



SACRAMENTO
STATE

Mitigation Monitoring and Reporting
Program for the

The Hub, Sacramento State Research Park Project

Prepared for:
California State University, Sacramento

May 2022



Mitigation Monitoring and Reporting Program for the
**The Hub, Sacramento State
Research Park Project**

SCH Number 2021030485

Prepared for:



**SACRAMENTO
STATE**

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MITIGATION MONITORING AND REPORTING PROGRAM

In accordance with the California Environmental Quality Act (CEQA, Public Resources Code [PRC] Section 21000 et seq.), California State University, Sacramento (Sacramento State) prepared an Environmental Impact Report (EIR) (State Clearinghouse No. 2015012066) for The Hub, Sacramento State Research Park (The Hub) that identified significant impacts related to: Air Quality; Archaeological, Historical, and Tribal Cultural Resources; Biological Resources; Greenhouse Gas Emissions and Climate Change; Hazards and Hazardous Materials; and Transportation. Significant cumulative impacts would occur with respect to Greenhouse Gas Emissions and Climate Change, as well as Transportation. The EIR also identified mitigation measures that would reduce the identified impacts to less-than-significant levels, where feasible.

CEQA and the State CEQA Guidelines (PRC Section 21081.6 and State CEQA Guidelines Sections 15091[d] and 15097) require public agencies “to adopt a reporting and monitoring program for changes to the project which it has adopted or made a condition of project approval to mitigate or avoid significant effects on the environment.” A Mitigation Monitoring and Reporting Program (MMRP) has been prepared for The Hub because the EIR identifies significant adverse impacts related to the project implementation, and mitigation measures have been identified to reduce those impacts. Adoption of the MMRP would occur along with approval of The Hub EIR.

PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

The MMRP has been prepared to ensure that all required mitigation measures are implemented and completed in a satisfactory manner before and during project construction and operation, as applicable.

The MMRP table provided herein has been prepared to assist the responsible parties in implementing the mitigation measures. The table identifies the impact, individual mitigation measures, monitoring responsibility, mitigation timing. The table also provides space to confirm implementation of the mitigation measures after project approval. The numbering of mitigation measures follows the numbering sequence found in the EIR. Mitigation measures that are referenced more than once in the Draft EIR are not duplicated in the MMRP table.

ROLES AND RESPONSIBILITIES

Unless otherwise specified herein, California State University, Sacramento (Sacramento State or University) is responsible for taking all actions necessary to implement the mitigation measures under its jurisdiction according to the specifications provided for each measure and for demonstrating that the action has been successfully completed. Sacramento State, at its discretion, may delegate implementation responsibility or portions thereof to a licensed contractor or other designated agent.

PRC Section 21081.6 requires the lead agency to identify the “custodian of documents and other material” which constitutes the “record of proceedings” upon which the action on the project was based. The Sacramento, Planning, Design, & Construction department, or designee, is the custodian of such documents for The Hub EIR. Inquiries should be directed to:

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Sacramento State is responsible for overall administration of the MMRP and for verifying that Sacramento State staff, the construction contractor, or other designated party has completed the necessary actions for each measure. The party responsible for implementing each item will identify the staff members responsible for coordinating with Sacramento State on the MMRP.

REPORTING

Sacramento State shall require the contractor(s) to maintain records documenting compliance of the activity with the required mitigation measures. Information regarding inspections and other requirements shall be compiled and explained in monthly reports. The reports shall be designed to simply and clearly identify whether mitigation measures have been adequately implemented. At a minimum, each report shall identify the mitigation measures or conditions to be monitored for implementation, whether compliance with the mitigation measures or conditions has occurred, the procedures used to assess compliance, and whether further action is required.

MITIGATION MONITORING AND REPORTING PROGRAM TABLE

The categories identified in the attached MMRP table are described below.

- ▶ Impact – This column provides the verbatim text of the identified impact.
- ▶ Mitigation Measure – This column provides the verbatim text of the adopted mitigation measure.
- ▶ Monitoring and Reporting Procedure – This column identifies discrete actions to be implemented as part of the broader mitigation measure.
- ▶ Timing – This column identifies the time frame in which the mitigation will be implemented.
- ▶ Verification – This column identifies the party responsible for verifying compliance and is to be dated and signed by that party (either project manager or his/her designee).

Table 3-1 The Hub, Sacramento State Research Park Final EIR Mitigation Monitoring and Reporting Program

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Timing	Verification
3.2 Air Quality					
Impact 3.2-2: Cause Construction-Generated Criteria Air Pollutant or Precursor Emissions to Exceed Sacramento Metropolitan Air Quality Management District (SMAQMD) Recommended Thresholds	Mitigation Measure 3.2-2: Implement SMAQMD’s Basic Construction Emission Control Practices For all project-related development, construction contractors shall implement SMAQMD’s Basic Construction Emission Control Practices, including the following: <ul style="list-style-type: none"> ▶ water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads; ▶ cover or maintain at least two feet or free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered; ▶ use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited; ▶ limit vehicle speeds on unpaved roads to 15 miles per hour (mph); ▶ complete construction of all roadways, driveways, sidewalks, parking lots as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used; ▶ minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (required by California Code of Regulations [CCR], Title 13, sections 2449(d)(3) and 2485). Provide clear signage that posts this requirement for workers at the entrances to the site; and ▶ maintain all construction equipment is in proper working condition according to manufacturer’s specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated. 	Implement SMAQMD practices as defined in the mitigation measure.	CO	During construction	
3.3 Biological Resources					
Impact 3.3-1: Result in Disturbance to or Loss of Special-Status Wildlife Species and Habitat	Mitigation 3.3-1a: Conduct Take Avoidance Survey for Burrowing Owl, Implement Avoidance Measures, and Compensate for Loss of Occupied Burrows The following measures shall be implemented prior to and during project construction activities: <ul style="list-style-type: none"> ▶ A qualified biologist will conduct a focused survey for burrowing owls in areas of habitat suitable for the species (e.g., ruderal grassland, artificial burrow habitat) on 	Conduct burrowing owl survey and prepare survey report; implement construction buffer if burrows are	CO	Prior to and during construction	

Project stage at which implementation of the measure is required - SS=site selection; DE=detailed project planning or project design prior to project approval; CO=prior to or during construction; OC=prior to occupancy; OP=operation

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Timing	Verification
	<p>and within accessible areas 1,640 feet (500 meters) 1,500 feet of the project site no less than 14 days prior to initiating ground disturbance activities using survey methods described in Appendix D of the California Department of Fish and Wildlife (CDFW) Staff Report (CDFW 2012).</p> <ul style="list-style-type: none"> ▶ If no occupied burrows are found, the qualified biologist will submit a report documenting the survey methods and results to the University, and no further mitigation will be required. ▶ If an active burrow is found within 1,640 feet of pending construction activities that would occur during the nonbreeding season (September 1 through January 31), the University shall establish and maintain a minimum protection buffer of 164 feet (50 meters) around the occupied burrow throughout construction. The actual buffer size will be determined by the qualified biologist based on the time of year and level of disturbance in accordance with guidance provided in the CDFW Staff Report on Burrowing Owl Mitigation (CDFW 2012). The protection buffer may be adjusted if, in consultation with CDFW, a qualified biologist determines that an alternative buffer will not disturb burrowing owl use of the burrow because of particular site features or other buffering measures. If occupied burrows are present that cannot be avoided or adequately protected with a no-disturbance buffer, a burrowing owl exclusion plan will be developed, as described in Appendix E of the CDFW Staff Report (CDFW 2012). Burrowing owls will not be excluded from occupied burrows until the project burrowing owl exclusion plan is approved by CDFW. The exclusion plan will include a compensatory habitat mitigation plan (see below). ▶ If an active burrow is found during the breeding season (February 1 through August 31), occupied burrows will not be disturbed and will be provided with a protective buffer at a minimum of 164 feet unless a qualified biologist verifies through noninvasive means that either: (1) the birds have not begun egg laying, or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. The size of the buffer may be adjusted depending on the time of year and level of disturbance as outlined in the CDFW Staff Report (CDFW 2012). The size of the buffer may be reduced if a broad-scale, long-term, monitoring program acceptable to CDFW is implemented so that burrowing owls are not adversely affected. Once the fledglings are capable of independent survival, the owls can be evicted, and the burrow can be destroyed per the terms of a CDFW-approved burrowing owl exclusion plan developed in accordance with Appendix E of CDFW Staff Report (CDFW 2012). 	<p>determined to be present; consult with CDFW if burrows are disturbed and/or destroyed.</p>			

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Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
	<ul style="list-style-type: none"> ▶ If burrowing owls are evicted from burrows and the burrows are destroyed by implementation of project construction activities, the University will mitigate the loss of occupied habitat in accordance with guidance provided in the CDFW Staff Report, which states that permanent impacts on nesting, occupied and satellite burrows, and burrowing owl habitat (i.e., grassland habitat with suitable burrows) will be mitigated such that habitat acreage and number of burrows are replaced through permanent conservation of comparable or better habitat with similar vegetation communities and burrowing mammals (e.g., ground squirrels) present to provide for nesting, foraging, wintering, and dispersal (CDFW 2012). The University will retain a qualified biologist to develop a burrowing owl mitigation and management plan that incorporates the following goals and standards: <ul style="list-style-type: none"> ▪ Mitigation lands will be selected based on comparison of the habitat lost to the compensatory habitat, including type and structure of habitat, disturbance levels, potential for conflicts with humans, pets, and other wildlife, density of burrowing owls, and relative importance of the habitat to the species throughout its range. ▪ If feasible, mitigation lands will be provided adjacent or proximate to the project site so that displaced owls can relocate with reduced risk of injury or mortality. Feasibility of providing mitigation adjacent or proximate to the project site depends on availability of sufficient habitat to support displaced owls that may be preserved in perpetuity. ▪ If habitat suitable for burrowing owl is not available for conservation adjacent or proximate to the project site, mitigation lands can be secured off-site and will aim to consolidate and enlarge conservation areas outside of planned development areas and within foraging distance of other conservation lands. Mitigation may be also accomplished through purchase of mitigation credits at a CDFW-approved mitigation bank, if available. Alternative mitigation sites and acreages may also be determined in consultation with CDFW. ▪ If burrowing owl habitat mitigation is completed through permittee-responsible conservation lands, the mitigation plan will include mitigation objectives, site selection factors, site management roles and responsibilities, vegetation management goals, financial assurances and funding mechanisms, performance standards and success criteria, monitoring and reporting protocols, and adaptive management measures. Success will be based on the number of adult burrowing owls and pairs using the site and if 			

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	<p>the numbers are maintained over time. Measures of success, as suggested in the CDFW Staff Report, will include site tenacity, number of adult owls present and reproducing, colonization by burrowing owls from elsewhere, changes in distribution, and trends in stressors (CDFW 2012).</p>			
	<p>Mitigation 3.3-1b: Conduct Focused Surveys for Special-Status Birds, Nesting Raptors, and Other Native Nesting Birds and Implement Protective Buffers The following measures shall be implemented prior to and during project construction activities:</p> <ul style="list-style-type: none"> ▶ To minimize the potential for loss of special-status bird species, raptors, and other native birds, project construction activities (e.g., tree removal, vegetation clearing, ground disturbance, staging) will be conducted during the nonbreeding season (approximately September 1-January 31, as determined by a qualified biologist), if feasible. If project construction activities are conducted during the nonbreeding season, no further mitigation will be required. ▶ Within 14 days before the onset of project construction activities during the breeding season (approximately February 1 through August 31, as determined by a qualified biologist), a qualified biologist familiar with birds of California and with experience conducting nesting bird surveys will conduct focused surveys for special-status birds, other nesting raptors, and other native birds. Surveys will be conducted within 0.25 mile of the project site for Swainson’s hawk within 500 feet of the project site for white-tailed kite and other common raptors, and within 50 feet of the project site for non-raptor common native bird nests. ▶ Impacts on nesting birds will be avoided by establishing appropriate buffers around active nest sites identified during focused surveys to prevent disturbance to the nest. Project construction activity will not commence within the buffer areas until a qualified biologist has determined that the young have fledged, the nest is no longer active, or reducing the buffer will not likely result in nest abandonment. An avoidance buffer of a minimum of 0.25 mile will be implemented for Swainson’s hawk in consultation with CDFW. For other species, a qualified biologist will determine the size of the buffer for non-raptor nests after a site- and nest-specific analysis. Buffers typically will be 500 feet for white-tailed kite and other raptors (other than Swainson’s hawk). Buffer size for non-raptor bird species will be determined by a qualified biologist. Factors to be considered for determining buffer size will include presence of natural buffers provided by vegetation or topography, nest height above ground, baseline levels of noise and human activity, species sensitivity, and proposed project 	<p>Conduct construction activities during nonbreeding season; conduct focused nesting raptor, special-status, and other native nesting bird surveys; establish buffers if nesting bird sites are identified.</p>	<p>CO</p>	<p>Prior to and during construction</p>

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	<p>construction activities. Generally, buffer size for these species will be at least 20 feet. The size of the buffer may be adjusted if a qualified biologist, determines that such an adjustment would not be likely to adversely affect the nest. Any buffer reduction for a special-status species will require consultation with CDFW. Periodic monitoring of the nest by a qualified biologist during project construction activities will be required if the activity has potential to adversely affect the nest, the buffer has been reduced, or if birds within active nests are showing behavioral signs of agitation (e.g., standing up from a brooding position, flying off the nest) during project construction activities, as determined by the qualified biologist.</p>			
	<p>Mitigation 3.3-1c: Conduct Focused Bat Surveys and Implement Avoidance Measures The following measures shall be implemented prior to and during project construction activities:</p> <ul style="list-style-type: none"> ▶ Prior to the start of project construction activities a qualified biologist with familiarity with bats and bat ecology, and experienced in conducting bat surveys will conduct surveys for bat roosts in large trees on the project site. ▶ If no evidence of bat roosts is found, the qualified biologist will submit a report summarizing the results of the survey to the University, and no further study will be required. ▶ If evidence of bat roosts is observed, the species and number of bats using the roost will be determined. Bat detectors shall be used if deemed necessary to supplement survey efforts by the qualified biologist. ▶ A no-disturbance buffer of 250 feet will be established around active pallid bat or western red bat roosts, and project construction activities will not occur within this buffer until after the roosts are unoccupied as determined by a qualified biologist. ▶ If roosts of pallid bat or western red bat are determined to be present and must be removed, the bats will be excluded from the roosting site before the tree is removed. A program addressing compensation, exclusion methods, and roost removal procedures will be developed in consultation with CDFW before implementation. Exclusion efforts may be restricted during periods of sensitive activity (e.g., during hibernation or while females in maternity colonies are nursing young). The loss of each roost (if any) will be replaced in consultation with CDFW and may require construction and installation of bat boxes suitable to the bat species and colony size excluded from the original roosting site. If determined necessary during consultation with CDFW, replacement roosts will 	<p>Conduct bat surveys at the project site; prepare survey report; establish buffer for avoidance during construction activities; consult with CDFW in the event that bat roosts require removal.</p>	<p>CO</p>	<p>Prior to and during construction activities</p>

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	<p>be implemented before bats are excluded from the original roost sites. Once the replacement roosts are constructed and it is confirmed that bats are not present in the original roost site by a qualified biologist, the roost tree may be removed.</p>			
<p>Impact 3.3-2: Conflict with Local Policies and Ordinances</p>	<p>Mitigation Measure 3.3-2: Remove and Replace City Street Trees Consistent with the City of Sacramento Tree Preservation Ordinance</p> <p>Before construction begins, the University will complete a survey of City street trees at the project site and prepare and submit a detailed tree removal, protection, replanting, and replacement plan to the City arborist. The tree removal plan will be developed by a certified arborist. Separate plans may be prepared for different phases of project construction; however, each construction phase cannot be initiated until a completed plan addressing that construction phase is provided to the City of Sacramento. The plan shall include the following elements:</p> <ul style="list-style-type: none"> ▶ The number, location, species, health, and sizes of all City street trees to be removed, relocated, or replaced will be identified. This information will also be provided on a map/design drawing to be included in the project plans. ▶ Planting techniques, the necessary maintenance regime, success criteria, and a monitoring program for all City street trees planted on or, disturbed but retained on the project site, will be described. 	<p>Conduct survey of street trees at the project site and prepare plan for the City arborist.</p>	<p>CO</p>	<p>Prior to construction</p>
<p>3.4 Archaeological, Historical, and Tribal Cultural Resources</p>				
<p>Impact 3.4-3: Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource</p>	<p>Mitigation Measure 3.4-3 Tribal Cultural Resources Unanticipated Discovery</p> <ul style="list-style-type: none"> ▶ A cultural resources respect training program will be provided to all construction personnel active on the project site prior to implementation of earth moving activities. The program will include relevant information regarding sensitive tribal cultural resources, including protocols for resource avoidance, applicable laws regulations, and the consequences of violating them. The program will also underscore the requirement for confidentiality and culturally-appropriate treatment of any find of significance to Native Americans and protocols, consistent, to the extent feasible, with Native American tribal values. ▶ If any suspected tribal cultural resources are discovered during ground disturbing construction activities, including midden soil, stone tools, chipped stone, or unusual amounts of baked clay, shell, or bone, all grading and excavation work shall cease within 100 feet of the find. 	<p>Provide cultural resources training program to construction personnel; halt construction activities in the event of an unanticipated discovery; retain a qualified archaeologist to assess the find; retain tribal representative from the culturally affiliated tribe; preserve find in place, if possible.</p>	<p>CO</p>	<p>Prior to and during construction</p>

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	<ul style="list-style-type: none"> ▪ The applicant shall retain a qualified archaeologist and immediately notify and retain a tribal representative from a California Native American tribe that is traditionally and culturally affiliated with the geographic area. Together, the archaeologist and tribal representative shall determine if the find is a tribal cultural resource (pursuant to PRC Section 21074). If the find does not qualify as a tribal cultural resource, work may resume. ▪ If the find is determined to be a tribal cultural resource, the tribal representative shall make recommendations for the appropriate treatment, as necessary. Preservation in place is the preferred alternative under CEQA and tribal protocols, and every effort must be made to preserve the resources in place, including through project redesign. ▪ Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project vicinity where they will not be subject to future impacts. Materials shall not be permanently curated unless approved by the tribe. Treatment that preserves or restores the cultural character and integrity of a tribal cultural resource may include culturally appropriate recovery of cultural objects and reburial of cultural objects or cultural soil. The University shall work with the contractor and tribal representative to facilitate the appropriate tribal treatment of any finds, as necessary. ▪ Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery, has been completed. 			

3.6 Greenhouse Gas Emissions

<p>Impact 3.6-1: Generate Greenhouse Gas Emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment</p>	<p>Mitigation Measure 3.6-1a: Reduce Project-Related Construction Greenhouse Gas Emissions</p> <p>During construction activities, the University shall require its contractors to implement the following best management practices, as recommended by SMAQMD:</p> <ul style="list-style-type: none"> ▶ Improve fuel efficiency from construction equipment: <ul style="list-style-type: none"> ▪ Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to no more than 3 minutes (5-minute limit is required by the state airborne toxics control measure [CCR Title 13, sections 2449(d)(3) and 2485]). Provide clear signage that posts this requirement for workers at the entrances to the site. 	<p>Implement SMAQMD best management practices; require use of RD fuel for all diesel-powered construction equipment.</p>	<p>CO</p>	<p>Prior to and during construction</p>
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Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing		Verification
	<ul style="list-style-type: none"> ▪ Maintain all construction equipment in proper working condition according to manufacturer’s specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated. ▶ Perform on-site material hauling with trucks equipped with on-road engines ▶ Use alternative fuels for generators at construction sites such as propane or solar, or use electrical power. ▶ Require workers to use carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes. ▶ Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones. ▶ Recycle or salvage 75 percent of non-hazardous construction and demolition debris by weight. ▶ Use 20 percent of locally sourced or recycled materials for construction materials. Wood products utilized are to be certified and verified through a sustainable forestry program. ▶ Utilize a low carbon concrete option. ▶ Use SmartWay certified trucks for deliveries and equipment transport. <p>In addition, prior to the start of any construction activities, the University shall require its construction contractors to use renewable diesel (RD) fuel for all diesel-powered construction equipment. Any RD product that is considered for use by the construction contractors shall comply with California’s Low Carbon Fuel Standards and be certified by the California Air Resources Board (CARB) Executive Officer. RD fuel must also meet the following criteria:</p> <ul style="list-style-type: none"> ▶ be hydrogenation-derived (reaction with hydrogen at high temperatures) from 100 percent biomass material (i.e., nonpetroleum sources), such as animal fats and vegetables, ▶ contain no fatty acids or functionalized fatty acid esters, and ▶ have a chemical structure that is identical to petroleum-based diesel which ensures RD will be compatible with all existing diesel engines; it must comply with American Society for Testing and Materials (ASTM) D975 requirements for diesel fuels. 				

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Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
	<p>Mitigation Measure 3.6-1b: Implement Transportation Demand Management Strategies to Reduce Project-Generated Vehicle Miles Travelled (VMT)</p> <p>The University shall implement transportation demand management (TDM) strategies to reduce vehicle trips and, in turn, VMT that would be generated by the project. The implementation of TDM strategies shall reduce total VMT per service population to levels that are 15 percent or more below the existing City of Sacramento and SACOG Region total VMT per service population averages.</p> <p>Potential TDM strategies and their GHG mitigation potential include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ▶ Promote walking and bicycling for employee and student trips to and from the project site, including improved bicycle and pedestrian connections between the project site and Power Inn Station as described in Mitigation Measure 3.9-1d. This measure would result in a GHG mitigation potential of up to 4 percent of mobile emissions. ▶ Expand public transit service, including additional service connecting the project site with employee and student residential areas, as well as additional service connecting the project site with the Sacramento State main campus. This measure would result in a GHG mitigation potential of up to 4.6 percent of mobile emissions. ▶ Implement a fair value commuting program or other pricing of vehicle travel and parking. This measure would result in a GHG mitigation potential of up to 8 percent of mobile emissions. ▶ Provide carpool and/or vanpool incentive programs. This measure would result in a GHG mitigation potential of up to 8 percent of mobile emissions. ▶ Offer remote and/or hybrid working options. This measure's GHG mitigation potential is supportive of the measures provided above. <p>The GHG mitigation potential of the TDM strategies list were provided from the California Air Pollution Control Officers Association (2021), <i>Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity</i>.</p> <p>The TDM strategies implemented will be consistent with existing and planned TDM programs on the Sacramento State main campus. If these TDM strategies are not sufficient to reduce total VMT per service population as described above, additional TDM measures or adjustments to the measures above shall be implemented as needed to reduce total VMT per service population consistent with the criteria described above.</p>	<p>Implement TDM strategies as defined in the mitigation measure.</p>	<p>OC; OP</p>	<p>Prior to occupancy; during operation</p>

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Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing		Verification
<p>Impact 3.6-2: Conflict with an Applicable Plan, Policy or Regulation Adopted for the Purpose of Reducing the Emissions of Greenhouse Gases</p>	<p>Mitigation Measure 3.6-1a: Reduce Project-Related Construction Greenhouse Gas Emissions</p> <p>During construction activities, the University shall require its contractors to implement the following best management practices, as recommended by SMAQMD:</p> <ul style="list-style-type: none"> ▶ Improve fuel efficiency from construction equipment: <ul style="list-style-type: none"> ▪ Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to no more than 3 minutes (5-minute limit is required by the state airborne toxics control measure [CCR Title 13, sections 2449(d)(3) and 2485]). Provide clear signage that posts this requirement for workers at the entrances to the site. ▪ Maintain all construction equipment in proper working condition according to manufacturer’s specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated. ▶ Perform on-site material hauling with trucks equipped with on-road engines ▶ Use alternative fuels for generators at construction sites such as propane or solar, or use electrical power. ▶ Require workers to use carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes. ▶ Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones. ▶ Recycle or salvage 75 percent of non-hazardous construction and demolition debris by weight. ▶ Use 20 percent of locally sourced or recycled materials for construction materials. Wood products utilized are to be certified and verified through a sustainable forestry program. ▶ Utilize a low carbon concrete option. ▶ Use SmartWay certified trucks for deliveries and equipment transport. <p>In addition, prior to the start of any construction activities, the University shall require its construction contractors to use RD fuel for all diesel-powered construction equipment. Any RD product that is considered for use by the construction</p>	<p>Implement SMAQMD best management practices; require construction contractors to use RD fuel for all diesel-powered construction equipment.</p>	<p>CO</p> <p>During construction</p>		

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Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
	<p>contractors shall comply with California’s Low Carbon Fuel Standards and be certified by the CARB Executive Officer. RD fuel must also meet the following criteria:</p> <ul style="list-style-type: none"> ▶ be hydrogenation-derived (reaction with hydrogen at high temperatures) from 100 percent biomass material (i.e., nonpetroleum sources), such as animal fats and vegetables, ▶ contain no fatty acids or functionalized fatty acid esters, and ▶ have a chemical structure that is identical to petroleum-based diesel which ensures RD will be compatible with all existing diesel engines; it must comply with American Society for Testing and Materials (ASTM) D975 requirements for diesel fuels. 			
	<p>Mitigation Measure 3.6-1b: Implement Transportation Demand Management Strategies to Reduce Project-Generated VMT</p> <p>The University shall implement transportation demand management (TDM) strategies to reduce vehicle trips and, in turn, VMT that would be generated by the project. The implementation of TDM strategies shall reduce total VMT per service population to levels that are 15 percent or more below the existing City of Sacramento and SACOG Region total VMT per service population averages.</p> <p>Potential TDM strategies and their GHG mitigation potential include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ▶ Promote walking and bicycling for employee and student trips to and from the project site, including improved bicycle and pedestrian connections between the project site and Power Inn Station as described in Mitigation Measure 3.9-1d. This measure would result in a GHG mitigation potential of up to 4 percent of mobile emissions. ▶ Expand public transit service, including additional service connecting the project site with employee and student residential areas, as well as additional service connecting the project site with the Sacramento State main campus. This measure would result in a GHG mitigation potential of up to 4.6 percent of mobile emissions. ▶ Implement a fair value commuting program or other pricing of vehicle travel and parking. This measure would result in a GHG mitigation potential of up to 8 percent of mobile emissions. ▶ Provide carpool and/or vanpool incentive programs. This measure would result in a GHG mitigation potential of up to 8 percent of mobile emissions. 	<p>Implement TDM strategies as defined in the mitigation measure.</p>	<p>OC; OP</p>	<p>Prior to occupancy; during operation</p>

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	<ul style="list-style-type: none"> ▶ Offer remote and/or hybrid working options. This measure’s GHG mitigation potential is supportive of the measures provided above. <p>The GHG mitigation potential of the TDM strategies list were provided from the California Air Pollution Control Officers Association (2021), <i>Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity</i>.</p> <p>The TDM strategies implemented will be consistent with existing and planned TDM programs on the Sacramento State main campus. If these TDM strategies are not sufficient to reduce total VMT per service population as described above, additional TDM measures or adjustments to the measures above shall be implemented as needed to reduce total VMT per service population consistent with the criteria described above.</p>			
3.7 Hazards and Hazardous Materials				
Impact 3.7-2: Hazards to the Public or Environment Through Reasonably Foreseeable Upset and/or Accident Conditions Involving the Release of Hazardous Materials into the Environment	<p>Mitigation Measure 3.7-2: Identification and Treatment of Potential Hazardous Materials and Conditions</p> <p>To reduce health hazards associated with potential exposure to hazardous substances, Sacramento State and/or its construction contractors shall implement the following measures before initiation of construction activities within the project site:</p> <ul style="list-style-type: none"> ▶ Sacramento State shall retain a qualified environmental professional to conduct a hazardous materials survey (i.e., Phase I Environmental Site Assessment) to characterize potential contamination and to identify any required remediation that shall be conducted consistent with applicable regulations. The environmental professional shall prepare a report that includes but is not limited to activities performed for the assessment, a summary of anticipated contaminants and contaminant concentrations at the project site, and recommendations for appropriate handling of any contaminated materials during construction. Any contaminated areas shall be remediated in accordance with recommendations made by the Sacramento County Environmental Management Department, Central Valley Regional Water Quality Control Board, California Department of Toxic Substances Control, or other appropriate federal, state, or local regulatory agencies. ▶ If hazardous materials or conditions are identified, completion of all recommended site remediation and cleanup activities shall occur prior to project construction. 	Implement hazardous reduction measures; retain a qualified environmental professional to conduct hazardous materials survey; complete site remediation and cleanup activities, if necessary; comply with SCI Policy LU 3.5.4.	CO	Prior to construction

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	<ul style="list-style-type: none"> If Sacramento State acquires the parcel (APN 079-0260-006) south of the project site for a roadway connection between the project site and Cucamonga Avenue, Sacramento State shall comply with regulations contained in Section 21190(g) of CCR Title 27 governing post-closure land use and this area. Additionally, construction and operation of this optional parcel shall comply with requirements listed in Sacramento Center for Innovation (SCI) Policy LU 3.5.4. 				
3.9 Transportation					
Impact 3.9-1: Conflict with a Program, Plan, Ordinance, or Policy Addressing Roadway, Transit, Bicycle, and Pedestrian Facilities	Mitigation Measure 3.9-1a: Construct bicycle facility improvements on Ramona Avenue Sacramento State shall coordinate with the City of Sacramento to implement the construction of Class II bicycle lanes on Ramona Avenue between Brighton Avenue and Cucamonga Avenue, or an improvement of equal effectiveness. This modification has been identified as a planned improvement in multiple City of Sacramento planning documents, including the Bicycle Master Plan. Additionally, to further improve bicycle safety along this roadways segment, Sacramento State shall coordinate with City of Sacramento to ensure the construction of bike lane conflict markings (e.g., at driveways and intersection approaches), reductions to crossing distances (i.e., to reduce bicyclist exposure to conflicting vehicles), intersection crossing markings, and crosswalk at all driveways and intersections providing ingress/egress to the project site. Improvements shall be constructed prior to occupancy of Phase I of the project. As part of this coordination effort, Sacramento State and City of Sacramento shall determine which agency will be responsible for constructing these improvements and how fair-share cost will be determined if the City is determined to be the appropriate agency to build the improvements.	Coordinate with City of Sacramento to implement construction of Class II bike lanes, bike lane conflict markings, intersection crossing markings, and crosswalk markings. Ultimate approval and implementation of the improvements is at the discretion of the City of Sacramento.	DE; CO; OC	During project planning and construction; prior to occupancy of Phase I	
	Mitigation Measure 3.9-1b: Construct bicycle facility improvements on Cucamonga Avenue Sacramento State shall coordinate with the City of Sacramento to implement the construction of bicycle facility improvements on Cucamonga Avenue between Ramona Avenue and Power Inn Road, or an improvement of equal effectiveness. Potential bicycle facility improvement alternatives include the following: <ul style="list-style-type: none"> Construction of Class II bicycle lanes. This improvement would require the removal of existing on-street parking or the widening of the roadway. 	Coordinate with City of Sacramento to implement construction of bicycle facility improvements, bike lane conflict markings, intersection crossing markings, and crosswalk markings.	DE; CO; OC	During project planning and construction; prior to occupancy of Phase I	

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	<ul style="list-style-type: none"> ▶ Construction of a Class III bicycle route. This improvement would require that the speed of vehicle traffic be managed such that a considerable speed differential would not exist between bicyclists and vehicles occupying the same physical space. This modification has been identified as a planned improvement in the City of Sacramento Bicycle Master Plan. <p>Additionally, to further improve bicycle safety along this roadways segment, Sacramento State shall coordinate with City of Sacramento to ensure the construction of bike lane conflict markings (e.g., at driveways and intersection approaches), reductions to crossing distances (i.e., to reduce bicyclist exposure to conflicting vehicles), intersection crossing markings, and crosswalks at all driveways and intersections providing ingress/egress to the project site.</p> <p>Improvements shall be constructed prior to occupancy of Phase I of the project. As part of this coordination effort, Sacramento State and City of Sacramento shall determine which agency will be responsible for constructing these improvements and how fair-share cost will be determined if the City is determined to be the appropriate agency to build the improvements.</p>	<p>Ultimate approval and implementation of the improvements is at the discretion of the City of Sacramento.</p>			
	<p>Mitigation Measure 3.9-1c: Construct bicycle and pedestrian facility improvements on Brighton Avenue</p> <p>Sacramento State shall coordinate with the City of Sacramento to implement the construction of bicycle facility improvements on Brighton Avenue between Ramona Avenue and the eastern Brighton Avenue terminus, or identify an improvement of equal effectiveness. Potential bicycle facility improvement alternatives include the following:</p> <ul style="list-style-type: none"> ▶ Construction of a Class I shared-use path on the north side of Brighton Avenue and new sidewalks on the south side of Brighton Avenue. This modification has been identified as a planned improvement in multiple City of Sacramento planning documents. ▶ Construction of Class II bicycle lanes and new sidewalks on both sides of Brighton Avenue. <p>Additionally, to further improve bicycle and pedestrian safety along this roadways segment, Sacramento State shall coordinate with City of Sacramento to ensure the construction of bike lane conflict markings (e.g., at driveways and intersection approaches), reductions to crossing distances (i.e., to reduce bicyclist and pedestrian</p>	<p>Coordinate with City of Sacramento to implement construction of bicycle facility improvements, bike lane conflict markings, intersection crossing markings, and crosswalk markings.</p> <p>Ultimate approval and implementation of the improvements is at the discretion of the City of Sacramento.</p>	<p>DE; CO; OC</p>	<p>During project planning and construction; prior to occupancy of Phase I</p>	

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	<p>exposure to conflicting vehicles), intersection crossing markings, and crosswalks at all driveways and intersections providing ingress/egress to the project site.</p> <p>Improvements shall be constructed prior to occupancy of Phase I of the project. As part of this coordination effort, Sacramento State and City of Sacramento shall determine which agency will be responsible for constructing these improvements and how fair-share cost will be determined if the City is determined to be the appropriate agency to build the improvements.</p>			
	<p>Mitigation Measure 3.9-1d: Construct bicycle and pedestrian access improvements between the project site and Power Inn Station</p> <p>Sacramento State shall coordinate with the City of Sacramento to ensure construction of bicycle and pedestrian access improvements between the project site and Power Inn Station, or an improvement of equal effectiveness. Potential bicycle and pedestrian facility improvement alternatives include the following:</p> <ul style="list-style-type: none"> ▶ If selected, the extension of the new north-south road to Cucamonga Avenue shall provide designated bicycle and pedestrian facilities. Construct a north leg marked crosswalk and install associated pedestrian crossing signal equipment at the Power Inn Road/Cucamonga Avenue intersection. ▶ Extend the new east-west road to Power Inn Road and provide designated bicycle and pedestrian facilities. Construct a north or south leg marked crosswalk and install associated pedestrian crossing signal equipment at the Power Inn Road/east-west road/Power Inn Station Driveway intersection. ▶ Construct a Class I shared-use path between the eastern terminus of the new east-west road and Power Inn Road. Construct a north or south leg marked crosswalk and install associated pedestrian crossing signal equipment at the Power Inn Road/east-west road/Power Inn Station Driveway intersection. ▶ Construct a grade-separated bicycle and pedestrian crossing over Power Inn Road between the eastern terminus of Brighton Avenue and Power Inn Station. <p>Improvements shall be constructed prior to occupancy of Phase II of the project. As part of this coordination effort, Sacramento State and City of Sacramento shall determine which agency will be responsible for constructing these improvements and how fair-share cost will be determined if the City is determined to be the appropriate agency to build the improvements.</p>	<p>Coordinate with City of Sacramento to implement construction of bicycle and pedestrian access improvements. Ultimate approval and implementation of the improvements is at the discretion of the City of Sacramento.</p>	<p>DE; CO; OC</p>	<p>During project planning and construction; prior to occupancy of Phase II</p>

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<p>Impact 3.9-2: Conflict or Be Inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b) Related to Vehicle Miles Traveled</p>	<p>Mitigation Measure 3.9-2: Implement transportation demand management strategies to reduce project-generated VMT</p> <p>Sacramento State shall implement transportation demand management (TDM) strategies to reduce vehicle trips and, in turn, VMT that would be generated by the project. The implementation of TDM strategies shall reduce total VMT per service population to levels that are 15 percent or more below the existing City of Sacramento and SACOG Region total VMT per service population averages.</p> <p>Potential TDM strategies include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ▶ Promote walking and bicycling for employee and student trips to and from the project site, including improved bicycle and pedestrian connections between the project site and Power Inn Station as described in Mitigation Measure 3.9-1d. ▶ Expand public transit service, including additional service connecting the project site with employee and student residential areas, as well as additional service connecting the project site with the Sacramento State main campus. ▶ Implement a fair value commuting program or other pricing of vehicle travel and parking. ▶ Provide carpool and/or vanpool incentive programs. ▶ Offer remote and/or hybrid working options. <p>The TDM strategies implemented will be consistent with existing and planned TDM programs on the Sacramento State main campus. If these TDM strategies are not sufficient to reduce total VMT per service population as described above, additional TDM measures or adjustments to the measures above shall be implemented as needed to reduce total VMT per service population consistent with the criteria described above.</p>	<p>Implement TDM strategies as defined in the mitigation measure.</p>	<p>OC</p> <p>During occupancy</p>		
<p>Impact 3.9-3: Hazards Due to a Geometric Design Feature or Incompatible Uses</p>	<p>Mitigation Measure 3.9-1a: Construct bicycle facility improvements on Ramona Avenue</p> <p>Sacramento State shall coordinate with the City of Sacramento to implement the construction of Class II bicycle lanes on Ramona Avenue between Brighton Avenue and Cucamonga Avenue, or an improvement of equal effectiveness. This modification has been identified as a planned improvement in multiple City of Sacramento planning documents, including the Bicycle Master Plan.</p> <p>Additionally, to further improve bicycle safety along this roadways segment, Sacramento State shall coordinate with City of Sacramento to ensure the construction of bike lane conflict markings (e.g., at driveways and intersection approaches),</p>	<p>Coordinate with City of Sacramento to implement construction of Class II bicycle lanes, bike lane conflict markings, intersection crossing markings, and crosswalk markings. Ultimate approval and implementation of the</p>	<p>DE; CO; OC</p> <p>During project planning and construction; prior to occupancy of Phase I</p>		

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	<p>reductions to crossing distances (i.e., to reduce bicyclist exposure to conflicting vehicles), intersection crossing markings, and crosswalk at all driveways and intersections providing ingress/egress to the project site.</p> <p>Improvements shall be constructed prior to occupancy of Phase I of the project. As part of this coordination effort, Sacramento State and City of Sacramento shall determine which agency will be responsible for constructing these improvements and how fair-share cost will be determined if the City is determined to be the appropriate agency to build the improvements.</p>	<p>improvements is at the discretion of the City of Sacramento.</p>		
	<p>Mitigation Measure 3.9-1b: Construct bicycle facility improvements on Cucamonga Avenue</p> <p>Sacramento State shall coordinate with the City of Sacramento to implement the construction of bicycle facility improvements on Cucamonga Avenue between Ramona Avenue and Power Inn Road, or an improvement of equal effectiveness. Potential bicycle facility improvement alternatives include the following:</p> <ul style="list-style-type: none"> ▶ Construction of Class II bicycle lanes. This improvement would require the removal of existing on-street parking or the widening of the roadway. ▶ Construction of a Class III bicycle route. This improvement would require that the speed of vehicle traffic be managed such that a considerable speed differential would not exist between bicyclists and vehicles occupying the same physical space. This modification has been identified as a planned improvement in the City of Sacramento Bicycle Master Plan. <p>Additionally, to further improve bicycle safety along this roadways segment, Sacramento State shall coordinate with City of Sacramento to ensure the construction of bike lane conflict markings (e.g., at driveways and intersection approaches), reductions to crossing distances (i.e., to reduce bicyclist exposure to conflicting vehicles), intersection crossing markings, and crosswalks at all driveways and intersections providing ingress/egress to the project site.</p> <p>Improvements shall be constructed prior to occupancy of Phase I of the project. As part of this coordination effort, Sacramento State and City of Sacramento shall determine which agency will be responsible for constructing these improvements and how fair-share cost will be determined if the City is determined to be the appropriate agency to build the improvements.</p>	<p>Coordinate with City of Sacramento to implement construction of Class II bike lanes, a Class III bicycle route, bike lane conflict markings, intersection crossing markings, and crosswalk markings. Ultimate approval and implementation of the improvements is at the discretion of the City of Sacramento.</p>	<p>CO; OC</p>	<p>During construction; prior to occupancy of Phase I</p>

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	<p>Mitigation Measure 3.9-1c: Construct bicycle and pedestrian facility improvements on Brighton Avenue</p> <p>Sacramento State shall coordinate with the City of Sacramento to implement the construction of bicycle facility improvements on Brighton Avenue between Ramona Avenue and the eastern Brighton Avenue terminus, or identify an improvement of equal effectiveness. Potential bicycle facility improvement alternatives include the following:</p> <ul style="list-style-type: none"> ▶ Construction of a Class I shared-use path on the north side of Brighton Avenue and new sidewalks on the south side of Brighton Avenue. This modification has been identified as a planned improvement in multiple City of Sacramento planning documents. ▶ Construction of Class II bicycle lanes and new sidewalks on both sides of Brighton Avenue. <p>Additionally, to further improve bicycle and pedestrian safety along this roadways segment, Sacramento State shall coordinate with City of Sacramento to ensure the construction of bike lane conflict markings (e.g., at driveways and intersection approaches), reductions to crossing distances (i.e., to reduce bicyclist and pedestrian exposure to conflicting vehicles), intersection crossing markings, and crosswalks at all driveways and intersections providing ingress/egress to the project site.</p> <p>Improvements shall be constructed prior to occupancy of Phase I of the project. As part of this coordination effort, Sacramento State and City of Sacramento shall determine which agency will be responsible for constructing these improvements and how fair-share cost will be determined if the City is determined to be the appropriate agency to build the improvements.</p>	<p>Coordinate with City of Sacramento to implement construction of a Class I shared-use path, Class II bicycle lanes and new sidewalks, bike lane conflict markings, intersection crossing markings, and crosswalk markings. Ultimate approval and implementation of the improvements is at the discretion of the City of Sacramento.</p>	<p>DE; CO; OC</p>	<p>During project planning and construction; prior to occupancy of Phase I</p>
	<p>Mitigation Measure 3.9-1d: Construct bicycle and pedestrian access improvements between the project site and Power Inn Station</p> <p>Sacramento State shall coordinate with the City of Sacramento to ensure construction of bicycle and pedestrian access improvements between the project site and Power Inn Station, or an improvement of equal effectiveness. Potential bicycle and pedestrian facility improvement alternatives include the following:</p> <ul style="list-style-type: none"> ▶ If selected, the extension of the new north-south road to Cucamonga Avenue shall provide designated bicycle and pedestrian facilities. Construct a north leg marked crosswalk and install associated pedestrian crossing signal equipment at the Power Inn Road/Cucamonga Avenue intersection. 	<p>Coordinate with City of Sacramento to implement construction of bicycle and pedestrian access improvements. Ultimate approval and implementation of the improvements is at the discretion of the City of Sacramento.</p>	<p>DE; CO; OC</p>	<p>During project planning and construction; prior to occupancy of Phase II</p>

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	<ul style="list-style-type: none"> ▶ Extend the new east-west road to Power Inn Road and provide designated bicycle and pedestrian facilities. Construct a north or south leg marked crosswalk and install associated pedestrian crossing signal equipment at the Power Inn Road/east-west road/Power Inn Station Driveway intersection. ▶ Construct a Class I shared-use path between the eastern terminus of the new east-west road and Power Inn Road. Construct a north or south leg marked crosswalk and install associated pedestrian crossing signal equipment at the Power Inn Road/east-west road/Power Inn Station Driveway intersection. ▶ Construct a grade-separated bicycle and pedestrian crossing over Power Inn Road between the eastern terminus of Brighton Avenue and Power Inn Station. <p>Improvements shall be constructed prior to occupancy of Phase II of the project. As part of this coordination effort, Sacramento State and City of Sacramento shall determine which agency will be responsible for constructing these improvements and how fair-share cost will be determined if the City is determined to be the appropriate agency to build the improvements.</p>				

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