/Wong	-	15 Hrs	$ 135.00	$ 2,025.00
B	**Coordinate Due Diligence/Appraisal Services**					
	Appraisal Coordination	Wong		5 Hrs	$ 135.00	$ 675.00
	Appraisal Services	Integra Realty				
	UPRR (2 Parcels)	Resources	1	$8,000 Ea	-	$ 8,000.00
	Manring (1 Parcel)		1	$4,500 Ea	-	$ 4,500.00
C	**Negotiations with Property Owners**	Wong				
	UPRR		-	55 Hrs	$ 135.00	$ 7,425.00
	Manring*		-	40 Hrs	$ 135.00	$ 5,400.00
D	**Title & Escrow Coordination**					
	Escrow Coordination	Bailly	-	20 Hrs	$ 85.00	$ 1,700.00
	Preliminary Title Reports		2	$750 Ea	-	$ 1,500.00
-	**Administrative Support**	Bailly	-	10 Hrs	$ 65.00	$ 650.00
					TOTAL COST NOT-TO-EXCEED:	**$34,725.00**

Note: The Manring parcel is currently listed for sale; however, the Listing Agent indicated that an offer was received at the time this proposal was drafted. As of this date, the status of the listing on MLS has not yet been changed from "active".



PROPOSED TOTAL PARKING = 129 SPACES
NOTE: EXCLUDES PARKING RESERVED FOR EXCLUSIVE USE BY CCJPA STAFF AND OPERATORS.

CCJPA SITE
ALTERNATIVE 2 - SURFACE LOT

FIGURE A-29

FEHR & PEERS
1001 K Street
3rd Floor
Sacramento, CA 95814
(916) 329-7332

COUNCIL COMMUNICATION

CC #: 9857
File #: 0721 & 0214

Title:	Authorization to Submit Grant Application to Sacramento Area Council of Governments
Contact:	Alison Winter 916-746-1316 awinter@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 7.3.

RECOMMENDATION TO COUNCIL

Staff recommends that the City Council adopt a resolution authorizing the City Manager or his designee to submit a Sacramento Area Council of Governments (SACOG) Discretionary Federal Transit Administration (FTA) Transit Programming Application and to execute all related forms and agreements to purchase one (1) zero-emission battery electric bus to expand commuter service.

BACKGROUND

The Sacramento Area Council of Governments (SACOG) oversees the disbursement of Federal Transit Administration (FTA) grant funds in the Sacramento area. Some FTA funds are allocated directly to the City of Roseville as "formula" funds. SACOG also sets aside a percentage of the regional FTA funds for disbursement through a competitive application process that occurs every 2 years. SACOG recently released the call for projects for the competitive applications for the 2018 and 2019 fiscal years, with $6,987,160 in FTA 5307/5339 program funding available on a competitive basis to transit operators within the 6-county SACOG region.

Roseville Transit currently runs a total of ten (10) morning and ten (10) evening weekday commuter routes between Roseville and downtown Sacramento. The commuter service is very successful and there are times when buses are full. To add capacity and provide more service options, the Roseville Short Range Transit Plan (SRTP) 2018-2025 proposes to increase Roseville commuter service by up to two trips in each of the morning and evening times, and also by adding a midday run. In order to add commuter service as proposed in the SRTP, Roseville Transit would need to expand our commuter fleet by up to three (3) buses.

Proposed Grant Application: Staff recommends that the City Council authorize submittal of a grant application to SACOG in the amount of $688,556 for the purchase of one new battery-electric commuter bus. This would expand the fleet by one bus and allow Roseville Transit to add one morning and one evening commuter route consistent with the SRTP. SACOG staff has already informed us that this grant proposal is likely to be funded.

The California Air Resources Board's recently approved new fleet rules that mandates the conversion of transit fleets to zero emission fuel sources. As a result, the City is already embarking on a process to purchase four battery-electric commuter buses. As presented to the City Council in 2018, these four buses would replace older commuter buses. If the proposed grant is approved, a 5th bus would be added to the battery-electric bus procurement. Since bus purchases take 2-3 years, the buses would not be delivered until 2022 and we could not expand commuter service until that time.

FISCAL IMPACT

The total cost of one (1) battery-electric bus and other associated capital equipment is estimated at $1,010,695.00. The SACOG discretionary FTA grant is for up to $688,556. The balance of the funding would come from:

- $150,000.00 from the California Air Resources Board (CARB) Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) voucher program; and
- $172,139.00 from the Local Transit Fund.

Staff will present a final funding plan for the project to the City Council at a future meeting. No General Fund resources will be used for this project.

ECONOMIC DEVELOPMENT / JOBS CREATED

This project supports job growth at the state and national level through an emerging zero-emission bus (ZEB) market for manufacturing advanced technology. This project is expected to create 10.99 jobs based on federal guidelines that suggest one job is created for every $92,000.00 in direct government spending. The number of induced jobs in the ZEB market in California alone is anticipated to grow by 3,011 jobs between 2018 and 2020.

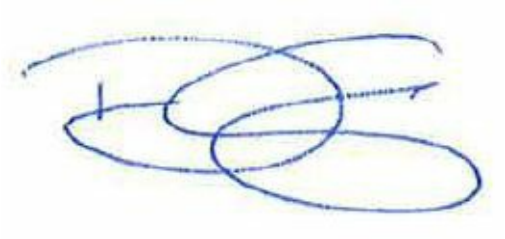
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment (CEQA Guidelines §15061(b)(3). Authorizing submittal of a grant application does not include the potential for a significant environmental effect, and therefore is not subject to CEQA.

Respectfully Submitted,

Alison Winter, Administrative Analyst

Jason Shykowski, Acting Public Works Director



Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-84

RESOLUTION NO. 19-84

AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE TO SUBMIT A SACRAMENTO AREA COUNCIL OF GOVERNMENTS DISCRETIONARY FEDERAL TRANSPORTATION ADMINISTRATION TRANSIT PROGRAMMING APPLICATION AND TO EXECUTE ALL RELATED FORMS AND AGREEMENTS

WHEREAS, the Sacramento Area Council of Governments (SACOG) oversees the disbursement of Federal Transit Administration (FTA) grant funds in the Sacramento area; and

WHEREAS, allocation of FTA funds are available for the City of Roseville to use for reimbursement of transit eligible expenses; and

WHEREAS, staff requests authorization for the City Manager or his designee to submit an application for funding for the purchase of one new battery-electric commuter bus;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Roseville that the City Manager or his designee is hereby authorized to submit a Federal Transportation Administration (FTA) transit programming application for the purchase of one new battery-electric commuter bus, and to execute and submit all applications, forms, certifications and agreements reasonably necessary for implementation of the grants and for use of available funds.

PASSED AND ADOPTED by the Council of the City of Roseville this ___ day of _____, 20__, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

COUNCIL COMMUNICATION

CC #: 9858
File #: 0400-04-09

Title:	Exclusive Right to Negotiate Agreement for Property Exchange (West Roseville Specific Plan Parcels F-55, W-60a, W-60b)
Contact:	Lauren Hocker 916-774-5272 lhocker@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 7.4.

RECOMMENDATION TO COUNCIL

Staff recommends City Council adopt the attached resolution approving the proposed Exclusive Right to Negotiate Agreement with West Roseville, LLC for the exchange of West Roseville Specific Plan (WRSP) Parcel F-55 (City Property) for WRSP Parcels W-60a and a portion of W-60b. This initial action does not result in any costs to the City or construction commitments.

BACKGROUND

The City intended to create a multi-field sports facility on the City Property (Parcel F-55) in order to meet the community's increasing demands for long field facilities for soccer, lacrosse, rugby, and other sports, and to create another venue for sports tourism in the City. The City began planning for this facility, which included the development of conceptual layouts and the completion of supporting technical studies. The technical studies documented severe development and environmental constraints as well as natural terrain issues, which significantly reduced the developable area for the park facilities. The site is also challenged by the lack of existing infrastructure, an irregular shape that constrained long-field developent, and proximity to residential parcels.

Westpark owns WRSP Parcels W-60a and W-60b, which have a non-residential land use designation and are located between Westpark Boulevard and the Pleasant Grove Wastewater Treatment Plant. These parcels have a more regular shape on flat land and have frontage on a completed roadway with installed water and sewer infrastructure. In addition, the Westpark properties have approved wetland permits and all mitigation obligations have been met. The site is adjacent to another City-owned park site, and development of the site with a multi-field sports facility would provide a buffer between the treatment plant to the east and residential parcels across Westbrook Boulevard to the west. Long-term, this site will also provide better circulation and access opportunities.

The purpose of the Exclusive Right to Negotiate Agreement (Agreement) is to set forth a framework by which the City and West Roseville, LLC can negotiate for the property exchange. The Agreement establishes a feasibility period of 45 days, by which time West Roseville, LLC (at

its cost) must provide the City with all documents, studies, and reports which demonstrate the property is feasible to use for the City's purposes, including:

- A current Title Report
- A Phase I and II Environmental Site Assessment
- Wetland clearance documentation

The Agreement establishes that the City's Attorney will prepare the Purchase Agreement, and further establishes that the City and West Roseville, LLC will each pay the other $10 in cash for the properties being exchanged. The Purchase Agreement will require City Council approval.

FISCAL IMPACT

Any property exchange agreement resulting from the exclusive negotiations would require future City Council approval. Aside from Development Services, City Attorney, and City Manager staff time associated with negotiations, there are no direct impacts to the General Fund as a result of this Agreement.

ECONOMIC DEVELOPMENT / JOBS CREATED

This initial step will not result in the creation of jobs.

ENVIRONMENTAL REVIEW

The project is exempt from the California Environmental Quality Act (CEQA) based on the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment (CEQA Guidelines Section 15061(b)). This project does not result in any physical construction or other impacts, nor does it commit the City to future construction activities. Therefore, it can be seen with certainty that there is no possibility the project will have a significant effect on the environment.

Respectfully Submitted,

Lauren Hocker, Senior Planner

Mike Isom, Development Services Director

_____

Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-85

ERN

RESOLUTION NO. 19-85

APPROVING AN EXCLUSIVE RIGHT TO NEGOTIATE AGREEMENT FOR PROPERTY EXCHANGE, BY AND BETWEEN THE CITY OF ROSEVILLE AND WEST ROSEVILLE, LLC, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE

WHEREAS, an Exclusive Right to Negotiate Agreement for Property Exchange regarding WRSP Parcels F-55 and W-60a and W-60b, between the City of Roseville and West Roseville, LLC, has been reviewed by the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said agreement is hereby approved and that the City Manager is authorized to execute it on behalf of the City of Roseville; and

PASSED AND ADOPTED by the Council of the City of Roseville this ___ day of _____, 20__, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

EXCLUSIVE RIGHT TO NEGOTIATE AGREEMENT
FOR PROPERTY EXCHANGE
(WRSP Parcels F-55 and W-60a and W-60b)

THIS AGREEMENT ("Agreement") is entered into this ____ day of _____, 2019, by and between the City of Roseville, a municipal corporation ("CITY") and West Roseville, LLC, a California limited liability company ("WESTPARK").

W I T N E S S E T H:

WHEREAS, CITY owns West Roseville Specific Plan ("WRSP") Parcel F-55 which is approximately 25.67 acres and is identified as Placer County Assessor Parcel Number 492-012-004 (the "City Property"); and

WHEREAS, CITY intended to create a multi-field sports facility on the City Property in order to meet the community's increasing demands for long field facilities for soccer, lacrosse, rugby and other sports and to create another venue for sports tourism for CITY; and

WHEREAS, due to severe development and environmental constraints, lack of existing infrastructure, proximity to adjacent residential parcels, and natural terrain issues, CITY has been challenged to develop the City Property as initially envisioned; and

WHEREAS, WESTPARK owns WRSP Parcels W-60a (25.2 acres) and a portion of W-60b (0.47 acres) totaling approximately 25.67 acres and which are identified as Placer County Assessor Parcel Numbers 496-020-033 (W-60a) and a portion of 496-020-034 (W-60b) (the "Westpark Property"); and

WHEREAS, the Westpark Property provides better geometrics to accommodate multiple sports fields, contains all road frontage improvements, contains all water and sewer

infrastructure, has all approved wetland permitting and mitigation compliance, is adjacent to another City-owned park site, provides a buffer between residential parcels and the Pleasant Grove Wastewater Treatment Plant, and long term will provide better circulation than the City Property; and

WHEREAS, unlike the Westpark Property, the City Property has the opportunity to create additional housing to meet the growing demands of housing needed in California; and

WHEREAS, the parties have determined it is in the community's best interest to explore the feasibility of entering into an agreement to exchange the City Property for the Westpark Property ("Property Exchange"); and

WHEREAS, the purpose of this Agreement is to set forth a framework by which the parties intend to negotiate an agreement for the Property Exchange; and

WHEREAS, specifically it is the intent of the parties to:

A. Negotiate the scope and related timelines of the Property Exchange;

B. Secure necessary state agency approvals;

C. Conduct and process any applicable permit applications and environmental review and documents;

D. Negotiate the terms and conditions for the Property Exchange;

E. Negotiate and reach agreement on a Purchase and Sale Agreement and any other necessary contracts and related documents for the Property Exchange (collectively, "Purchase Agreement"); and

WHEREAS, CITY and WESTPARK desire to negotiate the terms and conditions of the parties' participation in the Property Exchange based on the terms and conditions set forth below.

NOW, THEREFORE, CITY and WESTPARK agree as follows:

1. Exclusive Right to Negotiate. The parties hereby agree to diligently and in good faith negotiate and prepare a Purchase Agreement, subject to the terms and conditions herein, for consideration by CITY and for execution between CITY and WESTPARK with respect to the Property Exchange. CITY shall not negotiate with any other person or entity regarding exchange or development of the parcels subject to this Agreement during the term of this Agreement. WESTPARK acknowledges that CITY retains the authority to process applications for other similar projects, in locations other than the parcels identified above, in regards to planning and building entitlements within the City of Roseville during the term of this Agreement.

The parties shall keep the negotiations confidential and shall not disclose the substance of negotiations to any third party except pursuant to any of the following: (1) if any matter relating to the Property Exchange is placed on a public meeting agenda for consideration by a CITY discretionary review body; (2) as may be required by law or legal process; (3) upon written permission by both parties; or (4) following termination or expiration of this Agreement.

2. Feasibility Period. The Feasibility Period shall be for a period of forty-five (45) calendar days commencing from the execution date. The Feasibility Period may be extended upon written request by either party for a reasonable period(s) subject to the approval of the City Manager of CITY, at his or her sole discretion. All references to the "City Manager" in this Agreement shall also refer to the City Manager's designee.

During the Feasibility Period, WESTPARK shall, at its cost, and to the City Manager's reasonable satisfaction, complete all of the following Property Exchange feasibility activities:

a. Provide CITY with any and all documents, notices, studies, reports,

surveys, agreements and other documents related to the Westpark Property in WESTPARK's possession or control that may assist with CITY's inspection of the Westpark Property within fifteen (15) calendar days of execution of this Agreement.

b. Provide CITY with any Phase I and Phase II Environmental Site Assessments in WESTPARK's possession or control within fifteen (15) calendar days of execution of this Agreement.

c. Provide CITY with a title report for the Westpark Property that was generated within the past six (6) months.

d. Provide CITY with wetlands clearance from the appropriate resource agency for the Westpark Property.

e. Submit such other reasonably related information or authorizations as may be required by the City Manager and/or Roseville City Attorney.

All feasibility activities must be completed prior to the expiration of the Feasibility Period, unless extended by the parties. The City Manager shall, in consultation with the Roseville City Attorney, evaluate and determine whether all feasibility activities have been satisfactorily completed. If the foregoing requirements have not been met, as determined by the City Manager, and the City Manager has provided WESTPARK with a written deficiency letter, and WESTPARK has not requested an extension of the Feasibility Period, the Agreement may be deemed terminated at the sole discretion of the City Manager by written notice to WESTPARK.

During the Feasibility Period, the Roseville City Attorney shall determine the types of contracts, financial instruments, and other documentation that will be required as a Purchase Agreement. The Roseville City Attorney shall prepare the Purchase Agreement, except where

the Roseville City Attorney determines that WESTPARK should prepare or submit any particular contractual, financial instruments, and other documentation. The Purchase Agreement shall include at a minimum the following terms: (1) escrow shall be opened with Placer Title Company, 1508 Eureka Road, Suite 150 in Roseville; (2) CITY shall pay to WESTPARK the sum of ten dollars ($10.00) for the Westpark Property; (3) WESTPARK shall pay to CITY the sum of ten dollars ($10.00) for the City Property; (4) the purchase prices shall be paid in cash at the close of escrow; and (5) the close of escrow shall occur thirty-five (35) days following the approval of the Entitlements by the Roseville City Council.

The City Manager's and the Roseville City Attorney's satisfaction with the Purchase Agreement may be signified by a written notice executed by the City Manager prior to the expiration of the term of this Agreement. If the City Manager determines that the Purchase Agreement's terms and conditions cannot be negotiated to the satisfaction of CITY or the parties are otherwise at impasse, the City Manager may terminate this Agreement by written notice to WESTPARK. WESTPARK may terminate this Agreement at any time upon written notice to CITY.

3. Progress Reports and Technical Assistance. Upon reasonable notice, as from time to time may be requested by CITY, WESTPARK agrees to make oral and written progress reports advising CITY on all matters and all studies being made by WESTPARK. Should WESTPARK fail to complete and submit to CITY any of the specific items listed in this Agreement in a timely fashion in accordance with the schedule of performance in this Agreement, CITY may at its option immediately terminate this Agreement by written notice to WESTPARK.

CITY will assist and cooperate by providing WESTPARK with reasonable and

appropriate technical information and assistance in fulfilling the WESTPARK's obligations set forth in above.

4. Execution of Purchase Agreement. A Purchase Agreement resulting from the negotiations pursuant to this Agreement shall become effective only after and if the Purchase Agreement has been considered and approved by the Roseville City Council at a public hearing called for such purpose. If a Purchase Agreement is approved by CITY and is fully executed by CITY and WESTPARK, the Purchase Agreement shall thereafter govern the rights and obligations of the parties with respect to the Property Exchange and this Agreement shall thereafter be null and void.

5. Indemnification. To the fullest extent allowed by law, WESTPARK shall defend, indemnify, and save and hold harmless CITY, its officers, agents, employees and volunteers from any claims, suits or actions of every name, kind and description regarding the legality of the transfer of the City Property and/or the marketability of title to the City Property, and from any claims, suits or actions from any person or entity claiming a property interest in the City Property. The parties intend that this provision shall be broadly construed. WESTPARK's responsibility for such defense and indemnity obligations shall survive the termination or completion of this Agreement for the full period of time allowed by law.

6. No Reimbursement or Public Financial Commitment. WESTPARK shall have no right to be reimbursed by CITY for any costs incurred by WESTPARK pursuant to this Agreement. Upon termination of this Agreement, neither party shall accrue any further rights or incur any further obligations or liability to the other under this Agreement. By execution of this Agreement, CITY is not committing itself or agreeing to undertake:

a. Acquisition of land;

b. Disposition of land to WESTPARK;

c. Pre-commitment or commitment of any public funds; or

d. Any other act or activities requiring the subsequent independent exercise of discretion by CITY or any department of it.

CITY reserves final discretion and approval as to the Property Exchange, Purchase Agreement, permits, entitlements, environmental review, and all related matters in connection therewith. However, nothing in this Agreement shall limit the type or extent of obligations or commitments, including the commitments set forth above, which CITY may elect to include in the Purchase Agreement. Similarly, WESTPARK reserves discretion and approval as to the items listed in this paragraph and, further, the right to terminate this Agreement by immediate notice to CITY if CITY imposes terms and conditions as part of the permit and approval process which are unacceptable to WESTPARK.

This Agreement does not constitute a disposition of property or exercise of control over property owned by CITY. Execution of this Agreement by CITY is merely an agreement to enter into a period of negotiations according to the terms of this Agreement, reserving final discretion and approval by CITY as to any Purchase Agreement and all proceedings and decisions in connection therewith.

7. WESTPARK's Representations and Warranties. WESTPARK hereby represents and warrants that it has made full disclosure to CITY of its principals, officers, major stockholders, major partners, joint venturers, key managerial employees and other associates, and other material information relating to the Property Exchange concerning WESTPARK and its associates. Any significant or material change in such management ownership or control of WESTPARK or such information shall be reported to CITY and is subject to the approval of

CITY prior to the execution of the Purchase Agreement. Notwithstanding the foregoing, WESTPARK reserves the right in its discretion to join and associate with other entities and joint ventures, partnerships or otherwise for the purpose of developing the residential units on the City Property, provided that WESTPARK retains management and control of such entities and remains fully responsible to CITY pursuant to this Agreement. All persons executing this Agreement on behalf of WESTPARK represent and warrant that they are authorized to do so.

8. Agreement and Residential Units Subject to Applicable Policies and Laws. This Agreement and any development of the residential units are subject to all applicable policies and laws, including but not limited to, the provisions of the Roseville General Plan, the Roseville Municipal Code and the Zoning Ordinance as they currently exist, or may hereafter be amended. The parties acknowledge that approval of the residential units will be subject to the California Environmental Quality Act ("CEQA").

9. Consultant Fees, Commissions and Brokerage Fees. CITY shall not be liable for any consultant fees, real estate commissions or brokerage fees which may arise from this Agreement. WESTPARK agrees to hold CITY harmless from any consultant, broker, agent, or finder retained by WESTPARK.

10. Assignment. CITY enters into this Agreement solely because of the resources, skills, characteristics, and abilities which are unique to WESTPARK, and which CITY believes are necessary for a successful Property Exchange. Therefore, the obligations of WESTPARK pursuant to this Agreement may not be assigned.

11. Attorney's Fees; Venue; Governing Law. If either party commences any legal action against the other party arising out of this Agreement or the performance hereof, the prevailing party in such action shall be entitled to recover its reasonable litigation expenses,

including but not limited to, court costs, expert witness fees, discovery expenses, and attorney's fees. Any action arising out of this Agreement shall be brought in Placer County, California, regardless of where else venue may lie. This Agreement shall be governed by and construed in accordance with the laws of the State of California.

12. Modification. This Agreement and each provision contained herein may be waived, amended, supplemented or eliminated only by mutual written agreement of the parties.

13. Severability. If any of the provisions contained in this Agreement are for any reason held invalid or unenforceable, such holding shall not affect the remaining provisions or the validity and enforceability of the Agreement as a whole.

14. Notice. Any notices to parties required or permitted by this Agreement shall be delivered personally or mailed, U.S. first class postage prepaid, addressed as follows:

CITY OF ROSEVILLE	WEST ROSEVILLE, LLC
Lauren Hocker Senior Planner City of Roseville 311 Vernon Street Roseville, CA 95678	John M. Tallman, Jr. Westpark Communities 1420 Rocky Ridge Drive, Suite 265 Roseville, CA 95661

Either party may amend its address for notice by giving notice to the other party.

15. Integrated Agreement. This is an integrated agreement, and contains all of the terms, considerations, understandings and promises of the parties. It shall be read as a whole.

[Signatures Next Page]

IN WITNESS WHEREOF, the City of Roseville, a municipal corporation, has authorized the execution of the Agreement in duplicate by its City Manager and attested to by its City Clerk under the authority of Resolution No. _____, adopted by the City of Roseville on the ____ day of _____, 2019, and WESTPARK has caused this Agreement to be executed.

CITY OF ROSEVILLE,
a municipal corporation:

BY: _____
DOMINICK CASEY
City Manager

WEST ROSEVILLE, LLC,
a California limited liability company:

BY: _____
its: Manager

ATTEST:

BY: _____
SONIA OROZCO
City Clerk

APPROVED AS TO FORM:

BY: _____
ROBERT R. SCHMITT
City Attorney

APPROVED AS TO SUBSTANCE:

BY: _____
KEVIN PAYNE
Assistant City Manager

ALL-PURPOSE ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Placer } SS.

On March 5, 2019 (DATE), before me, C. Graeff, Notary Public,

personally appeared Jeff Jones, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

C. GRAEFF
COMM. # 2267432
NOTARY PUBLIC - CALIFORNIA
PLACER COUNTY
MY COMM. EXP. NOV. 18, 2022

PLACE NOTARY SEAL IN ABOVE SPACE

C Graeff
NOTARY'S SIGNATURE

OPTIONAL INFORMATION

The information below is optional. However, it may prove valuable and could prevent fraudulent attachment of this form to an unauthorized document.

CAPACITY CLAIMED BY SIGNER (PRINCIPAL)

- ☐ INDIVIDUAL
- ☐ CORPORATE OFFICER _____ (TITLE(S))
- ☐ PARTNER(S)
- ☐ ATTORNEY-IN-FACT
- ☐ GUARDIAN/CONSERVATOR
- ☐ SUBSCRIBING WITNESS
- ☐ OTHER: _____

SIGNER (PRINCIPAL) IS REPRESENTING:
NAME OF PERSON(S) OR ENTITY(IES)

DESCRIPTION OF ATTACHED DOCUMENT

_____
TITLE OR TYPE OF DOCUMENT

_____
NUMBER OF PAGES

_____
DATE OF DOCUMENT

_____
OTHER

RIGHT THUMBPRINT OF SIGNER

Top of thumbprint here

NOTARY BONDS, SUPPLIES AND FORMS AT HTTP://WWW.VALLEY-SIERRA.COM © 2005-2017 VALLEY-SIERRA INSURANCE

COUNCIL COMMUNICATION

CC #: 9865
File #: 0709-05 & 0201-01

Title:	HOUSING SUCCESSOR AGENCY/CITY COUNCIL - Homeless Prevention and Rapid Rehousing Funding Allocations and Budget Adjustment
Contact:	Danielle Foster 916-774-5446 dfoster@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 8.1.

RECOMMENDATION TO COUNCIL

Staff recommends that the City Council, acting on behalf of the Housing Successor and the City:

1) Adopt the attached resolution that will approve the funding recommendations for use of the $250,000.00 in Homeless Prevention and Rapid Rehousing grant funds and $125,000.00 of matching Sutter Health *Getting to Zero* grant funds, and authorize the City Manager or his designee to execute all related grant agreements; and
2) Adopt an ordinance to approve the necessary budget adjustment to add the $125,000.00 in Sutter Health grant funds to the City's budget.

BACKGROUND

Through the adoption of Senate Bill 341 in late 2013, the state amended Chapter 796 of state code and approved the use of the low and moderate income funds (low/mod funds) being held and used by Housing Successors of dissolved redevelopment agencies for the purposes of Homeless Prevention and Rapid Rehousing Services. Under this legislation, Housing Successors, after meeting certain obligations, can use up to $250,000.00 per year for this new purpose. This will be the third year that the City of Roseville, acting as the Housing Successor, has received matching funds for this program in partnership with Sutter Health and will be awarding funding for this purpose. Over the past year, this funding had a significant impact on the Roseville community, assisting 5,880 individuals in either maintaining their housing (avoiding homelessness) or gaining housing after being homeless.

Last year the City of Roseville's Housing Successor funds were matched by $125,000.00 of Sutter Health Foundation's *Getting to Zero* grant program. Sutter Health has provided $125,000.00 again this year as a matching source for these grants. Completion of these funding allocations and adoption of the enclosed budget adjustment will allow for homeless prevention and rapid rehousing funding and other homeless services funding to be infused into the community again this year through service contracts with local non-profit partner organizations.

This year, the City received three applications in response to the Notice of Funding Availability (NOFA) for this funding. The chart below summarizes the applicants, application amounts and overviews, and provides summary information on the 2018 program outcomes for each applicant.

Applicant	Requested Amount (2019)	Type of Request & Overview (HPRR or Other Homeless Services)	Served in 2018, per person cost, total housed
ASSK (Advocates for Mentally Ill Housing (AMIH), St. Vincent De Paul, Stand Up Placer, Kids First)	$250,000.00	HPRR- rental assistance, case management, and other services to families and individuals	392, $482/person housed 392 housed*
The Gathering Inn & The Lazarus Project	$250,000.00	Rapid Rehousing- rental assistance to move from transitional to permanent housing, case management, supportive services to individuals	383, $330/person served & $775/person housed 163 housed*
Salvation Army	$60,000.00	HPRR- rental assistance, hotel vouchers, and other assistance to families, matching funds	5,325, $17.31/person housed 5,325 housed*

*Homeless Prevention and Rapid ReHousing (permanent and transitional housing)

The goals of homeless prevention and rapid rehousing funding are: to provide temporary assistance to prevent an individual or family from losing permanent housing and experiencing homelessness; and to provide temporary assistance to assist a currently homeless individual or family in obtaining permanent housing.

Eligible services for this grant funding include the following types of homeless prevention and rapid rehousing activities: short-term or medium-term rental assistance, short-term hotel vouchers until permanent housing is available (for up to 30 days), housing relocation and stabilization services including housing search/housing navigation services, mediation or outreach to property owners, credit repair, security or utility deposits, utility payments, rental assistance for a final month at a location, moving and short-term storage cost assistance, case management related to these activities, and other appropriate activities for homeless prevention and rapid rehousing of persons who have become homeless. Due to constraints of state law, the low/moderate housing funding cannot be used for health or mental health services, food, clothing, emergency shelter, or other services that do not directly assist an individual with avoiding or exiting homelessness. There is greater flexibility in the Sutter grant funds that can be used for homeless prevention, rapid rehousing and other related critical homeless services.

As part of this funding, the City has evaluated applications using the follow criteria, consistent with the criteria used last year and the City Council's direction to place greatest weight on measureable outcomes from prior year awards:

- 2018 Outcomes: reviewed the extent to which the applicant(s) was successful in providing this type of service with the 2018 funding, the success of housing individuals, and the range of services offered with funding.
- Collaboration and Coordination with other nonprofits, government agencies, and the community:

reviewed whether the applicant(s) was submitting a collaborative application, the number, roles, and capacity of collaborators, and existing connections and acceptance of referrals in the community.

- Demonstrated Need of the Services being provided: considered information referenced in application and ranked differently for projects that served single individuals rather than just families, as the need for assistance to individuals is great.
- Cost per Beneficiary and the Leveraging of Funds to ensure efficient delivery of services: accounted for the overall cost per beneficiary as well as the ability to leverage outside resources, like direct matching funds and/or additional resources to Roseville's homeless population.

A review panel of City Housing and Economic Development staff and city Police Department Social Services Unit staff reviewed the 2019 application information and 2018 program outcomes against the above-stated criterion. Here is a summary of the application review process scoring and resulting funding recommendations:

Applicant	**2018 Outcomes (5 points)**	**Collaboration & Coordination (5 points)**	**Demonstrated Need/ Gap in Services (5 points)**	**Cost per Beneficiary / Leveraging (5 points)**	**Total Points & Recommendation (20 points possible)**
ASSK (AMIH, St. Vincent, Stand Up Placer, Kids First)	4	5	5	4	18/$200,000
The Gathering Inn & The Lazarus Project	2.5	3	5	3	13.5/$115,000
Salvation Army	5	4	5	5	19/$60,000

Staff is recommending that the City Council, acting as the Housing Successor and the City Council, approve the attached resolution and budget adjustment that adopts the above funding recommendation and provides authorization to the City Manager for the execution of grant agreements to start the grant year.

Grantees are required to submit a six-month and one-year report on a specified number of outcomes, consistent with information gathered in the 2018 grant year. These reports have been and continue to be useful and important to the City for high performance under these grants. The City continues working to improve collaboration, efficiency, and outcomes by managing grants with performance-based measurements. As a result of these local policies, staff is seeing increased collaboration that is reaching beyond city grant contracts. The grant year, for these grant funds, will start immediately upon signature of the grant agreements and run through January 2020.

FISCAL IMPACT

The recommended actions in this report do not result in a cost to the General Fund. Further, creation of the Homeless Prevention and Rapid Rehousing program has decreased General Fund expenses by $30,000.00 annually by redirecting funding of the City's previously existing Salvation Army funding commitment for hotel vouchers and rapid re-housing services to the low/mod housing fund. Further, creating a Homeless Prevention and Rapid Rehousing grant program reduces instances and durations of homelessness in Roseville, thereby reducing indirect costs to the community as well.

ECONOMIC DEVELOPMENT / JOBS CREATED

Estimates of total employment created can be based on expenditure data, consistent with guidance from the Council of Economic Advisers (CEA). Total employment not only includes direct and indirect jobs, but also induced jobs. CEA estimates that total employment is increased by one job-year for every $92,000.00 in direct government spending. Therefore, this project has the potential to generate 4 job years with the expenditure of these funds.

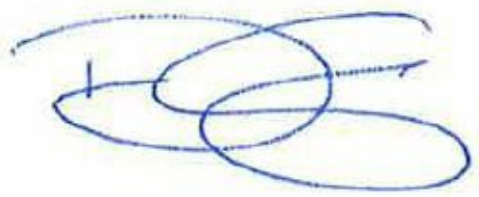
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment. (CEQA Guidelines §15061(b)(3)). The allocation of low/mod funds via grants does not include the potential for a significant environmental effect, and therefore is not subject to CEQA.

Respectfully Submitted,

Danielle Foster, Housing Manager

Laura Matteoli, Economic Development Director



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Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-90

Ordinance No. 6064

Budget Adjustment- Sutter Health Grant Funds

RESOLUTION NO. 19-90

APPROVING FUNDING RECOMMENDATIONS AND AUTHORIZING THE CITY MANAGER OR DESIGNEE TO EXECUTE GRANT AGREEMENTS ON BEHALF OF THE CITY OF ROSEVILLE

WHEREAS, under Senate Bill 341, Housing Successors, after meeting certain obligations, can use up to $250,000.00 per year for the purposes of Homeless Prevention and Rapid Rehousing Services; and

WHEREAS, through the Sutter Health Foundation's Getting to Zero grant program, the City received additional funds of $125,000.00 to bring the available funding to $375,000.00; and

WHEREAS, the City recently issued a Notice of Funding Availability (NOFA) regarding the availability of these funds as grants, for which three applications were received; and

WHEREAS, a review panel of City Housing and Economic Development staff and staff from the City's Social Services unit of the Police department met to review applications and submitted funding recommendations for $375,000.00; and

WHEREAS, separate funding recommendations have been submitted in the event the City receives additional funding from the Sutter Health Foundation; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that the funding recommendations for $375,000.00 as identified in the staff report are hereby approved and that the City Manager or his designee is authorized to execute all related grant agreements on behalf of the City of Roseville.

PASSED AND ADOPTED by the Council of the City of Roseville this ___ day of _____, 20__, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

ORDINANCE NO. 6064

ORDINANCE OF THE COUNCIL OF THE CITY OF ROSEVILLE AUTHORIZING CERTAIN AMENDMENTS TO THE 2018-19 BUDGET AND DECLARING THIS ORDINANCE TO BE IMMEDIATELY EFFECTIVE AS AN APPROPRIATION MEASURE

THE CITY OF ROSEVILLE ORDAINS:

SECTION 1. The City of Roseville Annual Budget, Fiscal Year 2018-19, is hereby amended by transferring appropriation to and from the activities indicated below:

Appropriate funds for Homeless Prevention and Rapid Rehousing funding allocations, per request of the Economic Development Department, as listed on the attached Request for Budget Adjustment in the amount of $125,000.00.

SECTION 2. This ordinance is hereby declared to be an appropriation measure, immediately effective pursuant to the provisions of Section 5.03 of the Charter.

SECTION 3. The City Clerk is hereby authorized and directed to post a true copy of the foregoing ordinance in each of three (3) conspicuous locations in the City and she shall immediately after such posting enter in the ordinance book, under the record of the ordinance, a certificate under her hand stating the time and place of such publication by posting.

PASSED AND ADOPTED by the Council of the City of Roseville, this _____ day of _____, 2018, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

CITY OF ROSEVILLE CALIFORNIA

REQUEST FOR BUDGET ADJUSTMENT
FINANCE DEPARTMENT

Instructions: Complete all necessary fields. Fields marked with an asterisk (*) are mandatory and required for processing. Obtain required approvals and process according to the procedure outlined in:
A.R. 6.01 Budget Adjustment Policy & Procedure.

For more detailed budget adjustment training information, including examples, please click on the following link:
Miscellaneous Budget Training Information.

REQUESTER*: Melissa Hagan

DEPARTMENT/DIVISION*: Economic Development and Housing

FISCAL YEAR/EFFECTIVE DATE*: FY18-19

PROPOSED COUNCIL DATE (if applicable): 03/20/2019

USE OF FUNDS*

AMOUNT*	ACCOUNT NUMBER					Account Title/Activity Description*
	GL			JL		
	ORG KEY*	OBJECT*	FUND*	PROJECT	ACTIVITY	
125,000	08121	5915	291			Grants for Homeless Prevention
$ 125,000	TOTAL					

SOURCE OF FUNDS*

AMOUNT*	ACCOUNT NUMBER					Account Title/Activity Description*
	GL			JL		
	ORG KEY	OBJECT	FUND*	PROJECT	ACTIVITY	
125,000	00291	3754	291			Sutter Grant to City
$ 125,000	TOTAL					

FINANCE USE Approved: Laura Sabo 1/29/19 — BUDGET MANAGER/DESIGNEE — DATE

Finance Director* — Date 1/29/19

Justification for Budget Adjustment*:

This is to budget the matching grant of $125,000 from Sutter Health's Getting to Zero Grant that is being awarded as a match to City Housing Prevention, Rapid Rehousing (HPRR) and other homeless services grants. With the City's $250,000 of funding from the Housing Successor of the former Redevelopment Agency, the total grant funds available for award is $375,000.

Approved: Laura Mattioli 1/28/19 — REQUESTING DEPARTMENT HEAD/DESIGNEE — DATE

Approved: — CITY MANAGER — DATE

Revised 6/2016

COUNCIL COMMUNICATION

CC #: 9833
File #: 0800-03

Title: Electric Department - Proposed Budget
Contact: Michelle Bertolino 916-774-5603 mbertolino@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 9.1.

RECOMMENDATION TO COUNCIL

Staff recommends that council receive an update from Roseville Electric on their budget development.

BACKGROUND

This presentation is to provide an update to Council from Roseville Electric.

FISCAL IMPACT

This is an informational presentation that has no fiscal impact.

ECONOMIC DEVELOPMENT / JOBS CREATED

Not applicable.

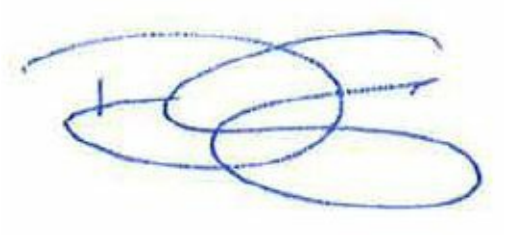
ENVIRONMENTAL REVIEW

Not applicable.

Respectfully Submitted,

Scott Pettingell, Budget Manager

Michelle Bertolino, Electric Utility Director



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Dominick Casey, City Manager

COUNCIL COMMUNICATION

CC #: 9834
File #: 0800-02

Title: Environmental Utilities Department - Budget Update
Contact: Richard Plecker 916-774-5714 rplecker@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 9.2.

RECOMMENDATION TO COUNCIL

Staff recommends that Council receive a budget update from Environmental Utilities.

BACKGROUND

This presentation is to provide a budget update from Environmental Utilities.

FISCAL IMPACT

This is an informational presentation and has no fiscal impact.

ECONOMIC DEVELOPMENT / JOBS CREATED

Not applicable.

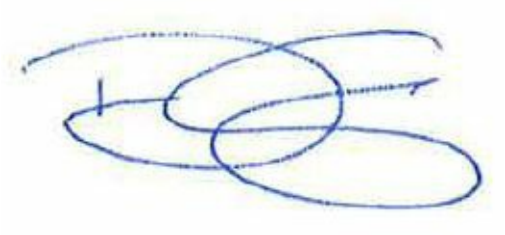
ENVIRONMENTAL REVIEW

Not applicable

Respectfully Submitted,

Scott Pettingell, Budget Manager

Richard Plecker, Environmental Utilities Director



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Dominick Casey, City Manager

COUNCIL COMMUNICATION

CC #: 9862
File #: 0103 & 0103-13-03 & 0103-07-03

Title: Appointments to Transportation Commission and Planning Commission
Contact: Ryan Carroll 916-774-5265 rcarroll@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 10.1.

RECOMMENDATION TO COUNCIL

Appoint (1) one member to the Transportation Commission with a term ending December 31, 2019, from the following (3) three individuals who submitted an application for consideration: Dan Groff, Neil Peacock, and John Raniseski.

Appoint (1) one member to the Planning Commission with a term ending June 30, 2020, from the following (5) five individuals who submitted applications for consideration: Pam Herman, Tracy Librea, Jonathan Martin, Neil Peacock, and Andrew Waldrop.

BACKGROUND

There is (1) one vacancy on the Transportation Commission. David Nelson resigned, creating an unscheduled vacancy. There is (1) one vacancy on the Planning Commission. Bruce Houdesheldt resigned from the Planning Commission, creating an unscheduled vacancy.

FISCAL IMPACT

Not applicable.

ECONOMIC DEVELOPMENT / JOBS CREATED

Not applicable.

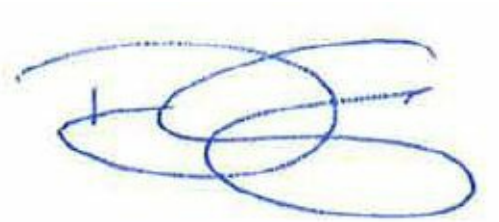
ENVIRONMENTAL REVIEW

Appointment of members to boards, commissions, and committees are not considered a "project" as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 5378). Consequently, no CEQA action is required.

Respectfully Submitted,

Ryan Carroll, Deputy City Clerk

Sonia Orozco, City Clerk



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Dominick Casey, City Manager

COUNCIL COMMUNICATION

CC #: 9868
File #: 0110

Title:	Statewide Community Infrastructure Program Participation
Contact:	Laura Matteoli 916-774-5284 lmatteoli@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 11.1.

RECOMMENDATION TO COUNCIL

Staff recommends that the City Council adopt a resolution:

1. Authorizing the City of Roseville to participate in the Statewide Community Infrastructure Program ("SCIP") and for the program financing to include a City administrative fee, per the City's master fee schedule at 100% full cost recovery, to cover staff time involved with the processing and tracking of SCIP applications.

BACKGROUND

The Statewide Community Infrastructure Program (SCIP) is sponsored by the California Statewide Communities Development Authority ("CSCDA") and is a joint powers authority with the League of California Cities and the California State Association of Counties. The City of Roseville has been a SCIP member agency since 2004. The request before you today is to **reaffirm** the City of Roseville's partnership and participation in SCIP by adopting a new and updated resolution.

Currently, there are 391 cities and 56 counties member agencies throughout California, including the City of Roseville (the "City") participating in the program. SCIP was instituted by CSCDA in 2002 and authorizes property owners, in participating cities and counties, to finance the development impact fees that would be payable by property owners upon receiving development entitlements or building permits. The program has since been expanded to include financing of public capital improvements directly. The City first joined SCIP in 2004 for the payment of development impact fees and expanded the authorization in 2007 to finance public capital improvements directly, see Attachments 1 and 2 for a copies of SCIP participation staff report and resolutions. In order to continue to participate in the SCIP program and allow the financing of development impact fees and public capital improvements, and for CSCDA to continue to issue bonds, it is necessary that the City conduct a public hearing, make certain findings, and adopt an updated resolution.

If a property owner chooses to participate, the selected public capital improvements and the development impact fees owed to the City will be financed by the issuance of tax-exempt bonds by CSCDA. CSCDA will impose a special assessment on the owner's property to repay the

portion of the bonds issued to finance the fees paid with respect to the property. With respect to impact fees, the property owner will either pay the impact fees at the time of permit issuance, and will be reimbursed from the SCIP bond proceeds when the SCIP bonds are issued; or the fees will be funded directly from the proceeds of the SCIP bonds. In the former case, the City is required to pay the fees over to SCIP, and in the latter case, SCIP holds the bond proceeds representing the fees. In both cases the fees are subject to requisition by the City *at any time* to make authorized fee expenditures. But by holding and investing the money until it is spent, SCIP is able to monitor the investment earnings (which come to the City) for federal tax law arbitrage purposes. SCIP encourages the City to spend those amounts *before* any other fee revenues of the City. If the fees are paid by the property owner and bonds are never issued, the fees are returned to the City by SCIP. In this way, the City is never at risk for the receipt of the impact fees.

The benefits to the property owner include:

- Only property owners who choose to participate in the program will have assessments imposed on their property.
- Instead of paying cash for public capital improvements and/or development impact fees, the property owner receives low-cost, long-term tax-exempt financing of those fees, freeing up capital for other purposes.
- The property owner can choose to pay off the special assessments at any time.
- For home buyers, paying for the costs of public infrastructure through a special assessment is superior to having those costs "rolled" into the cost of the home. Although the tax bill is higher, the amount of the mortgage is smaller, making it easier to qualify. Moreover, because the special assessment financing is at tax-exempt rates, it typically comes at lower cost than mortgage rates.
- Owners of smaller projects, both residential and commercial, can have access to tax-exempt financing of infrastructure. Before the inception of SCIP, only projects large enough to justify the formation of an assessment or communities facilities district had access to tax-exempt financing.

The benefits to the City include:

- As in conventional assessment financing, the City is not liable to repay the bonds issued by CSCDA or the assessments imposed on the participating properties.
- CSCDA handles all district formation, district administration, bond issuance and bond administration functions. A participating city can provide tax-exempt financing to property owners through SCIP while committing very little staff time to administer the program.
- Providing tax-exempt financing helps participating cities and counties cushion the impact of rising public capital improvements costs and development impact fees on property owners.
- The availability of financing will encourage developers to pull permits and pay fees in larger blocks, giving the participating city immediate access to revenues for public infrastructure, rather than receiving a trickle of revenues stretched out over time. As part of the entitlement negotiation process, the possibility of tax-exempt financing of fees can be used to encourage a developer to pay fees up front through the SCIP program.
- In some cases, the special assessments on successful projects can be refinanced through refunding bonds. Savings achieved through refinancing will be directed back to the participating city for use on public infrastructure, subject to applicable federal tax limitations.

The proposed resolution authorizes CSCDA to issue bonds for SCIP projects within the City's jurisdictional boundaries. It also authorizes miscellaneous related actions and makes

certain findings and determinations required by law.

The SCIP financing program will include a City administrative fee that will cover the City staff time involved with the processing and tracking of SCIP applications. The administrative fee is consistent with the City's administrative fee for City fee deferrals with a 100% cost recovery rate, per the City's master fee schedule. This administrative fee for FY2018-2019 is $463 per single family dwelling permit and $1,295 per non-residential building permit. The administrative fees adjust annually on July 1st by 2% (or the consumer price index from October to October) and will cover staff time involved with the processing and tracking of SCIP applications.

FISCAL IMPACT

Participation in the SCIP program will not result in a fiscal impact to the City. The SCIP financing program will include a City administrative fee that will cover the City staff time involved with the processing and tracking of SCIP applications. The administrative fee is consistent with the City's administrative fee for City fee deferrals with a 100% cost recovery rate, per the City's master fee schedule. This administrative fee for FY2018-2019 is $463 per single family dwelling permit and $1,295 per non-residential building permit. The administrative fees adjust annually on July 1st by 2% or the consumer price index from October to October. Therefore, there is no fiscal impact associated with the project.

ECONOMIC DEVELOPMENT / JOBS CREATED

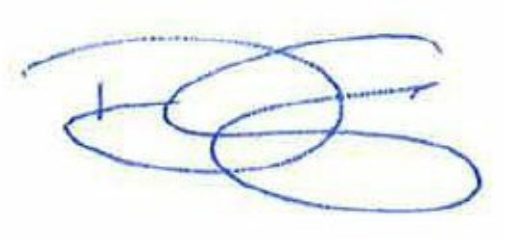
The continued partnership with SCIP will generate increased opportunities to promote economic growth and job creation within the City. Specifically, the SCIP financing program will strengthen Roseville's economic development efforts to grow its economy through new business, business expansion and retention opportunities. These opportunities result in increased property values and retail sales and property taxes that add to City revenues. Property tax and sales tax are the foundation of our sustainable economy.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment (CEQA Guidelines §15061(b) (3)). The proposed participation of the SCIP financing program does not include the potential for a significant environmental effect, and therefore is not subject to CEQA.

Respectfully Submitted,

Laura Matteoli, Economic Development Director



Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-92

RESOLUTION NO. 19-92

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROSEVILLE AUTHORIZING THE CALIFORNIA STATEWIDE COMMUNITIES DEVELOPMENT AUTHORITY TO ISSUE LOCAL OBLIGATIONS WITHIN THE JURSDICTIONAL BOUNDARIES OF THE CITY FROM TIME TO TIME FOR THE STATEWIDE COMMUNITY INFRASTRUCTURE PROGRAM AND AUTHORIZING RELATED ACTIONS

WHEREAS, the California Statewide Communities Development Authority (the "Authority") is a joint exercise of powers authority the members of which include numerous cities and counties in the State of California, including the City of Roseville (the "City"); and

WHEREAS, the Authority has established the Statewide Community Infrastructure Program ("SCIP") to allow the financing of certain development impact fees (the "Fees") levied in accordance with the Mitigation Fee Act (California Government Code Sections 66000 and following) and other authority providing for the levy of fees on new development to pay for public capital improvements (collectively, the "Fee Act") through the levy of special assessments pursuant to the Municipal Improvement Act of 1913 (Streets and Highways Code Sections 10000 and following) (the "1913 Act") and the issuance of improvement bonds (the "Local Obligations") under the Improvement Bond Act of 1915 (Streets and Highways Code Sections 8500 and following) (the "1915 Act") upon the security of the unpaid special assessments; and

WHEREAS, SCIP will also allow the financing of certain public capital improvements to be constructed by or on behalf of property owners for acquisition by the City or another public agency (the "Improvements"); and

WHEREAS, by resolutions of this City Council, Resolution No. 04-150, adopted on April 21, 2004, and Resolution No. 07-524, adopted on October 3, 2007, the City of Roseville (the "City") joined SCIP; and

WHEREAS, the City desires to allow the Authority to issue Local Obligations under the 1915 Act to finance Fees levied on such properties and Improvements, provided that owners of the land subject to the assessment voluntarily agree to participate and consent to the levy of such assessments; and

WHEREAS, pursuant to Government Code Section 6586.5, notice was published at least five days prior to the adoption of this resolution at a public hearing, which was duly conducted by this Council concerning the significant public benefits of SCIP and the financing of the Improvements and the public capital improvements to be paid for with the proceeds of the Fees;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Roseville as follows:

Section 1. The City hereby consents to the issuance of Local Obligations under the 1915 Act on any property within the jurisdictional boundaries of the City as such jurisdictional

boundaries may exist from time to time; provided that the provisions of Section 1 of Resolution No 04-150 are satisfied.

Section 2. The City hereby finds and declares that the issuance of bonds by the Authority in connection with SCIP will provide significant public benefits, including without limitation, savings in effective interest rate, bond preparation, bond underwriting and bond issuance costs and the more efficient delivery of local agency services to residential and commercial development within the City.

Section 3. The City hereby adopts an Administrative Fee consistent with the City's master fee schedule. This administrative fee for FY2018-2019 is $463 per single family dwelling permit and $1,295 per non-residential building permit. The administrative fees adjust annually on July 1st by 2% or the consumer price index from October to October.

Section 4. This Resolution shall take effect immediately upon its adoption. The City Clerk is hereby authorized and directed to transmit a certified copy of this resolution to the Secretary of the Authority.

PASSED AND ADOPTED this ____ day of _____, 2019, by the following vote, to wit:

AYES: Council Members _____

NOES: Council Members _____

ABSENT: Council Members _____

ABSTAIN: Council Members _____

_____
MAYOR

ATTEST:

_____
City Clerk

CERTIFICATION OF RESOLUTION

I, the undersigned, the duly appointed and qualified City Clerk of the City of Roseville, do hereby certify that the foregoing Resolution No. _____ was duly adopted at a regular meeting of the City Council of the City of Roseville duly and regularly held at the regular meeting place thereof on the _____ day of _____, 20__, of which meeting all of the members of said City Council had due notice and at which a majority thereof were present.

An agenda of said meeting was posted at least 72 hours before said meeting at _____, a location freely accessible to members of the public, and a brief description of said resolution appeared on said agenda.

I have carefully compared the foregoing with the original minutes of said meeting on file and of record in my office, and the foregoing is a full, true and correct copy of the original resolution adopted at said meeting and entered in said minutes.

Said resolution has not been amended, modified or rescinded since the date of its adoption and the same is now in full force and effect.

Dated: _____, 20__

_____
City Clerk
City of Roseville

By: _____

[Seal]

COUNCIL COMMUNICATION

CC #: 9853
File #: 0206-03

Title:	Schedule of Maintenance Costs and Charges for Maintenance Community Facilities Districts Adoption
Contact:	Jeannine Thrash 916-774-5473 jthrash@roseville.ca.us Dennis Kauffman 916-774-5313 dkauffman@roseville.ca.us

Meeting Date: 3/20/2019
Item #: 11.2.

RECOMMENDATION TO COUNCIL

Staff recommends the City Council approve the resolution adopting the Schedule of Maintenance Costs and Charges for Maintenance Community Facilities Districts (CFDs) effective March 20, 2019, through June 30, 2020.

BACKGROUND

A Maintenance CFD is a special taxing district that allows the financing of maintenance of certain public improvements, such as preserves, open spaces, parks, streetscapes, and stormwater facilities. Currently, the costs of such services is individually negotiated for each individual Maintenance CFD.

The proposed Schedule of Maintenance Costs and Charges for Maintenance CFDs identifies costs for services provided by the City at the request of, or on behalf of, individual districts, as opposed to the public at large. This schedule of costs and charges is intended for application to all future maintenance CFD annexations as well as any new maintenance CFDs planned and formed by the City. Prior to this uniform schedule, costs for services for existing CFDs have been negotiated individually with the City, resulting in divergent charges and potentially disparate recovery of the costs of service.

The Schedule of Maintenance Costs and Charges for Maintenance CFDs is intended to be reviewed annually. The proposed schedule of costs and charges, effective March 20, 2019 through June 30, 2020, is based on the results of a study completed in September 2018. The report is included as an attachment to this City Council communication.

In interim years between cost of service studies, it is proposed that maintenance costs and charges for CFDs be authorized to be adjusted based on the Consumer Price Index (CPI) change from October to October of the immediately preceding year.

Maintenance costs and charges for CFDs are to be established by the City Council via

Resolution.

As part of the City's adoption of the Annual Maintenance Costs for Maintenance CFDs, City staff notified stakeholder groups of the proposed schedule. Staff also presented the proposed plan and schedule, and answered questions, to the North State Building Industry Association (BIA) at their meeting on January 16, 2019.

Public Hearing

This item and staff's recommendations are intended to be considered upon completion of a public hearing. The public hearing provides all interested parties with an opportunity to comment or request clarification regarding the proposed Schedule of Maintenance Costs and Charges for Maintenance CFDs. Prior to the public hearing, the City published a newspaper notice of the public hearing, and notified all interested parties that have requested to be notified regarding proposed fee updates.

As part of the City's adoption of the annual maintenance costs for maintenance CFDs, the City notified stakeholder groups, including meeting with the BIA on January 16, 2019, where the City presented the proposed plan and were available for questions/comments.

Proposed Change to Practice

The following provides a brief summary of changes to practices which the City Council is being asked to consider:

Implement a New Schedule of Maintenance Costs and Charges for Maintenance Community Facilities Districts (CFDs)

Though not provided in every CFD, nor to the same level of service, the following broad categories of ongoing maintenance services are provided by the City to CFDs throughout the community:

- Preserve and open space maintenance
- Park maintenance
- Streetscape maintenance
- Stormwater management

In absence of a uniform schedule of costs and charges for maintenance services provided to CFDs, the individual interests representing each entity in the planning stages are inadvertently given opportunity to negotiate applied costs. This overly burdens City resources, subjects CFDs to divergent charges from one another, extends the district formation process, and potentially compromises the City's intended recovery of the full cost of services.

In an effort to correct existing inefficiencies in cost recovery practices related to maintenance CFDs, a Master Schedule of Maintenance Costs and Charges applicable to all future CFDs is recommended for approval by the City Council. The complete schedule of costs and charges is attached.

FISCAL IMPACT

Implementation of this schedule of costs and charges is intended for application to all future maintenance CFD annexations and formation of new districts to which the schedule would apply; therefore, no fiscal impact is estimated at this time. However, it can be stated that the proposed Schedule of Maintenance Costs and Charges for Maintenance CFDs is intended to target full cost recovery in a fair and reasonable manner for all future maintenance CFDs once implemented.

It is important to note that while establishing a universal schedule of costs and charges might provide a fiscal impact in the form of additional revenue, the revenue is not intended to be used to fund new services, rather the revenue is intended to offset the costs of providing existing services that are recoverable from the schedule. Consequently, while charges may rise annually, typically labor costs (the primary driver of service costs) also rise annually. Recalibration of the schedule of costs and charges simply provides an offset of existing expenditures/needs rather than a source of funding for expanded service levels.

ECONOMIC DEVELOPMENT / JOBS CREATED

Periodically adjusting the schedule of costs and charges to recover some or all of the costs of providing maintenance services provides multiple benefits including, but not limited to:

- Increasing the availability of General Fund revenues to be used for services and activities available to all Roseville residents and businesses, such as public safety services or citywide economic development initiatives.
- Avoiding fee spikes that are more likely to occur when municipalities leave fees unchanged for a multi-year period.
- Providing the payers of these charges (e.g. developers and residents), city staff, and city policymakers with a pattern of consistency that provides information for forecasting and decision-making purposes.

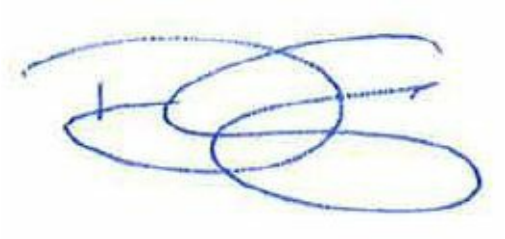
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment (CEQA Guidelines §15061(b)(3)). The adoption of a schedule does not include the potential for a significant environmental effect, and therefore is not subject to CEQA.

Respectfully Submitted,

Jeannine Thrash, Administrative Analyst

Dennis Kauffman, Chief Financial Officer



Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-79

Maintenance CFD Cost Schedule and Report

Public Hearing Notice

RESOLUTION NO. 19-79

ADOPTING A SCHEDULE OF MAINTENANCE COSTS AND CHARGES FOR COMMUNITY FACILITIES DISTRICTS

WHEREAS, the City has adopted goals and policies concerning use of the Mello-Roos Community Facilities Act of 1982 ("Act"), and

WHEREAS, the purpose of these goals and policies is to establish for the City a format to establish the public benefit and guidelines for the financial aspects of Community Facilities Districts ("CFD's"). The underlying principles behind the proposed policies are public interest and benefit, fairness to current and future property owners and homeowners, avoidance of future failure of the project and/or property owner protest, protection of the City's financial position, and reimbursement to the City of its incurred expenses; and

WHEREAS, the City can uniformly identify the costs of providing many of the commonly required services and maintenance activities provided within the CFDs on a recurring basis; and

WHEREAS, it is expected that a uniform schedule of costs will support a more streamlined process for negotiating CFD conditions, improved cost recovery, and equity between districts; and

WHEREAS, adopting a uniform schedule of costs for certain services and activities will not preclude the City from recovering other CFD related service and maintenance costs, authorized by the Act, that are identified and established as part of the process of forming each CFD or annexing into an existing CFD; and

WHEREAS, implementation of this schedule of costs and charges is subject to formation of new districts (or annexations into existing districts) to which the schedule would apply, but will not affect previously established districts or districts that have initiated proceedings, as of the date of adoption of the resolution, to form a CFD (or annex into an existing CFD) to finance services authorized by the Act; and

WHEREAS, staff recommends adopting the schedule of maintenance costs and charges for CFDs, effective upon adoption, through June 30, 2020, attached hereto as Exhibit "A;" and

WHEREAS, staff further recommends authorizing the Chief Financial Officer to make automatic annual inflationary adjustments for the various maintenance costs and charges identified in the schedule based on all-urban Consumer Price Index (CPI) for the San Francisco-Oakland-Hayward area; and

WHEREAS, inflationary adjustments will be based on the CPI change from October to October of the immediately preceding year; and

WHEREAS, if the CPI does not change or goes down, no change shall be made to the schedule for that year unless an adjustment is made to targeted cost recovery levels or cost study findings indicate that an adjustment is appropriate; and

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said schedule of maintenance costs and charges for community facilities districts, effective March 20, 2019 through June 30, 2020 is hereby adopted.

BE IT FURTHER RESOLVED, the Chief Financial Officer has authority to make automatic annual inflationary adjustments for the various costs and charges identified in the schedule based on the yearly change in the all-urban Consumer Price Index (CPI) for the San Francisco-Oakland-Hayward area.

PASSED AND ADOPTED by the Council of the City of Roseville this ___ day of _____, 20__, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

EXHIBIT “A”

City of Roseville

SCHEDULE OF MAINTENANCE COSTS AND CHARGES FOR COMMUNITY FACILITIES DISTRICTS

Services and Activities	Page
Preserve and Open Space Maintenance	1
Park Maintenance, Landscape Corridors, Paseo and Median Maintenance	4
Street Sweeping, Leaf Pickup, and Bike Trail Maintenance	5
Stormwater Management	6

City of Roseville

Preserve and Open Space Maintenance

#	Activity Cost Description	Calculation Unit	Frequency	Current Amount Collected	Estimated Actual Cost	Effective March 6, 2019
	Biological Inspections					
1	General Biological Inspection	per acre	yearly	varies / negotiated	$48	$48
	Vernal Pool Grasslands:					
2	Wet Season Vernal Pool Hydrology and Invertebrate Survey	per vernal pool	yearly	varies / negotiated	$179	$179
3	Dry Season Vernal Pool Hydrology and Floristics	per vernal pool	yearly	varies / negotiated	$179	$179
4	Upland Grassland Monitoring	per 25 acres	yearly	varies / negotiated	$1,595	$1,595
5	Oak Woodland Understory Grassland	per 25 acres	yearly	varies / negotiated	$1,595	$1,595
6	Oak Species Composition and Recruitment	per 25 acres	yearly	varies / negotiated	$603	$603
7	Residual Dry Matter Monitoring	per 25 acres	yearly	varies / negotiated	$586	$586
8	Ground Nesting Bird Survey	per acre	yearly	varies / negotiated	$330	$330
	General Maintenance Inspections and Tasks					
	General Maintenance Inspection:					
9	Level of Service A	per acre	yearly	varies / negotiated	$63	$63
10	Level of Service B	per acre	yearly	varies / negotiated	$126	$126
11	Level of Service C	per acre	yearly	varies / negotiated	$190	$190
	General Routine Maintenance:					
12	Level of Service A	per acre	yearly	varies / negotiated	$190	$190
13	Level of Service B	per acre	yearly	varies / negotiated	$380	$380
14	Level of Service C	per acre	yearly	varies / negotiated	$760	$760
	General Non-Routine Maintenance:					
15	Level of Service A	per preserve	yearly	varies / negotiated	$285	$285
16	Level of Service B	per preserve	yearly	varies / negotiated	$570	$570
17	Level of Service C	per preserve	yearly	varies / negotiated	$855	$855
	Tree Assessment for Health and Vigor:					

City of Roseville

Preserve and Open Space Maintenance

#	Activity Cost Description	Calculation Unit	Frequency	Current Amount Collected	Estimated Actual Cost	Effective March 6, 2019
18	Oak Woodland	per acre	yearly	varies / negotiated	$90	$90
19	Riparian Woodland	per acre	yearly	varies / negotiated	$240	$240
20	Tree Assessment in Target Safety Zone	per tree	yearly	varies / negotiated	$105	$105
	Public Interaction:					
21	Level of Service A	per preserve	yearly	varies / negotiated	$1,140	$1,140
22	Level of Service B	per preserve	yearly	varies / negotiated	$2,280	$2,280
23	Level of Service C	per preserve	yearly	varies / negotiated	$4,560	$4,560
	Vegetation Abatement:					
24	Grazing	per acre	yearly	varies / negotiated	$350	$350
25	Mowing	per acre	yearly	varies / negotiated	$480	$480
	Creek Corridor Inspections and Tasks					
	Winter and Spring Corridor Assessment:					
26	Level of Service A	per acre	yearly	varies / negotiated	$63	$63
27	Level of Service B	per acre	yearly	varies / negotiated	$126	$126
28	Level of Service C	per acre	yearly	varies / negotiated	$190	$190
	Creek Corridor Routine Maintenance:					
29	Level of Service A	per acre	yearly	varies / negotiated	$380	$380
30	Level of Service B	per acre	yearly	varies / negotiated	$760	$760
31	Level of Service C	per acre	yearly	varies / negotiated	$1,140	$1,140
	Creek Corridor Non-Routine Maintenance:					
32	Level of Service A	per preserve	yearly	varies / negotiated	$760	$760
33	Level of Service B	per preserve	yearly	varies / negotiated	$1,520	$1,520
34	Level of Service C	per preserve	yearly	varies / negotiated	$2,280	$2,280
	Equipment and Restoration					

City of Roseville

Preserve and Open Space Maintenance

#	Activity Cost Description	Calculation Unit	Frequency	Current Amount Collected	Estimated Actual Cost	Effective March 6, 2019
35	Post and Cable Fence	per LF	yearly	varies / negotiated	$0.30	$0.30
36	Ranch Fence	per LF	yearly	varies / negotiated	$0.40	$0.40
37	Gates	each	yearly	varies / negotiated	$200	$200
38	Signs	each	yearly	varies / negotiated	$20	$20
39	Bollards	each	yearly	varies / negotiated	$33	$33
40	Vernal Pool Grassland	per acre	yearly	varies / negotiated	$23	$23
41	Oak Woodland/Savannah	per acre	yearly	varies / negotiated	$82	$82
42	Riparian Woodland/Wetland	per acre	yearly	varies / negotiated	$158	$158
	RMA Compliance					
43	Prepare and Follow-up of VRF w/Photo Documentation	per preserve	yearly	varies / negotiated	$1,339	$1,339
44	Pre-maintenance Habitat Survey	per acre	yearly	varies / negotiated	$12	$12
45	Nesting Bird Survey (other than for mowing) Level A	per acre	yearly	varies / negotiated	$145	$145
46	Nesting Bird Survey (other than for mowing) Level B	per acre	yearly	varies / negotiated	$220	$220
47	Nesting Bird Survey (other than for mowing) Level C	per acre	yearly	varies / negotiated	$440	$440
48	Annual Environmental/Invasive Species Training	per preserve	yearly	varies / negotiated	$338	$338
49	Fact Sheets/Onsite Cards	per preserve	yearly	varies / negotiated	$100	$100
50	Annual Report on Routine Maintenance	per preserve	yearly	varies / negotiated	$30	$30
51	Annual Monitoring Report for Restoration	per preserve	yearly	varies / negotiated	$10	$10
52	4-Year RMA Status Report	per preserve	yearly	varies / negotiated	$4	$4

City of Roseville

Park Maintenance, Landscape Corridors, Paseo and Median Maintenance

#	Activity Cost Description	Calculation Unit	Frequency	Current Amount Collected	Estimated Actual Cost	Effective March 6, 2019
1	Landscape Corridors, Paseos, Medians	per acre	yearly	varies / negotiated	$11,664	$11,664
2	Neighborhood Park: Basic, 3 to 5 Acres	per acre	yearly	varies / negotiated	$12,960	$12,960
3	Neighborhood/School Park, up to 12 Acres	per acre	yearly	varies / negotiated	$13,806	$13,806

City of Roseville

Street Sweeping, Leaf Pickup, and Bike Trail Maintenance

#	Activity Cost Description	Calculation Unit	Frequency	Current Amount Collected	Estimated Actual Cost	Effective March 6, 2019
1	Street Sweeping	per curb mile	yearly	varies / negotiated	$39.80	$39.80
2	Leaf Pickup	per mile	yearly	varies / negotiated	$64.04	$64.04
3	Bike Trail Maintenance	per LF	yearly	varies / negotiated	$1.11	$1.11

City of Roseville

Stormwater Management

#	Activity Cost Description	Calculation Unit	Frequency	Current Amount Collected	Estimated Actual Cost	Effective March 6, 2019
1	Stormwater Management	residential unit	yearly	varies by CFD	varies by CFD	will vary by CFD

CITY OF ROSEVILLE

DECEMBER 1, 2018

Annual Maintenance Costs for Maintenance CFDs

ClearSource Financial Consulting

TERRY MADSEN | PRINCIPAL CONSULTANT
tmadsen@clearsourcefinancial.com | 831.288.0608
7960 B Soquel Drive, Suite 363 | Aptos, California 95003
www.clearsourcefinancial.com

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A	Schedule of Maintenance Costs and Charges for Maintenance CFDs
B	Cost of Service Data Sources
1	Preserve and Open Space Maintenance
2	Park Maintenance, Landscape Corridors, Paseos and Median Maintenance
3	Bike Trail Maintenance
4	Leaf Pickup and Street Sweeping
5	Stormwater Management

ClearSource Financial Consulting

7960 B SOQUEL DRIVE, SUITE 363 | APTOS, CALIFORNIA 95003
831.288.0608 | WWW.CLEARSOURCEFINANCIAL.COM

December 1, 2018

CITY OF ROSEVILLE
Attention: Dennis Kauffman, Finance Director
311 Vernon Street
Roseville, California 95678

Annual Maintenance Costs for Maintenance CFDs

Dear Dennis:

ClearSource Financial Consulting submits the following report to the City of Roseville describing the findings of our assistance to the City in developing a schedule of annual maintenance costs for services provided to Community Facilities Districts (CFDs) throughout the community.

Please refer to the Executive Summary for the key findings that will support your process in seeking approval from the City Council on this topic, while the balance of the report and its appendices provide the necessary documentation for implementation of those outcomes.

Thank you for the opportunity to once again serve the City on cost of service and cost recovery topics. We are happy to continue discussion on this CFD maintenance cost and fee schedule as the need arises or consult with you on additional topics.

Sincerely,

TERRY MADSEN, PRESIDENT | CLEARSOURCE FINANCIAL CONSULTING

PHONE NUMBER: 831.288.0608
EMAIL ADDRESS: tmadsen@clearsourcefinancial.com

EXECUTIVE SUMMARY

PROJECT

The City of Roseville is considering implementation of a schedule identifying annual maintenance costs for services provided to Community Facilities Districts (CFDs) throughout the community. The purpose of this schedule is to provide a **uniform set of costs** to adequately and proportionately recover the cost of operations, maintenance, and administration of services within maintenance CFDs in a transparent, efficient, and consistently applied manner.

It is expected that a uniform schedule of costs will support a more streamlined process for negotiating CFD conditions, improved cost recovery, and equity between districts. Currently, cost recovery is set district by district and is heavily negotiated as new CFDs are developed, yielding divergent outcomes inconsistent with preferred practices and policies of the City at large.

FINDINGS

During the course of study, information was generated in detail and is discussed substantively throughout this report and appendices. However, outcomes of particular interest to City leadership and policymakers are highlighted below:

1 | A Comprehensive Array of Services are Provided by the City which are of Benefit to Districts

Though not all used by every CFD, nor to the same level of service, the following broad categories of ongoing maintenance services are provided by the City to CFDs throughout the community:

- Preserve and open space maintenance
- Park maintenance
- Streetscape maintenance
- Stormwater management

2 | Prevailing Practices Result in Divergent Unit Costs among Districts for Like Services

Despite similarities in the source and provision of maintenance services in special financing districts, the City's existing CFDs are subject to divergent charges (or unit cost bases) for the City to recover the costs it incurs to serve. Without further explanation, this yields the appearance, if not the actual effect, of disparate cost recovery to the City and treatment of individual districts.

3 | Prevailing Practices Create Excessive Negotiation over Cost Recovery for New Districts

In absence of a uniform schedule of costs for services provided to CFDs, the individual interests representing each entity – particularly those in the planning stages – are inadvertently given opportunity to negotiate applied costs. This overly burdens City resources and further exacerbates the divergent outcomes cited above.

Furthermore, negotiation of applied costs risks a level of cost recovery less than adopted City policy, which targets full cost recovery for services of individual use or benefit, except where indicated by other established policy.

4 | City Data Management Enables More Consistent Unit Cost Derivation

The City of Roseville deploys ample means for tracking workload and cost data in the services related to, if not directly provided, to these districts. In a data-driven organization, justifying, maintaining, and applying formal uniform schedules of cost recovery is reasonably enabled. Use of such data in valuable ways, such as cost recovery and workload management, also increases the quality of these data management practices over time.

5 | Uniform Schedule of Costs Results in a More Efficient, Predictable, and Fair Cost Recovery System

In an effort to correct existing inefficiencies in cost recovery practices related to maintenance CFDs, a **Master Schedule of Maintenance Costs and Charges** applicable to all future CFDs is developed.

Refer to **Appendix A** to view the service array, costs of service, and proposed maintenance charges for CFDs.

FINANCIAL IMPACTS

At this time, no financial impacts associated with implementation are estimated. Further efforts to determine individual district application – feasibility and according to known attributes and service requirements – is required. Overall, it can be stated that this Schedule of Costs is intended to **target full cost recovery in a fair and reasonable manner for all future maintenance CFDs** once implemented.

ACTION

This report and the proposed **Schedule of Costs and Charges for Maintenance CFDs** is presented to City leadership and the City Council for review, scheduling of public hearing, and consideration of approval.

PROJECT ORIENTATION

SCOPE OF STUDY

The City of Roseville completed a project to develop a **schedule identifying annual maintenance costs for services provided to maintenance Community Facilities Districts (CFDs) throughout the community**. ClearSource Financial Consulting, as an incumbent provider of other user/regulatory fee and cost recovery consulting for the City, has assisted the City with this effort. Key outcomes expected of the uniform schedule of maintenance costs for CFDs include the following:

- A comprehensive array of maintenance services provided by the City to maintenance CFDs throughout the community.
- Consistent unit costs applied for like services.
- Reduction and eventual elimination of negotiation over unit costs of services and cost recovery from individual districts.
- Congruence of CFD cost recovery with broader City policy on recovery of costs for services of individual use or benefit.
- Enhanced utilization of City data management tools to more accurately record levels of activity and associated costs of providing service.
- A uniform schedule of costs and consistently applied cost recovery.

APPLICATION OF STUDY OUTCOMES

The outcome of this project – a uniform schedule of costs as a cost recovery system for maintenance CFDs citywide – is intended for application for all new CFDs planned and formed by the City.

Values expressed in this report are appropriate for Fiscal Year 2018-2019. Future use will require inflationary adjustments, comparable to City practices for other user and regulatory fees, and periodic analysis of underlying costs of service, in order to ensure costs and charges are appropriately quantified and structured.

At this time, no revenue projections and impacts to individual district funds are estimated. Further efforts to determine the feasibility of implementation district by district will be necessary, including cataloging individual attributes of service to which fees would be applied in each maintenance CFD.

CONSIDERATIONS FOR IMPLEMENTATION

If the City decides to adopt or otherwise utilize outcomes generated through this study, it should:

- **Update Systems for Fees, Charges and Cost Recovery Outcomes** – Ensure that City staff begin using updated annual cost and charge information for maintenance CFDs, once the Schedule of Maintenance Costs and Charges becomes effective. This will include efforts in two areas:
  - Administration: Applying unit costs of service in the schedule to the individual attributes of each district, to the degree feasible.
  - Workload Management: Preparing the array of attributes and statistics by district that related to the services provides, such as various measurements of different maintained areas.
- **Actively Encourage and Monitor the Use of Data Tracking Systems that Support Cost of Service-Based Charges** – In order to portray accurate and eligible costs of service, the City should be diligent about tracking time to tasks and recording statistics describing scale of tasks. This will ensure costs and charges continue to be developed following actual activity levels as intended.
- **Periodically Review and Adjust Charge Methodologies** – To ensure continued cost recovery targeted, costs and charges should be updated annually, following industry cost inflation metrics. Furthermore, as a new schedule of costs and charges, a more in-depth examination of underlying costs of service and effectiveness of cost recovery should occur every two years until systems and application are more established. Afterward, a comprehensive study of costs and charges can follow timelines more consistent with other City user and regulatory fees.

Areas recommended for future consideration as this Schedule of Maintenance Costs and Charges for maintenance CFDs continues to be updated are noted in relevant sections elsewhere in this document.

MASTER SCHEDULE OF MAINTENANCE COSTS AND CHARGES FOR MAINTENANCE CFDs

Purpose

The purpose of a schedule of maintenance cost and charges for maintenance CFDs is to provide a uniform set of costs and charges to adequately and proportionately recover the cost of maintenance services within CFDs in a transparent, efficient, and consistently applied manner.

Once implemented, the schedule of costs and charges is intended to be **applicable to all future maintenance CFDs**: When applied to the individual attributes of each district, charges are intended to recover the annual costs of service for the maintenance service provided.

Services Provided

This schedule of maintenance costs and charges identifies uniform cost recovery for various direct services provided to maintenance CFDs throughout the community. It is important to note that not all maintenance CFDs demand each service, or even the same *level* of service. Actual application of costs and charges will be based on the services necessitated by the formation documents of each individual district.

A description of each direct service listed in the schedule of costs and charges is as follows:

- **Preserve and Open Space Maintenance** – The City maintains open space/preserves within maintenance CFDs. Activities include, but are not limited to:
  - General Biological Inspection
  - Vernal Pool Grasslands
  - Upland Grassland Monitoring
  - Understory Grassland Monitoring
  - Oak Species Composition and Recruitment
  - Residual Dry Matter Monitoring
  - Ground Nesting Bird Survey
  - California Department of Fish and Wildlife Routine Maintenance Agreement
  - General Maintenance Inspection (three levels of service)
  - Tree Assessment for Health and Vigor
  - Tree Assessment in Target Safety Zone
  - Winter and Spring Corridor Assessment (three levels of service)
  - General Routine Maintenance (three levels of service)
  - General Non-Routine Maintenance (three levels of service)
  - Public Interaction (three levels of service
  - Vegetation Abatement
  - Creek Corridor Routine Maintenance (three levels of service)
  - Creek Corridor Non-Routine Maintenance (three levels of service)

- **Park Maintenance** – The City maintains recreational parks and facilities within maintenance CFDs. Activities include:
  - Maintenance of Basic Neighborhood Park up to Five Acres
  - Maintenance of Neighborhood/School Park up to 12 Acres +/-, including the following standard amenities *:
    - Organized sports fields
    - Hard sports courts
    - Two game courts
    - One standard, two-room restroom
    - One specialty park feature
    - Maintained turf
    - Large group shaded picnic area, six tables or more
    - Off-street parking lot, 15 stalls or more
    - Asphalt trail

  * Actual amenities are based on city-wide needs, gaps, recreation trends and developable acres.

- **Streetscape Maintenance** – The City maintains space and facilities as part of the streetscape within maintenance CFDs. Activities include:
  - Landscape Corridor/Paseo/Median Maintenance
  - Leaf Pickup
  - Street sweeping
  - Bike Trail Maintenance
  - Masonry Wall Maintenance and Repair and Graffiti Removal

- **Stormwater Management** – Maintenance CFDs participate in the City's stormwater management program, including maintaining water quality structural controls such as drainage swales constructed between storm drain facilities and receiving waters.

☑ **Future Consideration** – In subsequent updates of the schedule of maintenance costs and charges for maintenance CFDs, the City should continue to review the array of services listed in the schedule to ensure it is a complete inventory of all activities occurring to serve these districts and portrayed at an adequate level of detail for effective, proportional application.

Cost of Service Basis for Fees

Refer to the next section and the appendices of this report for a comprehensive list of data sources used as the cost of service justification for costs and charges presented. In summary, the following types of information were used to determine the basis for values in the schedule:

- Adopted City budget and actual performance, reflecting revenues, expenditures, organizational structure, and accounting structures, such as types of expenses recorded and fund configuration
- Workload management databases utilized by operational departments which track statistics such as:

  - Staff time to tasks and/or projects, programs, or "clients"
  - Work order activity, such as time and materials needed for individual tasks
- Specialized studies that analyze aspects of the costs of services, such as:
  - Unit cost analysis of maintenance activities
  - Fully burdened hourly rates, labor multipliers, and other outcomes related to user and regulatory fees
  - Indirect cost allocation plan
- Hearing reports and other formal documentation associated with existing maintenance CFDs

☑ **Future Consideration** – To support subsequent updates of the schedule of costs and charges for maintenance CFDs, the City should actively monitor workload management databases, particularly staff time-tracking, to ensure all personnel are recording time as completely as possible at a level of detail that can support cost recovery practices linked to a "cost of service" basis. Active use and periodic monitoring ensure more accurate databases compiled over time.

Charge Methods

Costs and charges are based on certain attributes of each maintenance CFD, which would indicate amount of service provided and create proportionality in outcomes between districts. Charge methods reflected in the schedule are as follows:

- **Amenity Size** – This reflects measurements of maintained areas related to the services provided. This includes acres, square feet, miles, and lineal feet of different types of space and facilities maintained.
- **Service Base** – This would describe the population served. For example, each residential unit may be used as an applicable service base.
- **Service Cost** – This method uses other costs as a metric, such as a percentage of other direct costs of service or total expenditures recorded to the district.
- **Actual Cost** – This method creates a pass-through: actual costs billed, such as metered utilities to the physical location (e.g., electricity, water) or specialized, contracted services necessitated.
- **Frequency** – A frequency for each fee amount is indicated in the fee schedule, such as yearly.

Cost Recovery Policy

The City's budget messaging consistently states, "Fairly allocating costs to the services provided creates value and predictability for our customers and reimburses the City for expenses requested by a single party, as compared to the public at large. Fees in general ensure equity; those who benefit the most should pay the most, and pricing ensures that users pay appropriate fees." (*Annual Budget Fiscal Year 2017-18*)

Furthermore, the City published *Goals and Policies Concerning the Use of Mello-Roos Community Facilities Act of 1982*, effective January 2017. A revised policy is expected to be approved at the beginning of calendar year 2019. Although yet to be finalized, the draft policy states: "The purpose of the services/maintenance district is to fund the ongoing costs of parks and open space, public landscaping, police and fire protection services and library services and maintenance not funded by other sources; and to pay for any unfunded ongoing City maintenance or service costs associated with the development project."

The policies and goals described in that document provide a structure that among other objectives, seeks:

- Fairness to current and future property owners
- Protection of the City's financial position
- Reimbursement to the City of incurred expenses

It is expected that a schedule of maintenance costs and charges for CFDs will enable consistency of cost recovery in line with City policies such as these, whereas current negotiation-based practices not only create an inefficient process overly burdensome to City resources, but also, divergent outcomes between districts utilizing similar services and the actual recovery level of costs incurred.

Cost and Charge Amounts

The annual cost and charge amounts proposed for the maintenance services described in this report are listed in the **Schedule of Maintenance Costs and Charges for Maintenance CFDs** attached as **Appendix A**. Values shown reflect applicability in Fiscal Year 2018-2019.

To ensure continued cost recovery targeted, costs and charges should be updated annually, following industry cost inflation metrics. Furthermore, as a new schedule of costs and charges, a more in-depth examination of underlying costs of service and effectiveness of cost recovery should occur every two years until systems and application are more established. Afterward, a comprehensive study of costs and charges can follow timelines more consistent with other City user and regulatory fees.

COST OF SERVICE BASIS FOR FEES

This project served as a means for accumulating individual cost of service analysis and information developed by the City across its organization that can support a uniform schedule of maintenance costs and charges for special financing districts. The following section describes the documentation associated with each service category and/or activity in the schedule. The **Appendix B** series shows each data source.

Preserve and Open Space Maintenance

The City recently developed a study of preserve and open space maintenance costs at the activity level. **Appendix B-1** shows the report *Preserve and Open Space – Summary of Estimated Cost Analysis*. Unit costs derived in this report are reflected in the schedule of costs and charges.

Park Maintenance and Landscape Corridor/Paseo/Median Maintenance

The City's Parks Department analyzed annual parks maintenance time to service basic and full-service neighborhood parks. Maintenance time was multiplied by fully-burdened labor rates, which resulted in the final acreage-based maintenance costs reflected in the schedule of costs and charges.

Details regarding these maintenance time estimates and cost of service are included in **Appendix B-2**.

Bike Trail Maintenance

The City documents a budget for Fiscal Year 2018-2019 for the routine maintenance of bike trails, as included in the appendix. This information is included in **Appendix B-3**.

Leaf Pickup

The City tracks labor and materials to leaf removal activities. This reporting information was used to develop the time and labor cost estimates detailed in **Appendix B-4**.

Street Sweeping

The City tracks labor and materials to street sweeping activities. This reporting information was used to develop the time and labor cost estimates detailed in **Appendix B-5**.

Masonry Wall Maintenance and Repair / Graffiti Removal

Cost of service information for this maintenance category is in the process of being determined. Once available, it will be added to this report.

Stormwater Management

The City documents a budget for Fiscal Year 2018-2019 for the management of the City's stormwater program. This information aids in the allocation of costs attributable to maintenance CFDs. This documentation is included as **Appendix B-6** of this report.

APPENDIX A

SCHEDULE OF MAINTENANCE COSTS AND CHARGES FOR CFDs FOR FISCAL YEAR 2018-2019

Exhibit	Purpose
A	Preserve and Open Space Maintenance
B	Park Maintenance, Landscape Corridors, Paseo and Median Maintenance
C	Street Sweeping, Leaf Pickup, and Bike Trail Maintenance
D	Stormwater Management

City of Roseville

SCHEDULE OF MAINTENANCE COSTS AND PROPOSED CHARGES

Exhibit	Services / Activities / Subject Matter	Effective Date
A	Preserve and Open Space Maintenance	[TBD]
B	Park Maintenance, Landscape Corridors, Paseo and Median Maintenance	[TBD]
C	Street Sweeping, Leaf Pickup, and Bike Trail Maintenance	[TBD]
D	Stormwater Management	[TBD]

City of Roseville

EXHIBIT A

Preserve and Open Space Maintenance

#	Activity Cost Description	Calculation Unit	Frequency	Current Amount Collected	Estimated Actual Cost	Proposed Charge
	Biological Inspections					
1	General Biological Inspection	per acre	yearly	varies / negotiated	$48	$48
	Vernal Pool Grasslands:					
2	Wet Season Vernal Pool Hydrology and Invertebrate Survey	per vernal pool	yearly	varies / negotiated	$179	$179
3	Dry Season Vernal Pool Hydrology and Floristics	per vernal pool	yearly	varies / negotiated	$179	$179
4	Upland Grassland Monitoring	per 25 acres	yearly	varies / negotiated	$1,595	$1,595
5	Oak Woodland Understory Grassland	per 25 acres	yearly	varies / negotiated	$1,595	$1,595
6	Oak Species Composition and Recruitment	per 25 acres	yearly	varies / negotiated	$603	$603
7	Residual Dry Matter Monitoring	per 25 acres	yearly	varies / negotiated	$586	$586
8	Ground Nesting Bird Survey	per acre	yearly	varies / negotiated	$330	$330
	General Maintenance Inspections and Tasks					
	General Maintenance Inspection:					
9	Level of Service A	per acre	yearly	varies / negotiated	$63	$63
10	Level of Service B	per acre	yearly	varies / negotiated	$126	$126
11	Level of Service C	per acre	yearly	varies / negotiated	$190	$190
	General Routine Maintenance:					
12	Level of Service A	per acre	yearly	varies / negotiated	$190	$190
13	Level of Service B	per acre	yearly	varies / negotiated	$380	$380
14	Level of Service C	per acre	yearly	varies / negotiated	$760	$760
	General Non-Routine Maintenance:					
15	Level of Service A	per preserve	yearly	varies / negotiated	$285	$285
16	Level of Service B	per preserve	yearly	varies / negotiated	$570	$570
17	Level of Service C	per preserve	yearly	varies / negotiated	$855	$855
	Tree Assessment for Health and Vigor:					
18	Oak Woodland	per acre	yearly	varies / negotiated	$90	$90
19	Riparian Woodland	per acre	yearly	varies / negotiated	$240	$240
20	Tree Assessment in Target Safety Zone	per tree	yearly	varies / negotiated	$105	$105
	Public Interaction:					
21	Level of Service A	per preserve	yearly	varies / negotiated	$1,140	$1,140
22	Level of Service B	per preserve	yearly	varies / negotiated	$2,280	$2,280

City of Roseville

Preserve and Open Space Maintenance

EXHIBIT A

#	Activity Cost Description	Calculation Unit	Frequency	Current Amount Collected	Estimated Actual Cost	Proposed Charge
23	Level of Service C	per preserve	yearly	varies / negotiated	$4,560	$4,560
	Vegetation Abatement:					
24	Grazing	per acre	yearly	varies / negotiated	$350	$350
25	Mowing	per acre	yearly	varies / negotiated	$480	$480
	Creek Corridor Inspections and Tasks					
	Winter and Spring Corridor Assessment:					
26	Level of Service A	per acre	yearly	varies / negotiated	$63	$63
27	Level of Service B	per acre	yearly	varies / negotiated	$126	$126
28	Level of Service C	per acre	yearly	varies / negotiated	$190	$190
	Creek Corridor Routine Maintenance:					
29	Level of Service A	per acre	yearly	varies / negotiated	$380	$380
30	Level of Service B	per acre	yearly	varies / negotiated	$760	$760
31	Level of Service C	per acre	yearly	varies / negotiated	$1,140	$1,140
	Creek Corridor Non-Routine Maintenance:					
32	Level of Service A	per preserve	yearly	varies / negotiated	$760	$760
33	Level of Service B	per preserve	yearly	varies / negotiated	$1,520	$1,520
34	Level of Service C	per preserve	yearly	varies / negotiated	$2,280	$2,280
	Equipment and Restoration					
35	Post and Cable Fence	per LF	yearly	varies / negotiated	$0.30	$0.30
36	Ranch Fence	per LF	yearly	varies / negotiated	$0.40	$0.40
37	Gates	each	yearly	varies / negotiated	$200	$200
38	Signs	each	yearly	varies / negotiated	$20	$20
39	Bollards	each	yearly	varies / negotiated	$33	$33
40	Vernal Pool Grassland	per acre	yearly	varies / negotiated	$23	$23
41	Oak Woodland/Savannah	per acre	yearly	varies / negotiated	$82	$82
42	Riparian Woodland/Wetland	per acre	yearly	varies / negotiated	$158	$158
	RMA Compliance					
43	Prepare and Follow-up of VRF w/Photo Documentation	per preserve	yearly	varies / negotiated	$1,339	$1,339
44	Pre-maintenance Habitat Survey	per acre	yearly	varies / negotiated	$12	$12
45	Nesting Bird Survey (other than for mowing) Level A	per acre	yearly	varies / negotiated	$145	$145

City of Roseville

EXHIBIT A

Preserve and Open Space Maintenance

#	Activity Cost Description	Calculation Unit	Frequency	Current Amount Collected	Estimated Actual Cost	Proposed Charge
46	Nesting Bird Survey (other than for mowing) Level B	per acre	yearly	varies / negotiated	$220	$220
47	Nesting Bird Survey (other than for mowing) Level C	per acre	yearly	varies / negotiated	$440	$440
48	Annual Environmental/Invasive Species Training	per preserve	yearly	varies / negotiated	$338	$338
49	Fact Sheets/Onsite Cards	per preserve	yearly	varies / negotiated	$100	$100
50	Annual Report on Routine Maintenance	per preserve	yearly	varies / negotiated	$30	$30
51	Annual Monitoring Report for Restoration	per preserve	yearly	varies / negotiated	$10	$10
52	4-Year RMA Status Report	per preserve	yearly	varies / negotiated	$4	$4

City of Roseville

EXHIBIT B

Park Maintenance, Landscape Corridors, Paseo and Median Maintenance

#	Activity Cost Description	Calculation Unit	Frequency	Current Amount Collected	Estimated Actual Cost	Proposed Charge
1	Landscape Corridors, Paseos, Medians	per acre	yearly	varies / negotiated	$11,664	$11,664
2	Neighborhood Park: Basic, 3 to 5 Acres	per acre	yearly	varies / negotiated	$12,960	$12,960
3	Neighborhood/School Park, up to 12 +/- Acres	per acre	yearly	varies / negotiated	$13,806	$13,806

City of Roseville

EXHIBIT C

Street Sweeping, Leaf Pickup, and Bike Trail Maintenance

#	Activity Cost Description	Calculation Unit	Frequency	Current Amount Collected	Estimated Actual Cost	Proposed Charge
1	Street Sweeping	per curb mile	yearly	varies / negotiated	$39.80	$39.80
2	Leaf Pickup	per mile	yearly	varies / negotiated	$64.04	$64.04
3	Bike Trail Maintenance	per LF	yearly	varies / negotiated	$1.11	$1.11

City of Roseville

Stormwater Management

EXHIBIT D

#	Activity Cost Description	Calculation Unit	Frequency	Current Amount Collected	Estimated Actual Cost	Proposed Charge
1	Stormwater Management	residential unit	yearly	varies by CFD	varies by CFD	will vary by CFD

APPENDIX B

COST OF SERVICE DATA SOURCES

Section	Service Area
1	Preserve and Open Space Maintenance
2	Park Maintenance, Landscape Corridors, Paseos and Median Maintenance
3	Bike Trail Maintenance
4	Leaf Pickup and Street Sweeping
5	Stormwater Management

APPENDIX B-1

PRESERVE AND OPEN SPACE MAINTENANCE

Preserve and Open Space - Summary of Estimated Costs Analysis

The costs of comprehensive maintenance of the City's preserve and open space areas is not insignificant. The range of work encompassed in all the various tasks responds to multiple directives. These include the direction on the Roseville Open Space Preserve Overarching Management Plan; the public's expectations; the Roseville Urban Forest Master Plan (UFMP); and agreements between the City and natural resource regulatory agencies. The table below provides a list of maintenance and monitoring tasks with corresponding source of directive.

Directives for Maintenance Tasks

Task	Overarching Plan	Public Expectation	UFMP	Regulatory Requirements
Contract Biologist				
General Biological Inspection	■			■
Wet Season VP Hydrology and Invertebrates	■			■
Dry Season VP Hydrology and Floristics	■			■
Vernal Pool Upland Grassland	■			■
Oak Woodland Understory Grassland	■			■
Oak Species Composition and Requirement	■			■
Residual Dry Matter	■			■
Ground Nesting Bird Survey	■			■
City Staff				
General Maintenance Inspection	■	■		
General Maintenance – Routine	■	■		
General Maintenance – Non Routine	■	■		
Tree Assessment –Health and Vigor – Oak Woodland	■		■	
Tree Assessment – Health and Vigor – Riparian Woodland	■		■	
Tree Assessment Target Zone Safety	■		■	
Creek Maintenance - Inspection	■	■		■
Creek Maintenance - Routine	■	■		■
Creek Maintenance – Non-Routine	■	■		■
Public Interaction	■	■		
Contracted Maintenance				
Vegetation Abatement - Grazing	■	■		■
Vegetation Abatement - Mowing	■	■		■

In order to adequately fund the management and maintenance of Roseville's more than 4,440 acres of preserves and general open space, annual cost estimates have been developed for the various monitoring and maintenance tasks for each preserve/open space area. Cost estimates may also be used to project the level of funding needed to support management and maintenance of future preserve and general open space acquisitions associated with new development entitlements.

These cost estimates draw from several sources. They include existing and projected cost for contracted services; current costs for City staff based on job duties; and the historical experience of Open Space staff regarding time and effort required to complete certain tasks. Cost are expressed in 2017 dollars and should be adjusted annually to account for inflation and the level of actual versus estimated expenditures over time.

Monitoring and Reporting

Biological inspections of preserve areas are required in order to comply with agreements between the City and the regulatory agencies. There is no requirement for biological inspections in general open space areas, however the City recognizes the potential benefit of performing these inspections in the general open space areas to preserve natural resources and enhance residents' enjoyment of these areas.

Biological inspections are conducted by contractors with the specialized experience in resource monitoring and the required regulatory permits. The type and frequency of inspections required for each preserve depends on the natural resources present in the preserve. The Overarching Plan identifies a number of additional biological inspections that are to be conducted at various times during the year. The specific inspections and frequency vary depending on the type of habitat present.

6.1 GENERAL BIOLOGICAL INSPECTIONS

According to the Overarching Plan, general biological inspections should be conducted twice a year in all habitat types. Inspections are done in the summer to maximize probability of detecting invasive plant species. These inspections include:

- General biological function and health of habitat
- Populations of existing or newly established invasive plant species
- Status of any enhancement and restoration efforts
- Presence of any human-caused disturbances to habitat
- Problematic storm water runoff, erosion, or beaver dams

6.1.1 GENERAL BIOLOGICAL INSPECTIONS - COSTS

The cost for this task is derived from analysis of the 5-year contract for biological monitoring services between the City of Roseville and Vollmar Natural Lands Consulting Inc. that was approved in April 2015. The cost includes labor for the designated task as well as an apportioned share of costs for field preparation and reporting. The total cost is then divided by the number of units to be monitored to arrive at a cost per unit per inspection. The Overarching Plan recommends that the general biological inspections occur twice each year, so the resultant cost is doubled to provide an annual cost/unit.

Unit:	acre
Cost per Unit:	$24.13 for 1x/year
Recommended Frequency:	2x/year
Annual Cost/Unit:	$48.26

6.2 VERNAL POOL GRASSLANDS

The Overarching Plan specifies that surveys of wet season vernal pool hydrology and invertebrates; dry season vernal pool hydrology and floristics; and upland grassland are to be conducted in the vernal pool grassland habitat areas.

6.2.1 WET SEASON VERNAL POOL HYDROLOGY AND INVERTEBRATES

Field surveys of vernal pool hydrology and invertebrates are conducted twice during the wet season (December through March) in preserve areas that include vernal pool grassland habitat. Approximately 10 percent of the pools in these preserves are monitored, with a minimum of 5 pools per preserve or all pools if there are fewer than 5. The preferred target per the Overarching Plan is monitoring for 20 percent of all vernal pools. The wet season vernal pool invertebrate monitoring includes visual inspection of the water column and dip-netting for large brachiopods. About one-fourth of the pools are also sampled for all aquatic invertebrates to determine the presence and abundance of other species. Other environmental data is also collected such as water depth, percent of inundation, temperature, and turbidity. Any hydrological issues such as lack of ponding or flooding from an adjacent creek are also noted.

6.2.2 WET SEASON VERNAL POOL HYDROLOGY AND INVERTEBRATE SURVEY -COSTS

The source and methodology for deriving the cost for this task is the same as described above under General Biological Inspections.

Unit:	vernal pool
Cost per Unit:	$178.79 for 2x/year
Recommended Frequency:	2x/year
Annual Cost/Unit:	$178.79

6.2.3 DRY SEASON VERNAL POOL HYDROLOGY AND FLORISTICS

The dry season monitoring of vernal pool hydrology and floristics occurs once a year typically in April or May depending on the timing of peak blooming season. The same pools that are monitored in the wet season are monitored in the dry season. Data recorded at each pool include vegetative cover, dominant species, relative cover of vernal pool species, water depth and cover, bloom status, and a list of all present species. Hydrological data gathered include potential and maximum water depth, percent inundation, and observations of alterations to the natural hydrology such as landscape runoff or man-made features inhibiting drainage.

6.2.4 DRY SEASON VERNAL POOL HYDROLOGY AND FLORISTICS - COSTS

The source and methodology for deriving the cost for this task is the same as described above under General Biological Inspections.

Unit:	vernal pool
Cost per Unit:	$178.79 for 1x/year
Recommended Frequency:	1x/year
Annual Cost/Unit:	$178.79

6.2.5 UPLAND GRASSLAND

The Overarching Plan calls for monitoring upland areas each year in late April in the preserves with vernal pool grassland habitat. Each plot is to be 3 meters x 3 meters. All of the selected upland areas are within preserves. The purpose of the monitoring is to document the species composition and any changes in the native and non-native species and thatch accumulation over time. Upland management practices are intended to be adjusted based on the findings. Currently, upland grassland monitoring is being conducted once a year. The plots will be monitored annually in late spring (may be adjusted to ensure good data as needed). Data recorded for each plot will include a species list for the plot, the total cover of vegetation for the plot, the absolute cover of each species listed, and trends noted such as an increase in the presence of invasive plants. The presence of recently established invasive plant species (including problematic species), as well as the expansion of existing populations will be assessed each year in June or July by walking meandering transects through the vernal pool grassland and using data collected earlier in the year during upland grassland monitoring. The results will be used to update the City-wide invasive plant map. Relative cover will be calculated. One plot per 25 acres should be installed.

6.2.6 UPLAND GRASSLAND MONITORING - COSTS

The source and methodology for deriving the cost for this task is the same as described above under General Biological Inspections.

Unit: 25 acres of preserve/general open space

Number of Units:	1
Cost per Unit:	$1,595
Recommended Frequency:	1x/year
Annual Cost/Unit:	$1,595

6.3 OAK WOODLAND/SAVANNAH

The Overarching Plan indicates that understory grassland and oak tree health and regeneration are to be monitored in the oak woodland/savannah habitat areas.

6.3.1 UNDERSTORY GRASSLAND MONITORING

The understory grassland monitoring is to follow the same methods as for the upland grassland monitoring (described above).

6.3.2 UNDERSTORY GRASSLAND MONTIORING - COSTS

If monitoring were to be conducted it would follow the same protocol used for upland grassland monitoring with the same costs.

Unit:	25 acres of preserve/general open space
Number of Units:	1
Cost per Unit:	$1,595
Recommended Frequency:	1x/year
Annual Cost/Unit:	$1,595

6.3.3 OAK SPECIES COMPOSITION AND RECRUITMENT

In addition to the annual general assessment of oak tree health conducted as part of the general biological monitoring at each preserve/general open space, the Overarching Plan calls for monitoring oak species composition and regeneration in a minimum of 20 oak woodland/savannah plots every five years during June to July. The designated plots are located in both preserve and general open space areas. One-half of the plots were randomly selected and the remainder selected intentionally in areas were regeneration has been problematic. The goal of the monitoring is to determine if oak recruitment is occurring and if thatch accumulation or grazing practices are inhibiting recruitment. The monitoring protocol calls for establishing 50 meter x 100 meter plots and marking the corners with posts. The location, species, diameter at breast height (DBH) (if applicable), height estimate, and health of each oak tree greater than 3' in height are to be recorded within each plot. Any non-native trees and shrubs are also to be noted. Focused monitoring of the seedlings in the quadrats is done to establish rates and potential cause of mortality.

6.3.4 OAK SPECIES COMPOSITION AND RECRUITMENT - COSTS

The source and methodology for deriving the cost for this task is the same as described above under General Biological Inspections.

Unit:	25 acres preserve/general open space
Cost per Unit:	$603
Recommended Frequency:	1x/year
Annual Cost/Unit:	$603

6.4 RESIDUAL DRY MATTER MONITORING

The Overarching Plan calls for Residual Dry Matter (RDM) monitoring in the late summer or early fall in the same upland and understory grassland plots that are monitored earlier in the year. The purpose of the RDM monitoring is to determine if excess thatch accumulation is inhibiting oak seedling recruitment or encroaching into the vernal pools. RDM monitoring can occur in the understory grassland, in conjunction with the oak recruitment monitoring, if feasible.

Upland Grassland - The Monitoring Biologist will make an annual determination of thatch accumulation using Wildland Solutions Residual Dry Matter monitoring guide used in grazing monitoring (OSPOMP Appendix 29) at the same locations data is gathered for upland grassland monitoring. If excess thatch is present in the uplands (residual dry matter (RDM) exceeding 1,200 lbs./ac.) or marginal grass species are observed encroaching into the

vernal pools during vernal pool floristic monitoring, the Monitoring Biologist will work with the Open Space Manager to determine the best removal practice for each particular site. Several management practices can be used to address this thatch including controlled burning, mowing, or grazing

Oak Woodland/Savannah - The Monitoring Biologist will make an annual determination of thatch accumulation by using the Residual Dry Matter monitoring guide used in grazing monitoring (OSPOMP Appendix 29) at same locations data is gathered for understory grassland monitoring. If excess thatch is present and appears to be inhibiting the natural recruitment of oak trees, represents a fire hazard, or is in excess of 1,200 lbs./ac., the Monitoring Biologist will work with the Open Space Manager to determine the best removal practice for each particular site. Several management practices can be used to address this thatch including controlled burning, mowing, or grazing.

6.4.1 RESIDUAL DRY MATTER MONITORING - COSTS

The source and methodology for deriving the cost for this task is the same as described above under General Biological Inspections.

Unit:	25 acres of preserve/general open space
Cost per Unit:	$586.30
Recommended Frequency:	1x/year
Annual Cost/Unit:	$586.30

6.5 GROUND NESTING BIRD SURVEYS

Ground nesting bird surveys are to be completed in June prior to any mowing. Open Space staff contract for the ground nesting bird surveys to occur in coordination with scheduled mowing (manual or flail) activities or RMA activities

6.5.1 GROUND NESTING BIRD SURVEYS - COSTS

Costs for ground nesting bird surveys are based on input from Foothill Associates professional biologists who routinely perform these services in habitats consistent with those found in the City of Roseville preserve and general open space areas.

Unit:	acre
Time per Unit:	3 hours
Recommended Frequency:	1x/year
Cost per Labor Hour:	$110
Annual Cost/Unit:	$330

6.5.2 Routine Maintenance Agreement (CDFW)

The City entered into a Routine Maintenance Agreement (RMA) to perform maintenance within California Department of Fish and Wildlife (CDFW) jurisdiction. CDFW jurisdiction covers maintenance activities that would take place within creeks, improved and unimproved drainage channels, detention basins and constructed water quality swales, associated riparian vegetation, and low floodplains. The agreement requires specific habitat, cultural resource and nesting surveys be conducted and a verification requests forms (VRF) be submitted and approved prior to any maintenance activities on any water.

Costs are based on current surveys being conducted by Vollmar Natural Lands Consulting. Cost for areas in Sierra Vista TM#1 are $1145.00, which includes habitat and nesting surveys with reporting and VRF fee.

7.1 GENERAL MAINTENANCE INSPECTION

The Overarching Plan recommends a general maintenance inspection be performed every month in each preserve and general open space areas. However, due to funding limitations general maintenance inspections will be made quarterly to ensure the integrity of City's open space and to locate any problem areas. Inspections of areas that are classified as Riparian Woodland/Wetland habitat are not included in the General Maintenance Inspection as they are assessed in the spring and winter during creek corridor inspections.

Inspections will concentrate on an evaluation of the following factors: fire hazard reduction (in addition to Fire Department monitoring), fencing integrity, condition of signage, trash accumulation, and vandalism. The entire perimeter of the preserve/general open space will be covered, as well as meandering transects through its interior.

An inspection sheet will be utilized to evaluate the above criteria during each field visit.
Previous inspection sheets will be reviewed before each visit to ensure that a possible or recurring problem area is not missed. If any problems are identified, more frequent inspections will be conducted to closely track any problems and to ensure that remedial actions are effective. To account for this variability, three levels (A, B, and C) of general maintenance inspection have been established. Level A provides for an average of up to 10 minutes of labor per acre four times per year.
Level B provides 20 minutes of labor per acre, and level C provides 30 minutes of labor per acre over the same period. This approach also recognizes that maintenance labor is not equally spread throughout the year, with some seasons being more labor intensive than others.

7.1.1 GENERAL MAINTENANCE INSPECTION - COSTS

General maintenance inspections are performed by Open Space staff. Costs are based on one staff person experienced with performing these inspections and using burdened labor costs.

Unit:	acre
Time per Unit:	10 minutes (Level A)
	20 minutes (Level B)
	30 minutes (Level C)

Recommended Frequency: 4x/year

Cost per Labor Hour:	$95
Annual Cost/Unit:	$63 (Level A)
	$126 (Level B)
	$190 (Level C)

7.2 TREE ASSESSMENT FOR HEALTH AND VIGOR BY HABITAT TYPE

Tree assessments are to be conducted under the oversight of the City's Urban Forester. These assessments differ from the oak recruitment monitoring done by contract staff in that they are looking at all tree species and the condition of the overall woodland as a component of the City's urban forest.
Tree assessment is to be done every third year.

The tree health and vigor assessment of the riparian woodland/wetland and oak woodland/savannah habitat areas includes a general visual inspection of the stands/individual trees to identify evidence of issues such as disease, structural damage, and predation that might indicate a threat to the health and vigor of the habitat. The objective of the assessment is to identify any evident sources of these problems such as excess runoff, vandalism, and root zone compaction that should be addressed through maintenance or management actions. Problem trees are to be tagged and recorded for further action or monitoring; healthy trees are not recorded in order to keep assessment costs down. This tree assessment process is comparable to the Level I visual assessment as

defined by the International Society of Arboriculture (ISA) Best Management Practices and ANSI A300 (Part 9) but with a focus on habitat function/value.

7.2.1 TREE ASSESSMENT FOR HEALTH AND VIGOR - COSTS

Costs for tree assessment for health and vigor will vary by habitat type to account for the difference in tree density between oak woodland and riparian woodland. Costs for these tree assessments are based on input from the City of Roseville Urban Forester and Foothill Associates ISA certified arborists who routinely perform these services in habitats consistent with those found in the City of Roseville preserve and general open space areas.

Unit:	acre
Time per Unit:	3 hours (oak woodland) 8 hours (riparian woodland)
Recommended Frequency:	1x every 3 years – assume 1/3 acre surveyed each year
Cost per Labor Hour:	$90
Annual Cost/Unit:	$90 (oak woodland) $240 (riparian woodland)

7.3 TREE ASSESSMENT IN TARGET ZONE SAFETY

Per the City's Urban Forest Master Plan (pg. 43), objectives 2.B and 2.C, this assessment of trees within the Target Zone focuses on trees within the preserve/general open space boundary that interface with residential/commercial properties or are in proximity to trails and other accessible locations.
These assessments are to be done every year. Each individual tree is to be assessed for both tree health and structure (comparable to an ISA Level II survey, e.g. ground-based only). All trees are to be inspected by an arborist holding the ISA Tree Risk Assessment Qualification (TRAQ) with findings recorded on the ISA Basic Tree Risk Assessment Form (Appendix B). All trees will also be tagged, and locations captured as GPS data that will be added to the City's existing GIS-based tree inventory.

7.3.1 TREE ASSESSMENT IN TARGET SAFETY ZONE - COSTS

Costs for this task are based on input from the City of Roseville Urban Forester and Foothill Associates ISA certified arborists who routinely perform these services in habitats consistent with those found in the City of Roseville preserve and general open space areas. The labor rate for this tree assessment is slightly higher than for the woodland assessments due to the greater level of experience required. The recommended frequency assumes that 1/3 of all trees will be inspected every year and the remaining 2/3 of trees will be inspected every fifth year. This reflects the likelihood that most of the trees will be found to be in good condition upon their initial inspection and will only need to be re-examined every fifth year. Only those trees that show potential for developing issues will be looked at annually.

Unit:	tree
Time per Unit:	1 hour
Recommended Frequency:	1/3 of all trees every year and 2/3 of all trees every 5th year
Cost per Labor Hour:	$105
Annual Cost/Unit:	$105

7.4 SPRING AND WINTER CREEK CORRIDOR ASSESSMENT

All Riparian Woodland/Wetland habitat areas are to be inspected once a year in the spring through summer to identify any maintenance actions that need to take place prior to the close of the maintenance period specified by the regulatory agencies.

The same areas are also to be inspected once a year in the winter months to identify any issues that may be impacting flood conveyance, public safety, or habitat conditions. Specific things to be noted during both spring

and winter inspections include erosion, sedimentation, debris, beaver dams/ damage, bank condition, downed trees, and invasive species.

The area classified as The RCRMP includes descriptions of reference creek segments with desired conditions for each of the creek systems in the City. This information may be used as a benchmark when evaluating creek corridor conditions. An inspection sheet will be utilized to evaluate the above criteria during each field visit. Previous inspection sheets will be reviewed before each visit to ensure that a possible or recurring problem area is not missed. If any problems are identified, more frequent inspections will be conducted to closely track any problems and to ensure that remedial actions are effective.

7.4.1 WINTER AND SPRING CREEK CORRIDOR ASSESSMENT - COSTS

Winter and spring creek corridor assessments are performed by Open Space staff. The level of effort required in each preserve/open space area will vary depending on the density of the riparian vegetation, channel characteristics, and the influence of surrounding land uses. Three levels (A, B, and C) have been established to reflect this variability. Costs are based on 2-person teams using burdened labor costs.

Unit:	acre
Time per Unit:	10 minutes (Level A)
	20 minutes (Level B)
	30 minutes (Level C)
Recommended Frequency:	2x/year (Winter and Spring)
Staffing:	2 people
Cost per Labor Hour:	$95
Annual Cost/Unit:	$63 (Level A)
	$126 (Level B)
	$190 (Level C)

8.0 MAINTENANCE AND MANAGEMENT ACTIONS

Maintenance and management actions in the preserve/general open space areas include scheduled tasks such as maintaining firebreaks; ongoing tasks such as trash removal; and tasks performed on an as-needed basis in response to unpredictable events like vandalism or storms. Maintenance tasks are performed by both Open Space Staff and contract staff depending on the particular task.

8.1 GENERAL MAINTENANCE

General maintenance is to be performed in each preserve/open space area in order to protect the natural resources and for the safety and enjoyment of residents who use or live adjacent to the area. General maintenance is typically performed by Open Space or other City staff. General maintenance tasks may include activities such as:

- Trash removal
- Maintenance of open space edge condition
- Fence installation or repair
- Installation and repair of bollards and gates
- Interpretive signage maintenance
- Informational/ordinance/regulatory signage maintenance
- Transient camp removal
- Invasive species removal/management
- Repairs/restoration/clean-up due to vandalism
- Repairs/restoration/clean-up do to unauthorized uses (bike jumps, forts, OHVs, social trails, etc.)
- Removal of encroachments

The need for general maintenance activities will be identified as part of the quarterly general inspection of each preserve/general open space area. Consequently, each inspection may generate a list of follow-up maintenance actions that are needed. For the sake of cost efficiency, some of these actions may be delayed until a significant quantity of work has accumulated and then all actions will be handled in a single visit as routine maintenance. Other actions will require immediate response due to the nature of the issue and are considered non-routine.

The amount of time typically needed for both routine and non-routine general maintenance in each preserve/general open space area on an annual basis varies depending on multiple factors. These include size of the preserve/general open space area; adjacent land uses; proximity to schools or commercial areas; level and types of recreational use; presence of trails; degree of seclusion; and vegetation density. In some situations, multiple staff are sent out to address issues. Staff time also needs to account for equipment preparation and clean-up time.

To account for this variability, three levels (A, B, and C) of routine and three levels (A, B, and C) of non-routine (A, B, and C) general maintenance have been established. For routine general maintenance,
Level A provides for an average of up to 1 hour of labor per acre two times per year. Level B provides 2 hours of labor per acre, and level C provides 4 hours of labor per acre over the same period. This approach also recognizes that maintenance labor is not equally spread throughout the year, with some seasons being more labor intensive than others. For non-routine maintenance, Level A allows for up to 2 incidents per year, with Levels B and C allowing for up to 4 and up to 6 annual incidents respectively.

8.1.1 GENERAL ROUTINE MAINTENANCE – COSTS

General maintenance is performed by Open Space staff. Costs are based on one person with experience with performing these inspections and use burdened labor costs. Three levels of maintenance have been established to reflect variability in maintenance required at individual preserve/general open space areas.

Unit:	acre
Time per Unit:	1 hour (Level A)
	2 hours (Level B)
	4 hours (Level C)
Recommended Frequency:	2x/year
Cost per Labor Hour:	$95
Annual Cost/Unit:	$190 (Level A)
	$380 (Level B)
	$760 (Level C)

8.1.2 GENERAL NON-ROUTINE MAINTENANCE – COSTS

General non-routine maintenance is performed as needed by Open Space staff. Costs are based on the number of anticipated incidents over the course of a year, assuming 1 person will respond to each incident, and using burdened labor costs. Three levels of non-routine general maintenance have been established to reflect variability in maintenance required at individual preserve/general open space areas.

Unit:	preserve
Number of Incidents:	Up to 2 (Level A)
	Up to 4 (Level B)
	Up to 6 (Level C)
Number of Labor Hours/Incident:	1.50
Cost per Labor Hour:	$95
Annual Cost:	$285 (Level A)
	$570 (Level B)
	$855 (Level C)

8.2 PUBLIC INTERACTION

In addition to performing general maintenance at the preserve/general open spaces, Open Space staff also need to respond to general inquiries from residents and develop materials for public outreach and education related to preserve/general open space protection. Some preserve/general open space areas generate calls from residents more frequently than others. The effort required to respond to residents' questions and address their needs can vary widely depending on the nature of the issue. In some cases, a simple phone conversation is adequate, while in others multiple calls, research, and follow-up correspondence are needed. Based on historical experience, Open Space staff have developed a relative sense for which types of preserve/general open space areas require more frequent public interaction than others.

To account for this variability, three levels (A, B, and C) of public interaction have been established. Level A provides for up to 12 hours of labor per preserve/general open space area per year. Level B provides 24 hours of labor, and level C provides up to 48 hours of labor over the same period. Labor includes Open Space staff time to interact with residents, coordinate with other City staff, and develop outreach materials as needed.

8.2.1 PUBLIC INTERACTION - COSTS

Public interaction includes receiving calls and responding to issues. Costs are based on Open Space staff historical experience and burdened labor costs. Three levels of public interaction have been established to reflect variability in issues arising from individual preserve/general open space areas.

Unit:	preserve/general open space
Time per Unit:	12 hours (Level A)
	24 hours (Level B)
	48 hours (Level C)
Recommended Frequency:	1x/year
Cost per Labor Hour:	$95
Annual Cost/Unit:	$1,140 (Level A)
	$2,280 (Level B)
	$4,560 (Level C)

8.3 VEGETATION ABATEMENT

Vegetation abatement includes both habitat management practices and fire break maintenance. Grazing is typically used for habitat enhancement to reduce thatch buildup that had negative effects on habitat. The need for grazing to address habitat issues is identified through the biological monitoring activities. Open Space staff determine what areas are to be grazed and execute an agreement for the total work to be completed on a per acre cost. In some areas, cattle are grazed at no cost to the City. The grazed acres addressed in the OSMMP pertain only to those grazed by sheep and/or goats since there is an annual cost associated with this practice.

The City's Fire Department works with Open Space staff to identify areas where fire breaks are needed. In places where fire breaks overlap with grazed areas, the grazing practice sufficiently addresses the necessary vegetation abatement. In areas not grazed prior to July 1 deadline or areas not suitable for grazing, where fire breaks are needed, mechanical methods such as flailing or hand crews are used. These services are normally performed on a contract basis. Disking is not an acceptable abatement method due to the excessive degree of habitat disturbance. The City has currently identified 2,133 acres of land within preserve/general open space areas for grazing, and an additional 214 acres for supplemental vegetation abatement to implement fire breaks in non-grazed areas.

8.3.1 VEGETATION ABATEMENT - COSTS

Vegetation abatement costs are based on current contracts between the City of Roseville and contractors providing grazing and mowing services.

Unit:	acre
Cost per Unit:	$300 (grazing) $480 (mowing)
Recommended Frequency:	1x/year
Annual Cost/Unit:	$300 (grazing) $480 (mowing)

8.4 CREEK CORRIDOR MAINTENANCE

The need for specific creek corridor maintenance activities is identified during the winter and spring creek corridor surveys of the Riparian Woodland/Wetland habitat areas. The RCRMP and the Overarching Plan specifically address methods and limitations to be observed when performing creek maintenance so that City actions comply with regulatory requirements. Creek corridor maintenance tasks may include activities such as:

- Trash removal
- Removal of beaver dams
- Clearing fallen trees or other conveyance obstructions
- Bank erosion stabilization/restoration
- Invasive species removal/management
- Transient camp removal
- Repairs/restoration/clean-up due to vandalism
- Repairs/restoration/clean-up do to unauthorized uses such as unauthorized bridges and creek crossings
- Excessive sedimentation or unauthorized fill

The amount of time needed for creek corridor maintenance varies in each preserve/general open space area depending on various factors including width of the channel; extent and character of riparian vegetation; associated watershed size and conditions; ease of access; and degree of human interaction.
The number of staff and type of equipment will also vary depending on the extent and complexity of the issue. Some maintenance activities are considered routine and recur on a regular basis, while others area non-routine and are performed only as needed. Staff time also needs to account for travel time to and from the site, and equipment preparation and clean-up time.

To account for this variability, costs for creek corridor maintenance has been divided into routine and non-routine activities. Three levels (A, B, and C) of effort have been established for each. For routine creek corridor maintenance, Level A provides for an average of up to 2 hours of labor per acre two times per year. Level B provides 4 hours of labor per acre, and level C provides 6 hours of labor per acre over the same period. This approach also recognizes that maintenance labor is not equally spread throughout the year, with some seasons being more labor intensive than others. For non-routine maintenance, Level A allows for up to 2 incidents per year, with Levels B and C allowing for up to 4 and up to 6 annual incidents respectively.

8.4.1 CREEK CORRIDOR ROUTINE MAINTENANCE - COSTS

Creek corridor maintenance is performed by Open Space staff. Costs are based on one staff person with experience with performing maintenance and use burdened labor costs. Three levels of maintenance have been established to reflect variability in maintenance required at individual preserve/general open space areas.

Unit:	acre
Time per Unit:	2 hours (Level A) 4 hours (Level B) 6 hours (Level C)
Recommended Frequency:	2x/year
Cost per Labor Hour:	$95
Annual Cost/Unit:	$380 (Level A) $760 (Level B) $1,140 (Level C)

8.4.2 CREEK CORRIDOR NON-ROUTINE MAINTENANCE – COSTS

Non-routine creek maintenance is performed as needed by Open Space staff. Costs are based on the number of anticipated incidents over the course of a year, assuming 4-person teams will respond to each incident and using burdened labor costs. Three levels of non-routine creek maintenance have been established to reflect variability in maintenance required at individual preserve/general open space areas.

Unit:	preserve
Number of Incidents:	Up to 2 (Level A) Up to 4 (Level B) Up to 6 (Level C)
Number of Labor Hours/Incident:	4.00
Cost per Labor Hour:	$95
Annual Cost:	$760 (Level A) $1,520 (Level B) $2,280 (Level C)

City of Roseville
Open Space Maintenance Costs

Description		Annual Unit Cost	Unit
Biological Inspections	General Biological Inspection	$ 48.26	Acre
	Wet Season VP Hydrology and Invertebrates	$ 178.79	Pool
	Dry Season VP Hydrology and Floristics	$ 178.79	Pool
	VP Upland Grassland	$ 1,595.00	OS
	Oak Woodland Understory Grassland	$ 1,595.00	OS
	Oak Species Composition and Recruitment	$ 603.00	OS
	Residual Dry Matter	$ 586.30	OS
	Ground Nesting Bird Surveys	$ 330.00	Acre
General Maintenance Inspections and Tasks	General Maintenance Inspection Level A	$ 63.33	Acre
	General Maintenance Inspection Level B	$ 126.67	Acre
	General Maintenance Inspection Level C	$ 190.00	Acre
	General Maintenance Routine Level A	$ 190.00	Acre
	General Maintenance Routine Level B	$ 380.00	Acre
	General Maintenance Routine Level C	$ 760.00	Acre
	General Maintenance Non-routine Level A	$ 285.00	Preserve
	General Maintenance Non-routine Level B	$ 570.00	Preserve
	General Maintenance Non-routine Level C	$ 855.00	Preserve
	Tree Assessment - Health and Vigor - Oak Woodland	$ 90.00	Acre
	Tree Assessment - Health and Vigor - Riparian Woodland	$ 240.00	Acre
	Tree Assessment - Target Zone Safety	$ 105.00	Tree
	Public Interaction - Level A	$ 1,140.00	OS
	Public Interaction - Level B	$ 2,280.00	OS
	Public Interaction - Level C	$ 4,560.00	OS
	Vegetation Abatement - Grazing Sheep/Goats	$ 350.00	Acre
	Vegetation Abatement - Mowing	$ 480.00	Acre
Creek Corridor Insp./Tasks	Creek Corridor Inspection - Level A	$ 63.33	Acre
	Creek Corridor Inspection - Level B	$ 126.67	Acre
	Creek Corridor Inspection - Level C	$ 190.00	Acre
	Creek Corridor Maintenance Routine - Level A	$ 380.00	Acre
	Creek Corridor Maintenance Routine - Level B	$ 760.00	Acre
	Creek Corridor Maintenance Routine - Level C	$ 1,140.00	Acre
	Creek Corridor Maintenance Non-routine - Level A	$ 760.00	Preserve
	Creek Corridor Maintenance Non-routine - Level B	$ 1,520.00	Preserve
	Creek Corridor Maintenance Non-routine - Level C	$ 2,280.00	Preserve
Equipment & Rest'rtn	Post and Cable Fence	$ 0.30	LF/Yr
	Ranch Fence	$ 0.40	LF/Yr
	Gates	$ 200.00	Each/Yr
	Signs	$ 20.00	Each/Yr
	Bollards	$ 33.33	Each/Yr
	Vernal Pool Grassland	$ 22.80	Acre/Yr
	Oak Woodland/Savannah	$ 81.60	Acre/Yr
	Riparian Woodland/Wetland	$ 158.40	Acre/Yr

City of Roseville
Open Space Maintenance Costs

Description		Annual Unit Cost	Unit
RMA Compliance	Prepare and Follow-up of VRF w/Photo Documentation	$ 1,339.25	Preserve
	Pre-maintenance Habitat Survey	$ 12.07	Acre/Yr
	Nesting Bird Survey (other than for mowing) Level A	$ 145.20	Acre/Yr
	Nesting Bird Survey (other than for mowing) Level B	$ 220.00	Acre/Yr
	Nesting Bird Survey (other than for mowing) Level C	$ 440.00	Acre/Yr
	Annual Environmental/Invasive Species Training	$ 338.10	Preserve
	Fact Sheets/Onsite Cards	$ 100.00	Preserve
	Annual Report on Routine Maintenance	$ 30.00	Preserve
	Annual Monitoring Report for Restoration	$ 10.00	Preserve
	4-Year RMA Status Report	$ 3.75	Preserve

APPENDIX B-2

PARK MAINTENANCE, LANDSCAPE CORRIDORS, PASEO AND MEDIAN MAINTENANCE

City of Roseville
Calculation of Hourly Rate for Landscape Maintenance (Parks, Paseos, Medians, etc.)

Expense Information: Division 08555 - Park Maintenance and Service CFD Budgets

Description	Subtotal	Adjustment	Total	Notes
Salaries: Full-Time Employees	$ 1,894,786	$ (312,363)	$ 1,582,423	[a];[b]
Benefits: Full-Time Employees	$ 1,042,235	$ -	$ 1,042,235	[a]
Wages: Part-Time/Temporary Employees	$ 312,363	$ -	$ 312,363	[a]
Recurring Services and Supplies	$ 3,055,089	$ (2,404,536)	$ 650,554	[c]
Svc District CFD Recurring Services and Supplies	$ 4,863,390	$ (2,452,561)	$ 2,410,829	[c]
Citywide Overhead	$ 1,018,740	$ (697,675)	$ 321,065	[d];[e]
Total	$ 12,186,603	$ (5,867,135)	$ 6,319,469	

FTE Information

Description	Total	Notes
Full-Time Employee Count	28.00	[a]

Direct Hours: Full-Time Employees

Description	Paid Hours Per FTE	Adjustment for Leave	Productive Hours	% of Time Spent on Indirect Activities	Direct Hours	Direct Hours Rounded Per FTE	Total Direct Hours (All FTE and Part-Time)	Notes
Full-Time Employees	2,080	(256)	1,824	9%	1,653	1,700	47,600	[f];[g]

Direct Hours: Part-Time/Temporary Employees

Description	Total Wages	Est. Hourly Rate	Paid Hours	Paid Hours Rounded	Notes
Part-Time/Temporary Employees	$ 312,363	$ 25	12,495	12,500	[h]

Direct Hours: Total

Description	Total	Notes
Full-Time Employees	47,600	
Part-Time/Temporary Employees	12,500	
Total	60,100	

Fully-Burdened Hourly Rate for use in FY 17/18

Description	Total	Notes
Expenses	$ 6,319,469	
Hours	60,100	
Hourly Rate	$ 105	

Description	Total	Notes
FY 17/18 Hourly Rate	$ 105	
CPI Adjustment	2.7%	[i]
Hourly Rate for FY 18/19	$ 108	

City of Roseville
Calculation of Hourly Rate for Landscape Maintenance (Parks, Paseos, Medians, etc.)

Notes:
[a] Source: City payroll budget for FY 17/18.
[b] Adjustment to exclude temporary/part-time salaries accounted for in other section of this model. Adjustment to avoid double counting.
[c] Source: FY 17/18 adopted budget. See accompanying worksheet that details adjustments.
[d] Source: Citywide cost allocation plan.
[e] Adjustment to exclude Finance and Parks and Recreation Administration amounts accounted for via other CFD line items. Adjustment to avoid double counting.
[f] Leave includes adjustments for holiday, sick, vacation.
[g] Indirect hours adjustments assumes 45 minutes per day spent on mandatory rest periods, administrative activities, etc.
[h] Hourly rate estimated by ClearSource for purposes of this analysis.
[i] CPI change from Oct 2016 - Oct 2017.

City of Roseville

Adjustments Used in Hourly Rate Calculation for Landscape, Paseo, Median Maintenance

Key	KeyDesc	Object	ObjDesc	Budget	Adjust	Total
08555	PARKS - MAINTENANCE	5009	FUEL	63,000.00	-	63,000.00
08555	PARKS - MAINTENANCE	5100	CONTRACT SERVICES	1,011,009.00	(1,011,009.00)	-
08555	PARKS - MAINTENANCE	5101	PROFESSIONAL SERVICES	1,175.00	(1,175.00)	-
08555	PARKS - MAINTENANCE	5115	ADVERTISING	-	-	-
08555	PARKS - MAINTENANCE	5120	COPY/BINDING/PRINTING	-	-	-
08555	PARKS - MAINTENANCE	5125	BUILDING & EQUIPMENT RENTAL	10,000.00	(10,000.00)	-
08555	PARKS - MAINTENANCE	5170	LATE CHARGES	-	-	-
08555	PARKS - MAINTENANCE	5200	OFFICE SUPPLIES	-	-	-
08555	PARKS - MAINTENANCE	5205	POSTAGE	-	-	-
08555	PARKS - MAINTENANCE	5210	SOFTWARE	-	-	-
08555	PARKS - MAINTENANCE	5215	MINOR EQUIPMENT & TOOLS	12,000.00	-	12,000.00
08555	PARKS - MAINTENANCE	5216	TECHNOLOGY EQUIP (UNDER 5K)	-	-	-
08555	PARKS - MAINTENANCE	5220	BOOKS/TAPES/SUBSCRIPTIONS	-	-	-
08555	PARKS - MAINTENANCE	5225	SAFETY & PROTECTIVE GEAR	7,000.00	-	7,000.00
08555	PARKS - MAINTENANCE	5315	SPECIAL VEHICLE MAINTENANCE	2,000.00	-	2,000.00
08555	PARKS - MAINTENANCE	5320	RADIO EQUIP REPAIR & MAINT	5,000.00	-	5,000.00
08555	PARKS - MAINTENANCE	5330	EQUIPMENT REPAIR & MAINT	6,000.00	-	6,000.00
08555	PARKS - MAINTENANCE	5340	SYSTEM REPAIR & MAINTENANCE	502,714.00	(502,714.00)	-
08555	PARKS - MAINTENANCE	5341	LANDSCAPE/PARKS REPAIR/MAINT	-	-	-
08555	PARKS - MAINTENANCE	5395	MINOR FACILITY REHAB	-	-	-
08555	PARKS - MAINTENANCE	5400	CITY UTILITY CHARGES	879,637.50	(879,637.50)	-
08555	PARKS - MAINTENANCE	5410	TELECOMMUNICATIONS	650.00	-	650.00
08555	PARKS - MAINTENANCE	5411	CELL/MOBILE PHONES	8,765.00	-	8,765.00
08555	PARKS - MAINTENANCE	5420	OTHER UTILITIES	29,295.00	-	29,295.00
08555	PARKS - MAINTENANCE	5500	TRAINING & PROFESSIONAL DEVEL	6,050.00	-	6,050.00
08555	PARKS - MAINTENANCE	5505	TRAVEL/MEETINGS	-	-	-
08555	PARKS - MAINTENANCE	5515	MEMBERSHIPS	500.00	-	500.00
08555	PARKS - MAINTENANCE	5650	OTHER INTERNAL CHARGES	1,000.00	-	1,000.00
08555	PARKS - MAINTENANCE	5998	MISCELLANEOUS	82,400.00	-	82,400.00
08555	PARKS - MAINTENANCE	5600	VEHICLE - USAGE CHG	187,980.00	-	187,980.00
08555	PARKS - MAINTENANCE	5601	VEHICLE - REPLACEMENT	236,913.69	-	236,913.69
08555	PARKS - MAINTENANCE	5602	POOLED VEHICLE USAGE	2,000.00	-	2,000.00
08555	PARKS - MAINTENANCE	5610	GENERAL LIAB INSURANCE	-	-	-
08555	PARKS - MAINTENANCE	5611	WORKERS COMP INSURANCE	-	-	-
00696	NRCFD 2 SD ZONE A	5102	CONTRACT MAINT-LANDSCAPES	11,960.00	(11,960.00)	-
00696	NRCFD 2 SD ZONE A	5341	LANDSCAPE/PARKS REPAIR/MAINT	15,000.00		15,000.00
00696	NRCFD 2 SD ZONE A	5400	CITY UTILITY CHARGES	8,624.00		8,624.00
00696	NRCFD 2 SD ZONE A	5700	OTHER FEES	1,338.00		1,338.00
00696	NRCFD 2 SD ZONE A	5701	COUNTY ADMINISTRATIVE FEES	625.00	(625.00)	-
00696	NRCFD 2 SD ZONE A	5702	CITY ADMINISTRATIVE FEES	3,751.00	(3,751.00)	-
00696	NRCFD 2 SD ZONE A	5703	CONTRACT ADMINSTRATION-PARKS	5,839.00	(5,839.00)	-
00696	NRCFD 2 SD ZONE A	5704	CONTRACT ADMIN-OPEN SPACE	2,031.00	(2,031.00)	-
00696	NRCFD 2 SD ZONE A	5961	SINKING FUND LONG-TERM EXP	-	-	-
00696	NRCFD 2 SD ZONE A	5998	MISCELLANEOUS	116.00		116.00
00697	NRCFD 2 SD ZONE B	5102	CONTRACT MAINT-LANDSCAPES	23,108.00	(23,108.00)	-
00697	NRCFD 2 SD ZONE B	5341	LANDSCAPE/PARKS REPAIR/MAINT	20,000.00		20,000.00
00697	NRCFD 2 SD ZONE B	5400	CITY UTILITY CHARGES	15,680.00		15,680.00
00697	NRCFD 2 SD ZONE B	5700	OTHER FEES	1,235.00		1,235.00

Key	KeyDesc	Object	ObjDesc	Budget	Adjust	Total
00697	NRCFD 2 SD ZONE B	5701	COUNTY ADMINISTRATIVE FEES	777.00	(777.00)	-
00697	NRCFD 2 SD ZONE B	5702	CITY ADMINISTRATIVE FEES	3,465.00	(3,465.00)	-
00697	NRCFD 2 SD ZONE B	5703	CONTRACT ADMINSTRATION-PARKS	5,393.00	(5,393.00)	-
00697	NRCFD 2 SD ZONE B	5704	CONTRACT ADMIN-OPEN SPACE	1,876.00	(1,876.00)	-
00697	NRCFD 2 SD ZONE B	5961	SINKING FUND LONG-TERM EXP	-	-	-
00697	NRCFD 2 SD ZONE B	5998	MISCELLANEOUS	107.00		107.00
00698	NRCFD 2 SD ZONE C	5102	CONTRACT MAINT-LANDSCAPES	53,958.00	(53,958.00)	-
00698	NRCFD 2 SD ZONE C	5341	LANDSCAPE/PARKS REPAIR/MAINT	36,000.00		36,000.00
00698	NRCFD 2 SD ZONE C	5400	CITY UTILITY CHARGES	37,400.00		37,400.00
00698	NRCFD 2 SD ZONE C	5650	OTHER INTERNAL CHARGES	-		-
00698	NRCFD 2 SD ZONE C	5700	OTHER FEES	3,063.00		3,063.00
00698	NRCFD 2 SD ZONE C	5701	COUNTY ADMINISTRATIVE FEES	1,503.00	(1,503.00)	-
00698	NRCFD 2 SD ZONE C	5702	CITY ADMINISTRATIVE FEES	8,696.00	(8,696.00)	-
00698	NRCFD 2 SD ZONE C	5703	CONTRACT ADMINSTRATION-PARKS	13,536.00	(13,536.00)	-
00698	NRCFD 2 SD ZONE C	5704	CONTRACT ADMIN-OPEN SPACE	4,709.00	(4,709.00)	-
00698	NRCFD 2 SD ZONE C	5961	SINKING FUND LONG-TERM EXP	20,000.00	(20,000.00)	-
00698	NRCFD 2 SD ZONE C	5998	MISCELLANEOUS	269.00		269.00
00699	NRCFD 2 SD ZONE E	5102	CONTRACT MAINT-LANDSCAPES	6,853.00	(6,853.00)	-
00699	NRCFD 2 SD ZONE E	5341	LANDSCAPE/PARKS REPAIR/MAINT	2,000.00		2,000.00
00699	NRCFD 2 SD ZONE E	5400	CITY UTILITY CHARGES	5,060.00		5,060.00
00699	NRCFD 2 SD ZONE E	5700	OTHER FEES	326.00		326.00
00699	NRCFD 2 SD ZONE E	5701	COUNTY ADMINISTRATIVE FEES	181.00	(181.00)	-
00699	NRCFD 2 SD ZONE E	5702	CITY ADMINISTRATIVE FEES	246.00	(246.00)	-
00699	NRCFD 2 SD ZONE E	5703	CONTRACT ADMINSTRATION-PARKS	382.00	(382.00)	-
00699	NRCFD 2 SD ZONE E	5704	CONTRACT ADMIN-OPEN SPACE	134.00	(134.00)	-
00699	NRCFD 2 SD ZONE E	5998	MISCELLANEOUS	8.00		8.00
00722	STONE POINT CFD #4 (SD)	5102	CONTRACT MAINT-LANDSCAPES	5,000.00	(5,000.00)	-
00722	STONE POINT CFD #4 (SD)	5103	CONTRACT MAINT-PARKS	15,000.00		15,000.00
00722	STONE POINT CFD #4 (SD)	5341	LANDSCAPE/PARKS REPAIR/MAINT	4,000.00		4,000.00
00722	STONE POINT CFD #4 (SD)	5400	CITY UTILITY CHARGES	3,600.00		3,600.00
00722	STONE POINT CFD #4 (SD)	5650	OTHER INTERNAL CHARGES	11,500.00		11,500.00
00722	STONE POINT CFD #4 (SD)	5700	OTHER FEES	3,059.00		3,059.00
00722	STONE POINT CFD #4 (SD)	5701	COUNTY ADMINISTRATIVE FEES	490.00	(490.00)	-
00722	STONE POINT CFD #4 (SD)	5702	CITY ADMINISTRATIVE FEES	1,066.00	(1,066.00)	-
00722	STONE POINT CFD #4 (SD)	5703	CONTRACT ADMINSTRATION-PARKS	2,000.00	(2,000.00)	-
00722	STONE POINT CFD #4 (SD)	5704	CONTRACT ADMIN-OPEN SPACE	250.00	(250.00)	-
00722	STONE POINT CFD #4 (SD)	5998	MISCELLANEOUS	1,000.00		1,000.00
00725	WESTBROOK SRV DIST CFD2	5102	CONTRACT MAINT-LANDSCAPES	309,260.00	(309,260.00)	-
00725	WESTBROOK SRV DIST CFD2	5341	LANDSCAPE/PARKS REPAIR/MAINT	20,000.00		20,000.00
00725	WESTBROOK SRV DIST CFD2	5400	CITY UTILITY CHARGES	15,000.00		15,000.00
00725	WESTBROOK SRV DIST CFD2	5700	OTHER FEES	4,253.00		4,253.00
00725	WESTBROOK SRV DIST CFD2	5701	COUNTY ADMINISTRATIVE FEES	5,680.00	(5,680.00)	-
00725	WESTBROOK SRV DIST CFD2	5702	CITY ADMINISTRATIVE FEES	6,307.00	(6,307.00)	-
00725	WESTBROOK SRV DIST CFD2	5703	CONTRACT ADMINSTRATION-PARKS	13,771.00	(13,771.00)	-
00725	WESTBROOK SRV DIST CFD2	5998	MISCELLANEOUS	500.00		500.00
00735	HP CAMPUS OAKS CFD #2 SERVICES	5102	CONTRACT MAINT-LANDSCAPES	50,000.00	(50,000.00)	-
00735	HP CAMPUS OAKS CFD #2 SERVICES	5341	LANDSCAPE/PARKS REPAIR/MAINT	5,000.00		5,000.00
00735	HP CAMPUS OAKS CFD #2 SERVICES	5400	CITY UTILITY CHARGES	10,000.00		10,000.00
00735	HP CAMPUS OAKS CFD #2 SERVICES	5700	OTHER FEES	5,158.00		5,158.00
00735	HP CAMPUS OAKS CFD #2 SERVICES	5701	COUNTY ADMINISTRATIVE FEES	1,275.00	(1,275.00)	-
00735	HP CAMPUS OAKS CFD #2 SERVICES	5702	CITY ADMINISTRATIVE FEES	2,500.00	(2,500.00)	-

Key	KeyDesc	Object	ObjDesc	Budget	Adjust	Total
00735	HP CAMPUS OAKS CFD #2 SERVICES	5703	CONTRACT ADMINSTRATION-PARKS	1,772.00	(1,772.00)	-
00735	HP CAMPUS OAKS CFD #2 SERVICES	5998	MISCELLANEOUS	500.00		500.00
00767	STONERIDGE CFD #1 SRV DIST	5102	CONTRACT MAINT-LANDSCAPES	186,230.00	(186,230.00)	-
00767	STONERIDGE CFD #1 SRV DIST	5341	LANDSCAPE/PARKS REPAIR/MAINT	96,000.00		96,000.00
00767	STONERIDGE CFD #1 SRV DIST	5400	CITY UTILITY CHARGES	123,200.00		123,200.00
00767	STONERIDGE CFD #1 SRV DIST	5420	OTHER UTILITIES	-		-
00767	STONERIDGE CFD #1 SRV DIST	5700	OTHER FEES	6,311.00		6,311.00
00767	STONERIDGE CFD #1 SRV DIST	5701	COUNTY ADMINISTRATIVE FEES	6,846.00	(6,846.00)	-
00767	STONERIDGE CFD #1 SRV DIST	5702	CITY ADMINISTRATIVE FEES	24,781.00	(24,781.00)	-
00767	STONERIDGE CFD #1 SRV DIST	5703	CONTRACT ADMINSTRATION-PARKS	45,900.00	(45,900.00)	-
00767	STONERIDGE CFD #1 SRV DIST	5704	CONTRACT ADMIN-OPEN SPACE	11,000.00	(11,000.00)	-
00767	STONERIDGE CFD #1 SRV DIST	5961	SINKING FUND LONG-TERM EXP	25,000.00	(25,000.00)	-
00767	STONERIDGE CFD #1 SRV DIST	5998	MISCELLANEOUS	1,000.00		1,000.00
00768	STONERIDGE PARCEL 1 CFD #2 SD	5102	CONTRACT MAINT-LANDSCAPES	8,670.00	(8,670.00)	-
00768	STONERIDGE PARCEL 1 CFD #2 SD	5341	LANDSCAPE/PARKS REPAIR/MAINT	2,000.00		2,000.00
00768	STONERIDGE PARCEL 1 CFD #2 SD	5400	CITY UTILITY CHARGES	12,000.00		12,000.00
00768	STONERIDGE PARCEL 1 CFD #2 SD	5700	OTHER FEES	2,014.00		2,014.00
00768	STONERIDGE PARCEL 1 CFD #2 SD	5701	COUNTY ADMINISTRATIVE FEES	265.00	(265.00)	-
00768	STONERIDGE PARCEL 1 CFD #2 SD	5702	CITY ADMINISTRATIVE FEES	1,066.00	(1,066.00)	-
00768	STONERIDGE PARCEL 1 CFD #2 SD	5703	CONTRACT ADMINSTRATION-PARKS	2,000.00	(2,000.00)	-
00768	STONERIDGE PARCEL 1 CFD #2 SD	5998	MISCELLANEOUS	100.00		100.00
00769	WOODCRK WEST - SERVICES DSTRCT	5102	CONTRACT MAINT-LANDSCAPES	138,470.00	(138,470.00)	-
00769	WOODCRK WEST - SERVICES DSTRCT	5341	LANDSCAPE/PARKS REPAIR/MAINT	60,000.00		60,000.00
00769	WOODCRK WEST - SERVICES DSTRCT	5400	CITY UTILITY CHARGES	69,440.00		69,440.00
00769	WOODCRK WEST - SERVICES DSTRCT	5700	OTHER FEES	5,655.00		5,655.00
00769	WOODCRK WEST - SERVICES DSTRCT	5701	COUNTY ADMINISTRATIVE FEES	3,500.00	(3,500.00)	-
00769	WOODCRK WEST - SERVICES DSTRCT	5702	CITY ADMINISTRATIVE FEES	16,910.00	(16,910.00)	-
00769	WOODCRK WEST - SERVICES DSTRCT	5703	CONTRACT ADMINSTRATION-PARKS	23,800.00	(23,800.00)	-
00769	WOODCRK WEST - SERVICES DSTRCT	5704	CONTRACT ADMIN-OPEN SPACE	7,800.00	(7,800.00)	-
00769	WOODCRK WEST - SERVICES DSTRCT	5961	SINKING FUND LONG-TERM EXP	35,000.00	(35,000.00)	-
00769	WOODCRK WEST - SERVICES DSTRCT	5998	MISCELLANEOUS	1,000.00		1,000.00
00770	CROCKER RANCH SERVICES DISTRCT	5102	CONTRACT MAINT-LANDSCAPES	68,810.00	(68,810.00)	-
00770	CROCKER RANCH SERVICES DISTRCT	5103	CONTRACT MAINT-PARKS	35,320.00		35,320.00
00770	CROCKER RANCH SERVICES DISTRCT	5341	LANDSCAPE/PARKS REPAIR/MAINT	47,000.00		47,000.00
00770	CROCKER RANCH SERVICES DISTRCT	5400	CITY UTILITY CHARGES	30,800.00		30,800.00
00770	CROCKER RANCH SERVICES DISTRCT	5650	OTHER INTERNAL CHARGES	15,200.00		15,200.00
00770	CROCKER RANCH SERVICES DISTRCT	5700	OTHER FEES	6,107.00		6,107.00
00770	CROCKER RANCH SERVICES DISTRCT	5701	COUNTY ADMINISTRATIVE FEES	2,730.00	(2,730.00)	-
00770	CROCKER RANCH SERVICES DISTRCT	5702	CITY ADMINISTRATIVE FEES	13,620.00	(13,620.00)	-
00770	CROCKER RANCH SERVICES DISTRCT	5703	CONTRACT ADMINSTRATION-PARKS	24,440.00	(24,440.00)	-
00770	CROCKER RANCH SERVICES DISTRCT	5704	CONTRACT ADMIN-OPEN SPACE	2,600.00	(2,600.00)	-
00770	CROCKER RANCH SERVICES DISTRCT	5961	SINKING FUND LONG-TERM EXP	10,000.00	(10,000.00)	-
00770	CROCKER RANCH SERVICES DISTRCT	5998	MISCELLANEOUS	1,000.00		1,000.00
00771	HIGHLAND RES NORTH SRV DIST	5102	CONTRACT MAINT-LANDSCAPES	114,800.00	(114,800.00)	-
00771	HIGHLAND RES NORTH SRV DIST	5103	CONTRACT MAINT-PARKS	63,540.00		63,540.00
00771	HIGHLAND RES NORTH SRV DIST	5120	COPY/BINDING/PRINTING	-		-
00771	HIGHLAND RES NORTH SRV DIST	5341	LANDSCAPE/PARKS REPAIR/MAINT	88,000.00		88,000.00
00771	HIGHLAND RES NORTH SRV DIST	5400	CITY UTILITY CHARGES	90,200.00		90,200.00
00771	HIGHLAND RES NORTH SRV DIST	5650	OTHER INTERNAL CHARGES	34,200.00		34,200.00
00771	HIGHLAND RES NORTH SRV DIST	5700	OTHER FEES	7,177.00		7,177.00
00771	HIGHLAND RES NORTH SRV DIST	5701	COUNTY ADMINISTRATIVE FEES	6,570.00	(6,570.00)	-

Key	KeyDesc	Object	ObjDesc	Budget	Adjust	Total
00771	HIGHLAND RES NORTH SRV DIST	5702	CITY ADMINISTRATIVE FEES	24,074.00	(24,074.00)	-
00771	HIGHLAND RES NORTH SRV DIST	5703	CONTRACT ADMINSTRATION-PARKS	40,000.00	(40,000.00)	-
00771	HIGHLAND RES NORTH SRV DIST	5704	CONTRACT ADMIN-OPEN SPACE	13,300.00	(13,300.00)	-
00771	HIGHLAND RES NORTH SRV DIST	5961	SINKING FUND LONG-TERM EXP	30,000.00	(30,000.00)	-
00771	HIGHLAND RES NORTH SRV DIST	5998	MISCELLANEOUS	1,000.00		1,000.00
00773	WOODCREEK EAST SERVICES DIST	5102	CONTRACT MAINT-LANDSCAPES	30,480.00	(30,480.00)	-
00773	WOODCREEK EAST SERVICES DIST	5103	CONTRACT MAINT-PARKS	13,030.00		13,030.00
00773	WOODCREEK EAST SERVICES DIST	5341	LANDSCAPE/PARKS REPAIR/MAINT	25,000.00		25,000.00
00773	WOODCREEK EAST SERVICES DIST	5400	CITY UTILITY CHARGES	18,700.00		18,700.00
00773	WOODCREEK EAST SERVICES DIST	5650	OTHER INTERNAL CHARGES	11,500.00		11,500.00
00773	WOODCREEK EAST SERVICES DIST	5700	OTHER FEES	3,472.00		3,472.00
00773	WOODCREEK EAST SERVICES DIST	5701	COUNTY ADMINISTRATIVE FEES	1,881.00	(1,881.00)	-
00773	WOODCREEK EAST SERVICES DIST	5702	CITY ADMINISTRATIVE FEES	6,871.00	(6,871.00)	-
00773	WOODCREEK EAST SERVICES DIST	5703	CONTRACT ADMINSTRATION-PARKS	7,900.00	(7,900.00)	-
00773	WOODCREEK EAST SERVICES DIST	5704	CONTRACT ADMIN-OPEN SPACE	7,000.00	(7,000.00)	-
00773	WOODCREEK EAST SERVICES DIST	5961	SINKING FUND LONG-TERM EXP	10,000.00	(10,000.00)	-
00773	WOODCREEK EAST SERVICES DIST	5998	MISCELLANEOUS	1,000.00		1,000.00
00774	STONE POINT CFD #2 SRV DIST	5102	CONTRACT MAINT-LANDSCAPES	2,610.00	(2,610.00)	-
00774	STONE POINT CFD #2 SRV DIST	5103	CONTRACT MAINT-PARKS	9,760.00		9,760.00
00774	STONE POINT CFD #2 SRV DIST	5104	CONTRACT MAINT-ENTRYWAYS	-		-
00774	STONE POINT CFD #2 SRV DIST	5341	LANDSCAPE/PARKS REPAIR/MAINT	4,000.00		4,000.00
00774	STONE POINT CFD #2 SRV DIST	5400	CITY UTILITY CHARGES	3,360.00		3,360.00
00774	STONE POINT CFD #2 SRV DIST	5650	OTHER INTERNAL CHARGES	9,100.00		9,100.00
00774	STONE POINT CFD #2 SRV DIST	5700	OTHER FEES	3,430.00		3,430.00
00774	STONE POINT CFD #2 SRV DIST	5701	COUNTY ADMINISTRATIVE FEES	852.00	(852.00)	-
00774	STONE POINT CFD #2 SRV DIST	5702	CITY ADMINISTRATIVE FEES	3,007.00	(3,007.00)	-
00774	STONE POINT CFD #2 SRV DIST	5703	CONTRACT ADMINSTRATION-PARKS	4,200.00	(4,200.00)	-
00774	STONE POINT CFD #2 SRV DIST	5704	CONTRACT ADMIN-OPEN SPACE	2,450.00	(2,450.00)	-
00774	STONE POINT CFD #2 SRV DIST	5998	MISCELLANEOUS	1,000.00		1,000.00
00775	WESTPARK CFD #2 SERVICES DIST	5102	CONTRACT MAINT-LANDSCAPES	329,440.00	(329,440.00)	-
00775	WESTPARK CFD #2 SERVICES DIST	5103	CONTRACT MAINT-PARKS	30,190.00		30,190.00
00775	WESTPARK CFD #2 SERVICES DIST	5340	SYSTEM REPAIR & MAINTENANCE	-		-
00775	WESTPARK CFD #2 SERVICES DIST	5341	LANDSCAPE/PARKS REPAIR/MAINT	95,000.00		95,000.00
00775	WESTPARK CFD #2 SERVICES DIST	5400	CITY UTILITY CHARGES	99,770.00		99,770.00
00775	WESTPARK CFD #2 SERVICES DIST	5650	OTHER INTERNAL CHARGES	102,320.00		102,320.00
00775	WESTPARK CFD #2 SERVICES DIST	5700	OTHER FEES	4,371.00		4,371.00
00775	WESTPARK CFD #2 SERVICES DIST	5701	COUNTY ADMINISTRATIVE FEES	9,590.00	(9,590.00)	-
00775	WESTPARK CFD #2 SERVICES DIST	5702	CITY ADMINISTRATIVE FEES	37,304.00	(37,304.00)	-
00775	WESTPARK CFD #2 SERVICES DIST	5703	CONTRACT ADMINSTRATION-PARKS	84,270.00	(84,270.00)	-
00775	WESTPARK CFD #2 SERVICES DIST	5704	CONTRACT ADMIN-OPEN SPACE	3,800.00	(3,800.00)	-
00775	WESTPARK CFD #2 SERVICES DIST	5961	SINKING FUND LONG-TERM EXP	30,000.00	(30,000.00)	-
00775	WESTPARK CFD #2 SERVICES DIST	5998	MISCELLANEOUS	1,000.00		1,000.00
00776	FIDDYMENT RANCH CFD #2 SD	5102	CONTRACT MAINT-LANDSCAPES	448,136.00		448,136.00
00776	FIDDYMENT RANCH CFD #2 SD	5103	CONTRACT MAINT-PARKS	116,706.00		116,706.00
00776	FIDDYMENT RANCH CFD #2 SD	5341	LANDSCAPE/PARKS REPAIR/MAINT	105,000.00		105,000.00
00776	FIDDYMENT RANCH CFD #2 SD	5400	CITY UTILITY CHARGES	99,110.00		99,110.00
00776	FIDDYMENT RANCH CFD #2 SD	5650	OTHER INTERNAL CHARGES	57,500.00		57,500.00
00776	FIDDYMENT RANCH CFD #2 SD	5700	OTHER FEES	10,482.00		10,482.00
00776	FIDDYMENT RANCH CFD #2 SD	5701	COUNTY ADMINISTRATIVE FEES	11,412.00	(11,412.00)	-
00776	FIDDYMENT RANCH CFD #2 SD	5702	CITY ADMINISTRATIVE FEES	40,193.00	(40,193.00)	-
00776	FIDDYMENT RANCH CFD #2 SD	5703	CONTRACT ADMINSTRATION-PARKS	98,187.00	(98,187.00)	-

Key	KeyDesc	Object	ObjDesc	Budget	Adjust	Total
00776	FIDDYMENT RANCH CFD #2 SD	5704	CONTRACT ADMIN-OPEN SPACE	2,600.00	(2,600.00)	-
00776	FIDDYMENT RANCH CFD #2 SD	5961	SINKING FUND LONG-TERM EXP	40,000.00	(40,000.00)	-
00776	FIDDYMENT RANCH CFD #2 SD	5998	MISCELLANEOUS	1,000.00		1,000.00
00777	MUNICIPAL SERVICES CFD #3	5341	LANDSCAPE/PARKS REPAIR/MAINT	-		-
00777	MUNICIPAL SERVICES CFD #3	5700	OTHER FEES	7,822.00		7,822.00
00777	MUNICIPAL SERVICES CFD #3	5701	COUNTY ADMINISTRATIVE FEES	28,414.00	(28,414.00)	-
00777	MUNICIPAL SERVICES CFD #3	5702	CITY ADMINISTRATIVE FEES	110,000.00	(110,000.00)	-
00777	MUNICIPAL SERVICES CFD #3	5998	MISCELLANEOUS	1,000.00		1,000.00
00778	LONGMEADOW CFD #2 SD	5102	CONTRACT MAINT-LANDSCAPES	22,640.00	(22,640.00)	-
00778	LONGMEADOW CFD #2 SD	5103	CONTRACT MAINT-PARKS	27,850.00		27,850.00
00778	LONGMEADOW CFD #2 SD	5341	LANDSCAPE/PARKS REPAIR/MAINT	10,000.00		10,000.00
00778	LONGMEADOW CFD #2 SD	5400	CITY UTILITY CHARGES	14,300.00		14,300.00
00778	LONGMEADOW CFD #2 SD	5650	OTHER INTERNAL CHARGES	9,200.00		9,200.00
00778	LONGMEADOW CFD #2 SD	5700	OTHER FEES	2,770.00		2,770.00
00778	LONGMEADOW CFD #2 SD	5701	COUNTY ADMINISTRATIVE FEES	1,400.00	(1,400.00)	-
00778	LONGMEADOW CFD #2 SD	5702	CITY ADMINISTRATIVE FEES	4,782.00	(4,782.00)	-
00778	LONGMEADOW CFD #2 SD	5703	CONTRACT ADMINSTRATION-PARKS	8,250.00	(8,250.00)	-
00778	LONGMEADOW CFD #2 SD	5704	CONTRACT ADMIN-OPEN SPACE	1,000.00	(1,000.00)	-
00778	LONGMEADOW CFD #2 SD	5961	SINKING FUND LONG-TERM EXP	20,000.00	(20,000.00)	-
00778	LONGMEADOW CFD #2 SD	5998	MISCELLANEOUS	1,000.00		1,000.00
00779	INFILL SERVICES CFD	5102	CONTRACT MAINT-LANDSCAPES	21,862.00	(21,862.00)	-
00779	INFILL SERVICES CFD	5341	LANDSCAPE/PARKS REPAIR/MAINT	5,600.00		5,600.00
00779	INFILL SERVICES CFD	5400	CITY UTILITY CHARGES	12,403.00		12,403.00
00779	INFILL SERVICES CFD	5700	OTHER FEES	1,887.00		1,887.00
00779	INFILL SERVICES CFD	5701	COUNTY ADMINISTRATIVE FEES	1,442.00	(1,442.00)	-
00779	INFILL SERVICES CFD	5702	CITY ADMINISTRATIVE FEES	3,448.00	(3,448.00)	-
00779	INFILL SERVICES CFD	5703	CONTRACT ADMINSTRATION-PARKS	2,700.00	(2,700.00)	-
00779	INFILL SERVICES CFD	5704	CONTRACT ADMIN-OPEN SPACE	3,000.00	(3,000.00)	-
00779	INFILL SERVICES CFD	5961	SINKING FUND LONG-TERM EXP	3,000.00	(3,000.00)	-
00779	INFILL SERVICES CFD	5998	MISCELLANEOUS	-		-
				$ 7,918,479	$ (4,857,097)	$ 3,061,383

City of Roseville
Calculation of Annual Per Acre Maintenance Costs for Landscape Maintenance (Parks, Paseos, Medians, etc.)

Landscape Corridors, Paseos, Medians

Description	Annual Hours	Hourly Rate	Total	Unit	Notes
All Maintenance	108	$ 108	$ 11,664	per acre	[a]

Neighborhood Park: Basic, 3 to 5 Acres

Description	Annual Hours	Hourly Rate	Total	Unit	Notes
All Maintenance	120	$ 108	$ 12,960	per acre	[a]

Neighborhood/School Park, up to 12 Acres +/- *

Description	Annual Hours	Hourly Rate	Total	Est. Acres	Total	Unit	Notes
(1) full sized basketball court	4	$ 108	$ 432	12	36	per acre	[b]
(2) Tennis courts	4	$ 108	$ 432	12	36	per acre	[b]
(1) Youth (unlit) baseball field	24	$ 108	$ 2,592	12	216	per acre	[b]
(1) Youth (unlit) softball field	24	$ 108	$ 2,592	12	216	per acre	[b]
Regulation sized soccer (2)	32	$ 108	$ 3,456	12	288	per acre	[b]
(1) Standard (2 room) restroom	80	$ 108	$ 8,640	12	720	per acre	[b]
(1) non-recirculating water feature (mists)	2	$ 108	$ 216	12	18	per acre	[b]
(2) Horseshoe Courts	2	$ 108	$ 216	12	18	per acre	[b]
Large group shaded picnic area (6 tables +)	32	$ 108	$ 3,456	12	288	per acre	[b]
Off-street parking lot (+15)/stall	32	$ 108	$ 3,456	12	288	per acre	[b]
Asphalt trail/mile	2	$ 108	$ 216	12	18	per acre	[b]
Turf Maintenance	108	$ 108	$ 11,664	1	11,664	per acre	[a];[c]
Total					$ 13,806	per acre	

Notes:
[a] Includes weekly mowing, edging, and trimming; periodic fertilization, aerification, chemical application, irrigation system check, spot system check, and as-needed repairs.
[b] Non-turf analysis assumes 12-acre park to provide a conservative estimate. Assumes economy of scale for turf maintenance of larger areas.
[c] Assumes economy of scale for turf maintenance of larger park areas.
* This list is an example of typical school/park amenities. Actual amenities will vary.

APPENDIX B-3

BIKE TRAIL MAINTENANCE

City of Roseville
Calculation of Bike Trail Per Lineal Foot Maintenance Costs

Bike Trail Maintenance Cost Per Lineal Foot (LF)

Description	Maintenance Costs Per Mile	Lineal Feet Per Mile	Cost Per LF	Unit	Notes
Bike Trail Maintenance	$ 5,900	5,280	$ 1.11	per LF	[a]

Notes:
[a] Source: City trail maintenance costs per mile confirmed by calculations provided by the Public Works Department on March 20, 2018.

APPENDIX B-4

LEAF PICKUP AND STREET SWEEPING

City of Roseville
Calculation of Hourly Rate for Street Sweeping and Leaf Pickup

Expense Information: Division 08348 - Street Sweeping

Description	Subtotal	Adjustment	Total	Notes
Salaries: Full-Time Employees	$ 464,060	$ -	$ 464,060	[a]
Benefits: Full-Time Employees	$ 269,676	$ -	$ 269,676	[a]
Wages: Part-Time/Temporary Employees	$ -	$ -	$ -	[a]
Recurring Services and Supplies	$ 584,969	$ -	$ 584,969	[b]
Citywide Overhead	$ 1,320	$ -	$ 1,320	[c]
Total	$ 1,320,025	$ -	$ 1,320,025	

FTE Information

Description	Total	Notes
Full-Time Employee Count	7.00	[a]

Direct Hours: Full-Time Employees

Description	Paid Hours Per FTE	Adjustment for Leave	Productive Hours	% of Time Spent on Indirect Activities	Direct Hours	Direct Hours Rounded Per FTE	Total Direct Hours (All FTE and Part-Time)	Notes
Full-Time Employees	2,080	(256)	1,824	9%	1,653	1,700	11,900	[d];[e]

Direct Hours: Part-Time/Temporary Employees

Description	Total Wages	Est. Hourly Rate	Paid Hours	Paid Hours Rounded	Notes
Part-Time/Temporary Employees	$ -	$ 25	-	-	[f]

Direct Hours: Total

Description	Total	Notes
Full-Time Employees	11,900	
Part-Time/Temporary Employees	-	
Total	11,900	

Fully-Burdened Hourly Rate for use in FY 17/18

Description	Total	Notes
Expenses	$ 1,320,025	
Hours	11,900	
Hourly Rate	$ 111	

Hourly Rate Adjustment for use in FY 18/19

Description	Total	Notes
FY 17/18 Hourly Rate	$ 111	
CPI Adjustment	2.7%	[g]
Hourly Rate for FY 18/19	$ 114	

City of Roseville
Calculation of Hourly Rate for Street Sweeping and Leaf Pickup

Notes:
[a] Source: City payroll budget for FY 17/18.
[b] Source: FY 17/18 adopted budget.
[c] Source: Citywide cost allocation plan.
[d] Leave includes adjustments for holiday, sick, vacation.
[e] Indirect hours adjustments assumes 45 minutes per day spent on mandatory rest periods, administrative activities, etc.
[f] Hourly rate estimated by ClearSource for purposes of this analysis.
[g] CPI change from Oct 2016 - Oct 2017.

City of Roseville
Calculation of Per Curb Mile Street Sweeping Costs

Street Sweeping Cost Per Curb Mile

Description	Curb Miles	Hours	Hours Per Curb Mile	Hourly Rate	Total	Unit	Notes
Street Sweeping	9,634	3,366	0.35	$ 114	$ 39.80	per curb mile	[a]

Notes:
[a] Logged hours and curb miles based on annual report log for the period 1/1/2017 through 12/31/2017.

City of Roseville
Calculation of Per Curb Mile Leaf Pickup Costs

Leaf Pickup Cost Per Curb Mile

Description	Curb Miles	Hours	Hours Per Curb Mile	Hourly Rate	Total	Unit	Notes
Leaf Pickup	2,925	1,645	0.56	$ 114	$ 64.04	per curb mile	[a]

Notes:
[a] Logged hours and curb miles based on annual report log for the period 1/1/2017 through 12/31/2017.

APPENDIX B-5

STORMWATER MANAGEMENT

City of Roseville
Calculation of Storm Water Maintenance Costs

Sierra Vista Share of Total City Area

Description	Acres	Notes
Sierra Vista Area	2,075	
Total City Area	28,248	
Sierra Vista Share of Total Area	7.35%	

Annual Stormwater Management Costs Per Unit

Description	Total	Notes
Stormwater/Drainage Management Annual Costs	$ 2,240,000	
Sierra Vista Share of Total Costs	7.35%	
Allocation to Sierra Vista	$ 164,543	
Number of Residential Units at Build-out	6,650	
Cost Per Residential Unit	$ 25	

Notes:
[a] Source: Environmental Utilities Department.

NOTICE OF PUBLIC HEARING

Notice is hereby given that on **March 20, 2019** at 7 pm, or as soon thereafter as the matter may be heard, the **City Council** of the City of Roseville will hold a Public Hearing at **the City Council Chambers located at 311 Vernon Street, Roseville, CA** to consider adoption of a schedule of maintenance costs and charges for community facilities districts.

If adopted, the schedule of costs and charges will apply for formation of new Community Facilities Districts, but will not affect previously established districts or districts that have initiated proceedings, as of the date of adoption of the resolution, to form a Community Facilities District to finance services.

If adopted, the schedule of costs and charges will be effective upon adoption through June 30, 2020.

For further information contact the City's Chief Financial Officer, Dennis Kauffman at (916) 774-5200. Written communications may be directed to: City Council, 311 Vernon Street, Roseville, CA 95678.

If you challenge the decision in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice, or in written correspondence delivered to the City Clerk at, or prior to the Public Hearing.

ROSEVILLE CITY COUNCIL
Sonia Orozco, CMC City Clerk

Dated:
Publish: